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September 27, 2022

NOTICE OF COMPLETION AND AVAILABILITY OF A FINAL ENVIRONMENTAL IMPACT REPORT

Downtown Community Plan Update
City EIR No. ENV-2017-433-EIR
Case No. CPC-432-CPU; CPC-201-1582-CA
State Clearinghouse No. 2017021024

TO: Affected Agencies, Organizations, and Other Interested Parties

PROJECT NAME: Downtown Community Plan Update/New Zoning Code for Downtown Community Plan

Notice is hereby given that the City of Los Angeles, as the Lead Agency, has completed the Final Environmental Impact Report (FEIR) for the Downtown Community Plan Update. The FEIR includes a response to comments from both agencies and stakeholders, modification and technical refinements to the Proposed Plan and New Zoning Code for Downtown Community Plan, including supplemental analysis, and changes and additions to the Draft EIR based on input received.

PROJECT LOCATION:

Downtown Community Plan Area (Plan Area). The Project Area for the Downtown Plan component of the Proposed Project 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.

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.

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS: Based on the analysis contained in the EIR, the Proposed Project 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 (Historical Resources); Noise (Construction Noise and Vibration); Recreation (Park Deterioration); Transportation (Highway Off-Ramp Safety). Other issues addressed in the EIR include: Aesthetics; Biological Resources; Energy; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Population and Housing; Public Services; Tribal Cultural Resources; and Utilities and Services Systems. Impacts associated with these topics were determined to be no impact, less than significant, or less than significant with implementation of mitigation measures.

DOCUMENT REVIEW: A copy of the Final EIR and the appendices referenced in the Final EIR are available for review by appointment at the City of Los Angeles, Los Angeles Department of City Planning Records Management at 221 N. Figueroa Street, Room 1450, Los Angeles. Appointments must be made in advance by email at planning.recordsmgmt@lacity.org or by phone at (213)847-3753. Copies of the Final EIR are also available for review at the following City of Los Angeles Public Library branches:

- **Richard J. Riordan Central Library**
(630 West 5th Street, Los Angeles, CA 90071)
- **Chinatown Branch Library**
(639 North Hill Street, Los Angeles, CA 90012)
- **Little Tokyo Branch Library**
(203 South Los Angeles Street, Los Angeles, CA 90012)

For an electronic copy, the Final EIR can be downloaded or reviewed at the Department of City Planning website: <https://planning.lacity.org/development-services/eir>. Type Downtown Community Plan Update in the search box located at the top right of the webpage.

The Final EIR will be submitted to the decision-makers for requested certification and action on the Proposed Project at an upcoming hearing. The hearing date was not scheduled at the time of publication of this notice. Please note that the City is not required to respond to comments on the

Final EIR. If written comments on the Final EIR are received, they will be provided to the decision-makers for consideration.

Please direct any further inquiries regarding the Final EIR to:

Mail: City of Los Angeles, Department of City Planning
Downtown Plan Unit
200 North Spring Street, Room 667
Los Angeles, California 90012

Email: Downtownplan@lacity.org



Downtown Community Plan Update/ New Zoning Code for Downtown Community Plan

Environmental Case: ENV-2017-433-EIR
State Clearinghouse No.: 2017021024

Project Location:

Downtown Community Plan Area (Plan Area). The Project Area for the Downtown Plan component of the Proposed Project 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.

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Community Plan Area:

Downtown Community Plan: Central City/Central City North
New Zoning Code: Citywide

Council District:

Downtown Community Plan: 1, 9, 14
New Zoning Code: Citywide

LOS ANGELES
DEPARTMENT OF CITY
PLANNING

221 North Figueroa St., Suite 1350
Los Angeles, CA 90012



FINAL

ENVIRONMENTAL IMPACT REPORT

Project Description:

Updates to the Central City and Central City North Community Plans, adoption of the New Zoning Code, and the adoption of necessary revisions and any other amendments necessary to implement the above, including amendments to other General Plan elements (such as, Mobility and Framework), the Los Angeles Municipal Code, specific plans, and other ordinances to implement those updates.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

Rincon Consultants, Inc.
AECOM
Fehr & Peers

September 2022

DOWNTOWN COMMUNITY PLAN UPDATE / NEW ZONING CODE FOR THE DOWNTOWN COMMUNITY PLAN

FINAL ENVIRONMENTAL IMPACT REPORT

State Clearinghouse No. 2017021024

Prepared for

**THE CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING**
200 North Spring Street, Room 667
Los Angeles, CA 90012

Prepared by

Rincon Consultants, Inc.
AECOM
Fehr & Peers

September 2022

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FINAL EIR APPENDICES

In hard copies of the Final EIR the appendices are not printed out but are available at:
<https://planning.lacity.org/development-services/eir>.

FEIR Appendices

- Appendix A – General Plan Framework Amendments
- Appendix B – Mobility Plan 2035 Amendments
- Appendix C – Updated Downtown Community Plan
- Appendix D – Updated General Plan Land Use Map
- Appendix E – Updated Downtown Community Plan Zoning Map
- Appendix F – Rescission of the Downtown Design Guide and Bunker Hill Specific Plan Ordinance
- Appendix G – Updated Downtown Community Plan Implementation Overlay
- Appendix H – Pipeline Parking Alignment Ordinance
- Appendix I – Community Plan Consolidation Ordinance
- Appendix J – River Improvement Overlay (RIO) Amendments
- Appendix K – Greater Downtown Housing Incentive Ordinance Amendments
- Appendix L – Zoning Code Maps
- Appendix M – Plan Boundary Change Map
- Appendix N – Updated Downtown Community Benefits Trust Fund Ordinance
- Appendix O – Updated Downtown Community Benefits Fee Ordinance
- Appendix P – CPC Recommended Draft of New Zoning Code
- Appendix Q – Director of Planning’s Memo to the PLUM Committee
- Appendix R – Bracketed Public Comments Received for the Draft EIR
- Appendix S – Environmental Protection Measures Handbook

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7 INTRODUCTION

This Final Environmental Impact Report (EIR) has been prepared by the Los Angeles Department of City Planning (DCP) for the “Proposed Project,” which includes the Downtown Community Plan Update (hereafter referred to as “Downtown Plan”) and the New Zoning Code for the Downtown Community Plan (hereafter referred to as “New Zoning Code”). This Final EIR complies with the requirements of the California Environmental Quality Act (CEQA) statutes (Cal. Pub. Res. Code, Section 21000 et. seq.) and implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.) (the “CEQA Guidelines”).

7.1 CEQA REQUIREMENTS

Before approving a project that may cause a significant environmental impact, CEQA requires the lead agency to prepare and certify a Final EIR. According to the CEQA Guidelines, Section 15132, the Final EIR shall consist of:

1. The Draft EIR or a revision of the Draft EIR;
2. Comments and recommendations received on the Draft EIR, either verbatim or in summary;
3. A list of persons, organizations, and public agencies commenting on the Draft EIR;
4. The responses of the lead agency to significant environmental points raised in the review and consultation process; and
5. Any other information added by the lead agency.

As shown, under the CEQA Guidelines, the Final EIR includes the Draft EIR as well the other items listed. For purposes of clarity, the term “Final EIR” in this document refers to everything contained in this document (as described in Section 7.3, below) and not the Draft EIR. The term “EIR” in this document refers to the Final EIR and the Draft EIR.

7.2 PUBLIC REVIEW PROCESS

At the outset of the environmental review process, the DCP prepared a Notice of Preparation (NOP) for the Proposed Project (State Clearinghouse No. 2017021024). The NOP was published and distributed to the State Clearinghouse, trustee agencies, responsible agencies, and other interested parties for a 30-day public review period from February 6, 2017 to March 6, 2017. A public scoping meeting was held on February 16, 2017. The Draft EIR was circulated for a 120-day public review period August 6, 2020 to December 4, 2020.

7.3 CONTENTS AND ORGANIZATION OF THE FINAL EIR

The Final EIR (this document) summarizes the project information presented in the Draft EIR and contains responses to comments on environmental issues received from agencies, organizations, and individuals who

reviewed the Draft EIR. Chapters 1-6 of the EIR can be found in the Draft EIR. Chapters 1 through 6 of the Draft EIR, in addition to the following five chapters, together constitute the Final EIR as required by the CEQA Guidelines.

Chapter 7 – Introduction. This chapter summarizes the contents of the Final EIR and the environmental review process.

Chapter 8 – Modifications and Technical Refinements to the Downtown Community Plan Update / New Zoning Code for Downtown Community Plan and Environmental Effects. This chapter provides supplemental analysis related to modifications and technical refinements to the Proposed Project and new information and discusses whether the changes and new information could result in new or more severe significant impacts than those identified in the Draft EIR.

Chapter 9 – Responses to Comments. During the public review period for the Draft EIR, the City received 43 comment letters and 26 video comments. Of these, four letters pertain only to comments on the DEIR, 16 letters include comments pertaining to both the DEIR and the Proposed Project itself, and 23 letters and all of the video comments are directed exclusively at the Proposed Project rather than the DEIR. This chapter contains summaries of these comment letters and the City’s responses to those comments that raise significant environmental points. A list of individuals, organizations, and public agencies commenting on the Draft EIR is provided.

Chapter 10 – Revisions, Clarifications, and Corrections to the Draft EIR. This chapter provides a list of changes that were made to the Draft EIR. These revisions are shown in strikeout and underline text in this chapter.

Chapter 11 – Mitigation Monitoring Program (MMP). This section of the Final EIR includes the MMP for the Proposed Project. The MMP is presented in tabular format and identifies mitigation measures for the Proposed Project, the implementation period for each measure, the monitoring period for each measure, and the enforcing agency. The MMP also provides a section for recordation of mitigation reporting.

The Final EIR also includes the following appendices:

Appendix A – General Plan Framework Amendments

Appendix B – Mobility Plan 2035 Amendments

Appendix C – Updated Downtown Community Plan

Appendix D – Updated General Plan Land Use Map

Appendix E – Updated Downtown Community Plan Zoning Map

Appendix F – Rescission of the Downtown Design Guide and Bunker Hill Specific Plan Ordinance

Appendix G – Updated Downtown Community Plan Implementation Overlay

Appendix H – Pipeline Parking Alignment Ordinance

Appendix I – Community Plan Consolidation Ordinance

Appendix J – River Improvement Overlay (RIO) Amendments

Appendix K – Greater Downtown Housing Incentive Ordinance Amendments

Appendix L – Zoning Code Maps

Appendix M – Plan Boundary Change Map

Appendix N – Updated Downtown Community Benefits Trust Fund Ordinance

Appendix O – Updated Downtown Community Benefits Fee Ordinance

Appendix P – CPC Recommended Draft of New Zoning Code

Appendix Q – Director of Planning's Memo to the PLUM Committee

Appendix R – Bracketed Public Comments Received for the Draft EIR

Appendix S – Environmental Protections Measures Handbook

8 MODIFICATIONS AND TECHNICAL REFINEMENTS TO THE DOWNTOWN COMMUNITY PLAN UPDATE / NEW ZONING CODE FOR DOWNTOWN COMMUNITY PLAN AND ENVIRONMENTAL EFFECTS

The Proposed Project consists of updates to the Central City and Central City North Community Plans (Downtown Plan) and the introduction of portions of the New Zoning Code. The Draft Environmental Impact Report (DEIR) for the Proposed Project was published in August 2020. Several community members and stakeholders provided comments requesting changes to the Proposed Project during the circulation period for the DEIR and through the Proposed Project’s public hearing process. In addition, the City Planning Commission (CPC) recommended modifications and refinements to the Proposed Project.

In response to those requests and recommendations, the City Planning Department has prepared modifications and technical refinements to the Proposed Project that remain subject to final adoption by the City Council, along with the rest of the Proposed Project. The Proposed Project’s Draft Plan Text (Policy document in Appendix C), Draft General Plan Land Use map (Appendix D), the Draft Zoning map (Appendix L), the Draft New Zoning Code (Appendix P), Community Plan Implementation Overlay (Appendix G), and the Downtown Community Benefits Program ordinances (Appendix N; Appendix O) have been updated in response to the feedback received since the release of the initial draft in August 2020. These modifications and refinements are described below.

As shown in this chapter, the modifications and refinements to the Proposed Project were analyzed in the Final EIR and do not result in “significant new information,” as defined by Guidelines Section 15088.5, requiring recirculation of the Draft EIR. Specifically, none of the modifications and refinements result in a new significant impact or a substantial increase in the severity of an environmental impact analyzed in the Draft EIR.

8.1 MODIFICATIONS AND REFINEMENTS TO THE PROPOSED PROJECT

The Draft Downtown Community Plan and New Zoning Code received a number comments during the Draft EIR public comment period, including requests to add or augment policies and programs for a number of planning topics. In addition, the Planning Department solicited and received public comments and feedback from interdepartmental stakeholders on an ongoing basis over the years. These comments range from requests for modifications and refinements to the various components of the Downtown Community Plan including the Policy document; the draft General Plan Land Use map; the draft Zoning map; the draft New Zoning Code as it applies to Downtown (including but not limited to Form, Frontage, Use and Development Standard Districts); and the Community Plan Implementation Overlay (CPIO). Some of the general themes of the comments received on the Plan include calls for refinements to increase the affordable housing supply, minimize displacement of existing residents and businesses, expand access to open space, streamline the permit process for development projects, promote jobs, and enhance access to transit and active transportation infrastructure in the Downtown Community Plan Area.

In August 2020, a Preliminary Draft of the Downtown Plan and the New Zoning Code was published along with the associated Draft EIR. Stakeholders provided feedback on the Proposed Project resulting in some refinements. Following this, a Public Hearing Draft of the Downtown Plan and New Zoning Code was released in Fall 2020, and additional public input from stakeholders and members of the public was received on this draft. In June 2021, the Proposed Draft of the Downtown Plan and New Zoning Code, developed in response to additional feedback from the Downtown community was released as Staff Report Exhibits for the CPC meetings that were held on June 17 and September 23, 2021 (Planning case number: CPC-2017-432-CPU and CPC-2014-1582-CA).

The revised Draft of the Downtown Plan and New Zoning Code incorporating the CPC recommendations to the City Council is included as Appendix C and Appendix P to the Final EIR. The CPC Recommendation Draft of the Downtown Plan and New Zoning Code also includes additional amendments and ordinances necessary to implement the Proposed Project including amendments to other General Plan elements (such as, Mobility and Framework), specific plans, and other ordinances to implement those updates. These are also included as appendices to this FEIR.

The sections below outline updates made to each of the following components of the Proposed Project:

- Draft Downtown Community Plan Text (Policy Document);
- Draft Downtown General Plan Land Use Map;
- Draft Downtown Zoning map;
- Draft New Zoning Code as it applies to Downtown (including, but not limited to Form, Frontage, Development Standards, Use and Density Districts);
- Draft Downtown Community Plan Implementation Overlay (CPIO);
- Other Ordinances and Amendments.

PROPOSED DOWNTOWN COMMUNITY PLAN TEXT (POLICY DOCUMENT - UPDATED APPENDIX C)

All of the modifications and refinements to the policy document are included in Appendix C. These include but are not limited to:

- Chapter 1: Updated text in the vision statement and community profile. Updates to the General Plan Land Use designation descriptions including; the addition of the term “Medium” to neighborhood residential to indicate scale; the addition of maximum floor area ratio thresholds for each description; the addition of the General Plan Land Use (GPLU) designation “Public Facilities- Freeways” to acknowledge public owned land dedicated to freeways within the Plan Area; areas in the Plan were redesignated and GPLU acreage and percentages adjusted based on added GPLU designation.
- Chapter 2: Updates to text in neighborhood context statements, added goals and policies related to people experiencing or at risk of experiencing homelessness; added policies and refinements to existing policies to support small and legacy businesses; added policies and programs to encourage affordable housing development for all income levels, enhance tenant protections, and minimize displacement.
- Chapter 3: Added policies to encourage equity in infrastructure project decision making, increase signal timing for pedestrian crossing, and encourage innovative urban freight practices. Added language to existing policies to include existing and proposed transit infrastructure projects in the Plan Area.
- Chapter 4: Added coordination language to encourage L.A. River adjacent projects to increase river connectivity and access.
- Chapter 5: Edits to the implementation section of Chapter 5 to provide more clarity and further the equity objectives of the Plan. Incorporated programs to support community informed local hire and equitable contracting programs to emphasize living wage; monitor the inventory of affordable housing; create a racial justice and equity analysis for the Plan’s programs and policies; develop a Skid Row bicycle infrastructure action plan; and develop a parks and open space assessment to determine and prioritize areas in greatest need of open spaces. Refined text for implementation programs concerning SurveyLA findings, first right of refusal, no net loss, Citywide inclusionary housing, and Best Practices design guide.
- Appendix A: Added the Mobility Plan 2035 (Appendix B) to the Relationship to other Agency Plans section. Updated the graphic on Framework Element. Added clarification language related to CRA/LA, A Designated Local Authority (DLA).

PROPOSED CHANGES TO THE DRAFT GENERAL PLAN LAND USE MAP (UPDATED APPENDIX D)

Table 8-1 and Figure 8-1 below outline the updates to the preliminary draft General Plan Land Use Map.

Figure 8-1 Downtown Community Plan General Plan Land Use Map Updates

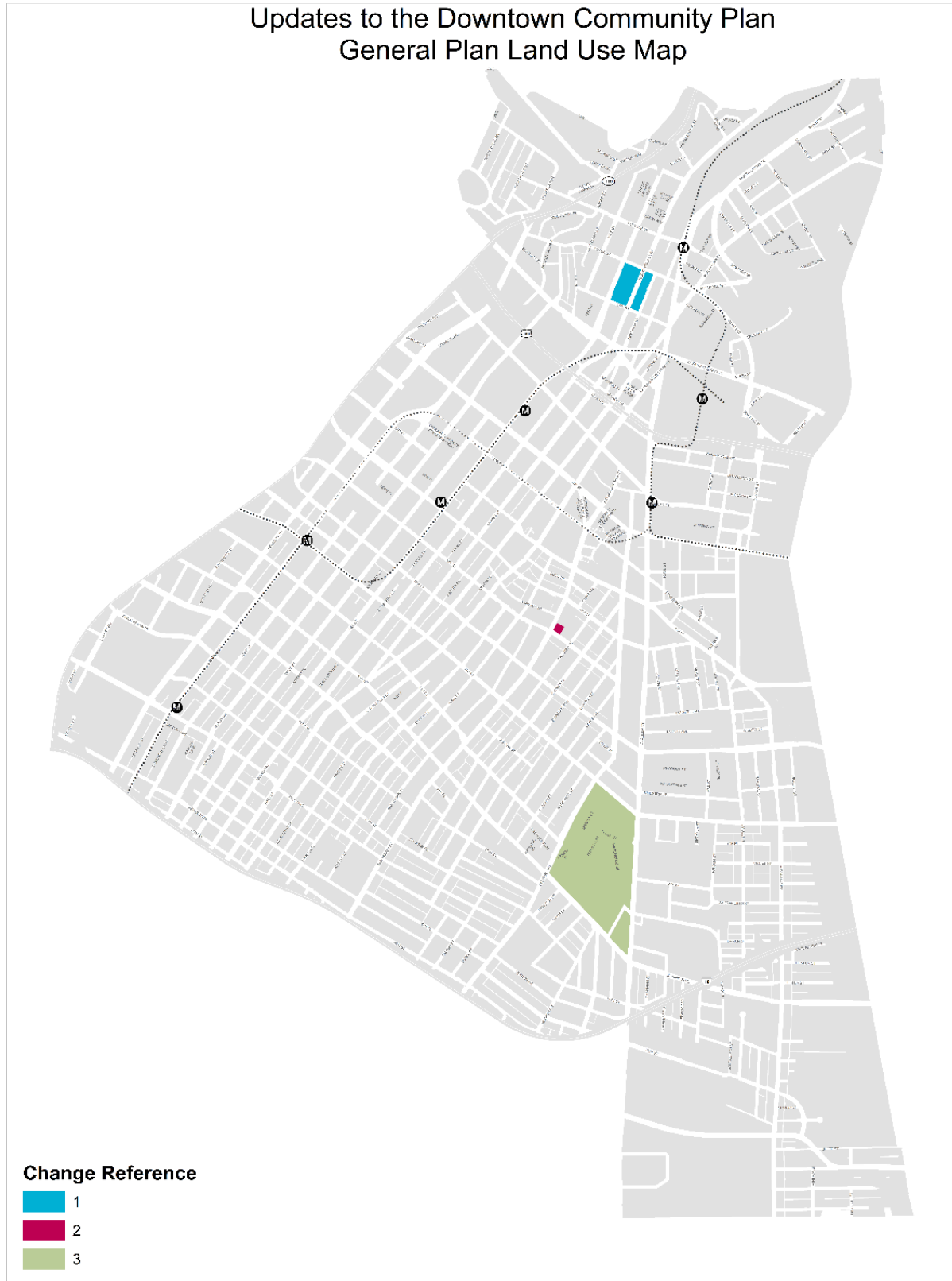


Table 8-1 Downtown Community Plan General Plan Land Use Map Updates

Map Reference	Summer 2020 Draft General Plan Land Use Designation	Updated General Plan Land Use Designation	Description
1	Village	Community Center	The General Plan Land Use Designation was changed from Village to Community Center to provide more opportunities for affordable housing and other community benefits.
2	Community Center	Markets	The General Plan Land Use Designation was changed from Community Center to Markets to update the split designation proposed in the November 2020 draft.
3	Markets	Hybrid Industrial	The General Plan Land Use Designation was changed from Markets to Hybrid Industrial to provide opportunities for affordable housing and other community benefits.

PROPOSED CHANGES TO THE DRAFT ZONING MAP (UPDATED APPENDIX E)

Table 8-2 and Figure 8-2 below outline the updates to the Draft Zoning Map released in August 2020.

Figure 8-2 Downtown Community Plan Zoning Map Updates

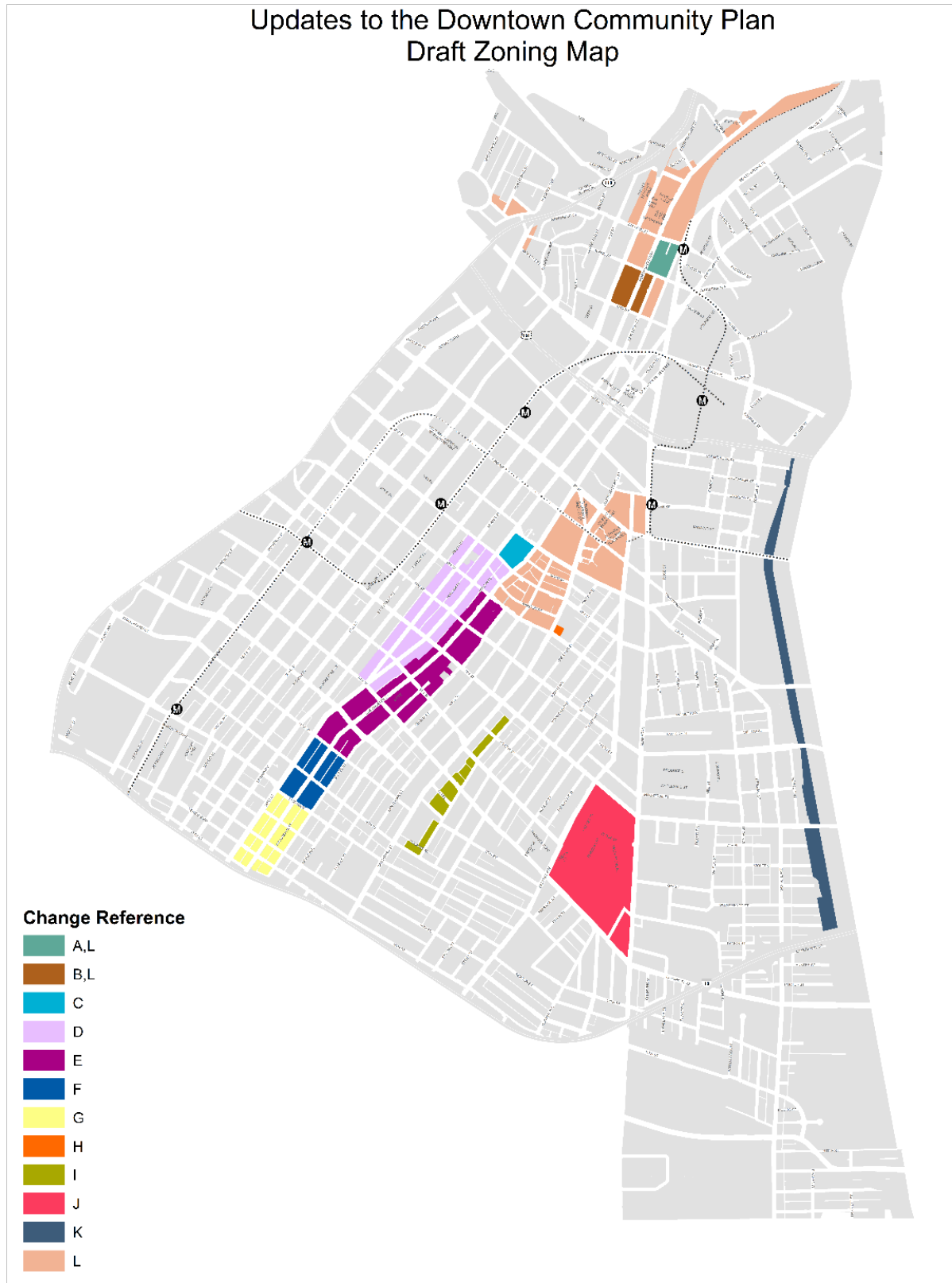


Table 8-2 Downtown Community Plan Zoning Map Updates

Map Reference	Summer 2020 Draft Zone	Updated Zoning Map	Description
A	[PLM1-G1-5] [XN1-FA] [- CPIO-]	[MN1-G1-5] [XN1-FA] [- CPIO-]	Form District was changed from PLM1 to MN1 to respond to surrounding building heights.
B	[MN1-MK1-5] [CX1-FA] [CPIO]	[DM2-MK1-5] [CX1-FA] [CPIO]	Form District was changed from MN1 to DM2 to provide more opportunities for affordable housing and other community benefits.
C	[HUB3-G1-5] [XG1-FA] [- CPIO-]	[HB1-G1-5] [XG1-FA] [- CPIO-]	Form District was changed from HUB3 to HB1 to align by-right FAR to existing regulations and provide more opportunities for affordable housing and other community benefits.
D	[PLM3-CHC1-5] [XN1-FA] [- CPIO-]	[DM6-CHC1-5] [XC1-FA] [- CPIO-]	Use District was changed from XN1 (Nomenclature change to CX1 in most recent code draft) to CX2 to allow for more flexibility of commercial tenant size.
E	Multiple	Multiple	Form district was changed from HUM1 to HM1 to align by-right FAR to existing regulations and provide more opportunities for affordable housing and other community benefits.
F	[HUB2-G1-5] [XC1-FA] [- CPIO-]	[HB1-G1-5] [XC1-FA] [- CPIO-]	Form District was changed from HUB2 to HB1 to align by-right FAR to existing regulations and provide more opportunities for affordable housing and other community benefits.
G	[HUB1-G1-5] [XC1-FA] [- CPIO-]	[HB1-G1-5] [XC1-FA] [- CPIO-]	Form District was changed from HUB1 to HB1 to align by-right FAR to existing regulations and provide more opportunities for affordable housing and other community benefits.
H	[MB4-SH1-5] [CX2-FA] [CPIO]	[MB4-SH1-5] [IX1-FA] [CPIO]	Use District was changed from CX2 to IX1 to update split zoning proposed in November 2020 draft.
I	[MB1-WH1-5] [IX2-FA]	[DM1-MK1-5] [IX3-FA]	Form district was changed from MB1 to DM1, Frontage district was changed from WH1 to MK1, and Use district was changed from IX2 to IX3 to provide opportunities for affordable housing and other community benefits.
J	[MB1-WH1-5] [IX2-FA]	[MB4-SH1-5] [IX4-FA] [CPIO]	Form District was changed from MB1 to MB4 to frontage district was changed from WH1 to SH1 and Use district was changed from IX2 to IX4 to provide opportunities for affordable housing and other community benefits near planned transit infrastructure.
K	Multiple	Multiple	Form District was changed to apply a consistent scale along the Los Angeles River.
L	Multiple	Multiple	Individual establishment size limit in the CX1 Use District was increased from 10,000 sf to 15,000 sf to allow flexibility for new tenants.

PROPOSED CHANGES TO THE NEW ZONING CODE (UPDATED APPENDIX P)

The following section describes the general changes to the New Zoning Code that occurred between the release of the Draft EIR and the Final EIR. Many technical revisions, refinements, and clarifications have been incorporated into the updated draft since the Draft EIR was released alongside the preliminary draft of the New Zoning Code in August 2020, based on input received from interdepartmental stakeholders and the public, in addition to direction from City Planning Commission (CPC) in September of 2021. For further detail, see Appendix P for the latest draft of the New Zoning Code (the CPC Recommendation Draft of the New Zoning Code).

Overall Code:

- Introductory provisions (Part A) for Articles 2-6 include additional explanation on interpreting graphics and navigating New Zoning Code sections.
- Project Activities changes - Since the preliminary draft of the New Zoning Code at the time of the Draft EIR, changes have been made to the names and breakdown of project activities categories to better align the project activities with the situations in which different standards should be triggered, and adjustments have been made to when the standards are triggered. The changes are reflected in the project activities tables found in the applicability sections of the opening provisions of Part A of Articles 2-7, with corresponding definitions in Sec. 14.1.15 (Project Activities). Below is a general summary of changes to the project activity categories:
 - Major Renovation and Minor Renovation project activity categories collapsed into a single general Renovation project activity.
 - Addition project activity and Relocation project activity removed and folded into New Construction project activity. Since only the portion of the lot or building that is being modified is required to meet standards, addition and relocation can also be covered by the concept of new construction.
 - Subdivision project activity renamed to Lot Modification.
 - New Major Demolition project activity added.
 - Facade Alteration project activity renamed to Facade Modification.
 - Change/Expansion of Use project activity renamed to Use Modification.
 - Temporary Use project activity added.
 - Ordinary Maintenance & Repair project activity renamed to Maintenance & Repair.

Introductory Provisions (Article 1):

- Terminology Changes:
 - The Zoning Code Atlas, as described in the draft at the time of the DEIR is called Zoning Code Maps in the latest draft of the New Zoning Code.
- Structure changes:

- Content on Special Districts (Freeway and Submerged Lands) moved to Article 8 (Specific Plans, Supplemental, and Special Districts).
- General changes:
 - Orientation material added to introduce users to the structure and components of the New Zoning Code (Div. 1.3.).
 - Clarification added regarding the successional rights of entitlement applications approved prior to the adoption of the New Zoning Code (Sec. 1.4.4.).
 - Clarification added regarding the types of entitlements that are granted vested rights under the New Zoning Code (Sec. 1.4.5.).
 - Sections added for Special Lot Line Map (Sec. 1.5.8.) and Local Affordable Housing Incentive Program Map (Sec. 1.5.4.). Note that the Preliminary Draft of the New Zoning Code released with the Draft EIR included Special Lot Lines in Article 14, and the Local Affordable Housing Incentive Program in Article 9. The latest draft of the New Zoning Code allows for the Special Lot Lines and Local Affordable Housing Incentive Program Sets to be mapped for ease of implementation of the regulations.
 - Sections added for Emergency Homeless Shelters (Sec. 1.6.2. and Sec. 1.6.3.). Note that the Preliminary Draft of the New Zoning Code released with the Draft EIR included a section on Emergency Homeless Shelters within Article 5, which is now located within Article 1. Some modifications were also made to better carry over the Emergency Homeless Shelter provisions from Sections 12.80 and 12.81 of the current Zoning Code.
 - Section added for Temporary Residency in Residential Vehicle Pending Reconstruction of Disaster-Damaged Dwelling (Sec. 1.6.4.) to carry over the provisions of Sec. 12.22.A.17 of Chapter 1 of the current Zoning Code.
 - Section added for Temporary Regulatory Relief During a Local Emergency (Sec. 1.6.5.) to incorporate the provisions of Ordinance No. 187,096 (Council File 20-0380-S1), a recently adopted local ordinance amending the current Zoning Code.

Form (Article 2):

- Terminology changes:
 - Form District naming conventions updated for clarity and simplification. At the time of the DEIR, the naming conventions reflected the maximum FAR, maximum building width, and height. In the latest draft, whether a Form District regulates height is no longer factored into the naming convention.

- Structure changes:
 - Amenity Division (Div. 2C.3.) restructured for greater clarity, including tabular summaries of amenity space standards
 - Minor reorganization of standards between Form and Frontage Districts. For example, Form Districts now incorporate building setbacks for primary street, side street and special lot lines rather than referring to the Frontage District for these metrics.
 - At the time of the Draft EIR, there were 13 groupings of Form Districts and 23 individual Form Districts appropriate for the range of areas across the Downtown Plan. There are now 11 groups of Form Districts and 26 individual Form Districts included within the Proposed Project.
- Changes to Standards in Certain Form Districts (Part 2B):
 - A City Hall Height Restriction (per Sec. 2C.4.4.) was added to the Low-Rise Full 1 (LF1) and Mid-Rise Full 1 (MF1) Form Districts in order to maintain the prominence of the historic Los Angeles City Hall tower in the Downtown Civic Center area.
 - Adjustments in Form District standards including but not limited to modifications to upper story step-backs, minimum heights in stories, and base and bonus FARs in order to meet the policy intent of updates described in Table 8-1, *Downtown Community Plan General Plan Land Use Map Updates*. See Part 2B of Appendix P (CPC Recommendation Draft of the New Zoning Code) for the latest Form Districts.
- Modifications to Form Rules (Part 2C):
 - Various refinements to increase clarity in standards.
 - Inclusion of floor area averaging as a relief option to the floor area ratio standards within Sec. 2C.4.1 (Floor Area Ratio [FAR]) to carry over the provisions from Sec. 12.24.W.19 of the current Zoning Code, with supplemental findings and procedures for projects that include multiple parcels with different applied Form Districts.
 - The Height Transition rules of the Preliminary Draft of the New Zoning Code were renamed to District Boundary Height Transition and updated, with the primary modification being that the standards only apply when an abutting lot is zoned with a district of a certain height limit. Note that the District Boundary Height Transition is only utilized within the Low-Rise Narrow 1 (LN1) Form District (formerly called the Low-Limited-Narrow 1 (LLN1) Form District in the Preliminary Draft). See Sec. 2C.5.3. (District Boundary Height Transition) of Appendix P (CPC Recommendation Draft of the New Zoning Code).

Frontage (Article 3):

- Terminology changes:
 - The names of some standards have been modified from the draft at the time of the Draft EIR for greater clarity and precision. For example, the Preliminary Draft released at the time of the Draft EIR included a

“Dead wall width” maximum standard. In the latest draft, the terminology has been updated to, “Active wall spacing”.

- Structure changes:
 - Frontage fence & wall types section moved from Article 4 to Article 3 (Sec. 3C.3.2.).
 - Minor reorganization of standards between Form and Frontage Districts. For example, Form Districts now incorporate building setbacks for primary street, side street and special lot lines rather than referring to the Frontage District for these metrics. The Frontage District now has a build-to depth maximum, rather than the minimum and maximum build-to range from the Preliminary Draft of the New Zoning Code.
- General changes:
 - Overall frontage standards applicability clarified, refined, and reduced to only the first 12 stories per Sec. 3A. 2.2. (Frontage Applicability). In the Preliminary Draft of the New Zoning Code, released with the Draft EIR, frontage standards applied to all stories of applicable facades.
 - Intent statements for all Frontage Districts (Part 3.B.) were revised from the draft at the time of the Draft EIR for consistency and clarity.
 - Refinement of metrics within Frontage Districts (Part 3B) including, but not limited to adjustments in the Active Wall Spacing metrics of the Alley Shopfront Frontages.
 - Numerous updates and refinements to increase clarity in the Frontage Rules (Part 3C).
 - Various edits made to increase the flexibility of the Character Frontage Districts (Div. 3B.9.) and Character Frontage Rules (Part 3D). Changes include, but are not limited to: more limited applicability (applicable stories reduced), removal of roof design requirements for Character Frontage Districts used in the Downtown Community Plan area, reduction of some standards to apply to smaller portions of facades, the addition of an alternative compliance option for materials standards, and increased flexibility for balconies, roof design, and window design.

Development Standards (Article 4):

- Structural Changes:
 - Pedestrian Access (Div. 4C.1.): Pedestrian passageway requirements were folded into the Pedestrian Access Packages.
 - Fences & Walls (Div. 4C.7.):
 - Frontage Yard Fences & Walls were relocated to Article 3 (Frontage).
 - Screening (Div. 4C.8.):

- Standards for screening waste receptacles, roof-mounted equipment, ground-mounted equipment, and wall-mounted equipment were relocated to the Site Elements Division (Div. 4C.12.).
- o Outdoor Lighting & Glare (Div. 4C.10.):
 - New standards for pedestrian-oriented lighting were added, which are required by certain amenity space types within Sec. 2C.3.3. (Amenity Design Standards) of Article 2 (Form), and by the Pedestrian Passageway standards within Sec. 4C.1.1.C.3.a. (Pedestrian Passageway) of Article 4 (Development Standards).
- o Ridgeline Protection placeholder division removed (formerly Div. 4C.12.). This Division was a placeholder intended to eventually house the regulations from a separate ordinance, the Ridgeline Protection Ordinance (Council File 11-1441-S1). As the ordinance is not yet adopted, the placeholder was removed.
- o Site Elements Division added (Div. 4C.12.):
 - The Division includes standards for Roof-Mounted Equipment, Ground-Mounted Equipment, Wall-Mounted Equipment, Wireless Telecommunication Facilities, Waste Receptacles, Recycling Areas, and Shopping Cart Containment.
- o Development Review Division added (Div. 4C.14.):
 - Establishes 2 development review threshold packages, which include project review thresholds and major development project review thresholds.
 - Development Review Threshold Package 1 includes the project review threshold that reflects the site plan review threshold from Section 16.05 of the current Zoning Code. Development Review Threshold Package 2 includes a higher project review threshold for projects participating in the Community Benefits Program of Div. 9.3. Development Review Threshold Package 2 is designated for application within Development Standards District 5 (Div. 4B.5), proposed for application in the majority of the Downtown Plan Area. This increased project review threshold was described in the Draft EIR project description, and is now formalized in the latest draft of the New Zoning Code.
 - Major Development Project Review Thresholds were added into the New Zoning Code since the Draft EIR and carry forward the same thresholds from Section 12.24.U.14 of the current Zoning Code for major development projects but change the review process from a Conditional Use Permit to Project Review, appealable to the City Planning Commission.
- General Changes:
 - o Numerous clarifications and refinements to the intent statements, standards and measurements across the Article, including but not limited to updates to the use groupings in the required automobile parking table (Sec. 4C.4.1.), updated methodology for the measurement of tree size (Sec. 4C.6.4.), incentivization for

provision of shade from trees (Sec. 4C.6.2.), refinements in the design standards for screening Ground-Mounted Equipment (Sec.4C.12.2.), and expanded applicability of Light Trespass standards (Sec.4C.10.1.).

Use (Article 5):

- Terminology changes:
 - Use District naming conventions were updated for clarity and simplification. At the time of the Draft EIR, the naming conventions were descriptive based on the general policy of a Use District. In the latest draft, policy terminology is not included in a Use District name and instead naming is based on how the district should be categorized based on the core set of uses permitted within the district and any mixing of uses.
- Structural Changes:
 - Part 5B. Use Districts was restructured into a tabular format that allows for each general use standard associated with each use to be detailed within use district tables. This enables code users to view all applicable use standards in-line with use permission levels within the Use District.
 - Part 5C. Use Rules was restructured to house the general use standards referenced within Part 5B, with each section devoted to a use standard and supported with an intent statement, rules of measurement, and any applicable exceptions or relief from the standard rules.
 - Part 5C. Use Rules was updated to include detailed use definitions in order to provide a clear description of each use in addition to any qualifying criteria to serve as a definitive source for determining and distinguishing different uses.
 - Part 5C. Use Rules was updated to include a new section for the city’s comprehensive use ordinances, called Special Use Programs. This allows for use ordinances that include a comprehensive set of standards and procedures to be housed in a single location within the code, while being referenced within a Use District when a Special Use Program’s provisions apply.
- General Changes
 - Limited updates to use permission levels and standards in accordance with Downtown Community Plan policy, including but not limited adding Conditional Use Permit requirements for Lodging uses and Wholesale Trade & Warehousing uses in certain districts, and revised review procedures for affordable housing development in Public Use Districts (Div. 5B.9.). Changes further described in Table 8-1, *Downtown Community Plan General Plan Land Use Map Updates*.

Density (Article 6):

- Terminology changes:
 - Dwelling Unit: now is a general term used to refer to Household Dwelling Units and Efficiency Dwelling Units.

- “Dwelling Unit” as used in the draft at the time of the Draft EIR is “Household Dwelling Unit” in the draft at the time of the Final EIR.
- “Guest Room” as used in the draft at the time of the Draft EIR is “Efficiency Dwelling Unit” in the draft at the time of the Final EIR.
- A new lot-area based Density District 25 was added to Sec. 6B.1.2. (Lot Area-Based Districts), allowing for 2500 square feet of lot area per household dwelling unit and 1250 square feet of lot area per efficiency dwelling unit. This change allows for an intermediate option between Density District 20 and Density District 30.
- Addition of relief option and supplemental findings and procedures (per Sec. 6C.1.2.F) required for a transfer of density request for projects that span multiple parcels with different applied Density Districts. This change clarifies the process of applying a single density district across multiple parcels and when and how such a transfer of density can be permitted and was added to carry over the provisions of 12.24.W.19 of the current Zoning Code.

Alternate Typologies (Article 7):

- General changes: refinements to the alternate typology standards, including additional use standards for the Civic Institution 1 Alternate Typology.

Specific Plans & Supplemental Districts (Article 8):

- Structure changes:
 - Special Districts, which were located in Article 1 in the draft at the time of the Draft EIR, are located in Article 8 in the latest draft of the New Zoning Code.
- Content changes:
 - The regulations for Conservation Districts have been added to the latest draft of the New Zoning Code. Note that the Preliminary Draft released at the time of the Draft EIR included a placeholder for the Conservation District Section, and the latest draft now includes the regulations in Sec. 8.2.7. Where applied, Conservation Districts are intended to maintain areas of the City that are listed in an historic resources survey as eligible to be designated historic resources, and to assure that individual surveyed historic resources retain sufficient integrity to help ensure their eligibility for future designation. No Conservation Districts are proposed for application within the Downtown Plan Area.

Public Benefits Systems (Article 9):

- Sec. 9.3.2 (Local Affordable Housing Incentive Program): Modifications to the Local Affordable Housing Incentive Program, including but not limited to:
 - Updates to the Local Incentive Program Sets (Sec. 9.3.2.B.1.a.) to carry over the existing affordability thresholds of the Transit Oriented Communities Program.

- Updates to the Residential Density Incentives (Sec. 9.3.2.C.1.a.) to carry over the existing density incentives of the Transit Oriented Communities Program and to meet policy objectives.
- Inclusion of additional incentives (Sec. 9.3.2.D.) for projects with a minimum amount of on-site restricted affordable units.
- Addition of Section 9.3.5. (Transfer of Development Rights Programs) enabling Community Plan Implementation Overlays or Specific Plans to establish a Transfer of Development Rights program to facilitate the preservation of Historic Resources or to encourage the accumulation of land for use as public parks, while enabling development rights to be used on more appropriate sites.
- Sec. 9.4.5 (Downtown Adaptive Reuse Program): Modifications to the Downtown Adaptive Reuse Program, including but not limited to:
 - Expanded eligibility and modifications to approval processes of projects to allow adaptive reuse projects involving buildings that are at least 25 years old to be approved ministerially, and to allow adaptive reuse projects involving buildings that are at least 10 years old to be approved through a discretionary process.
 - Additional exemption in unified developments.
 - Additional exemptions from certain Form & Frontage standards.
- Sec. 9.4.6. (Citywide Adaptive Reuse Program): Modifications to the Citywide Adaptive Reuse Program, including but not limited to:
 - Expanded eligibility and modifications to approval processes of projects to allow adaptive reuse projects involving buildings that are at least 25 years old to be approved ministerially, and to allow adaptive reuse projects involving buildings that are at least 10 years old to be approved through a discretionary process.
 - Additional floor area exemption in unified developments.
 - Additional exemptions from certain Form & Frontage standards.
- Incorporation of new Section 9.4.7. (Public Nuisance Abatement Program) in order to incorporate the provisions of Ordinance No. 187,145 (Council File 17-0893).
- Various Sections. Extension of the covenant length of mixed-income housing units within the Density Bonus Program (Sec. 9.2.1.), Transit Oriented Communities Affordable Housing Incentive Program (Sec. 9.2.2.), Non-Permitted Dwelling Units Program (Sec.9.4.4.), and Citywide Adaptive Reuse Program (Sec. 9.4.6.) from 55 years to 99 years, with certain exemptions.
- Addition of Division 9.5. (Accessory Dwelling Unit Incentive Programs), folding in the provisions of the City's Accessory Dwelling Unit Ordinance (Ord. 186,481).

Streets & Parks (Article 10):

- Addition of Sec. 10.1.12 (Use of Future Streets and Alleys) to carry over the provisions of 12.21.E of the current Zoning Code.
- Update to Lots Affected by Street Widening standards (Sec. 10.1.8) to clarify which lot lines are used as the basis in calculations of zoning provisions.

Division of Land (Article 11):

- Addition of Div. 11.5 (Condominiums, Community Apartments, & Stock Cooperatives) to carry over the provisions of Article 2.9 of the current Zoning Code.
- Addition of Sec. 11.1.3.C.5 to clarify regulations for residential waste collectors on unpaved alleys in response to feedback from the Department of Public Works, Bureau of Sanitation.

Nonconformities (Article 12):

- Applicability Changes
 - The concept of “Area of Work,” as described in the draft at the time of the Draft EIR, has been removed from the nonconformities provisions, as it was no longer necessary given clarifications made to the definitions and categorizations of Project Activities. These changes are reflected in the project activities definitions in Sec. 14.1.15. (Project Activities) in the draft at the time of the Final EIR and include clarifications to the fact that a single project may involve multiple project activities and that project activities may not apply to the entire site of a project.
- Structure Changes:
 - Many refinements and clarifications have been made to Article 12 (Nonconformities) since the draft at the time of the Draft EIR. Many exceptions to zone district standards that were not related to existing non-conforming buildings or elements have been removed from Article 12 and located in the zone district articles (Articles 2-6) directly alongside the standards to which they are most relevant. In the draft at the time of the Final EIR, Article 12 only houses standards and exceptions that apply to special, existing situations that do not conform with the new zoning applied under the New Zoning Code and the local Community Plan Update process.
 - Rather than listing the non-confirming rules for every standard, Article 12 has been restructured in the draft at the time of the Final EIR to rely on a set of general nonconformity rules (Div. 12.1. General Provisions) that apply to all standards unless an explicit exception to the general rules is identified for a specific standard in Div. 12.2. through Div. 12.8.

- In the current draft, sections shown as “Reserved” indicate that for that standard or set of standards, no special rules or exceptions apply to nonconforming lots, buildings, elements, etc. beyond the general nonconformity rules established in Div. 12.1. (General Provisions).

Administration (Article 13):

- Through a separate effort, the Processes and Procedures ordinance was adopted by City Council in June, 2022 (Council File 12-0460-S4). Article 13 is established by the Processes & Procedures Ordinance and amended by the Proposed Project 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.
- The amendment establishing the Alternative Compliance process was added to the Proposed Project after the release of the Draft EIR.

General Rules (Article 14):

- Terminology Changes:
 - As Div. 14.2. houses the Glossary for the New Zoning Code, the draft at the time of the Final EIR reflects many edits to defined terms and refinements to definitions to allow for consistent and precise use of terms throughout the New Zoning Code and for clarity of terms and concepts necessary for consistent enforcement of standards and programs.
- Applicability Changes:
 - The definitions of the different project activity types are located in Sec. 14.1.15 (Project Activities); therefore, the changes in project activity categories described in Overall Code changes above are reflected as edits to Sec.14.1.15. How these project activity changes apply to the application of various standards throughout the New Zoning Code is reflected in the project activities section of Part A of Articles 2-7 as well as in the Applicability subsection of each standard section in the draft of the New Zoning Code at the time of the Final EIR. Beyond edits to the project activities categories, important edits to this section include the elimination of the “area of work” concept and clarification that a single project may involve multiple project activities.
- Additional details and clarifications were added to various rules of measurement sections in the New Zoning Code draft at the time of the Final EIR to provide additional clarity for implementation of standards by the Department of Building and Safety (DBS), with most edits made in response to DBS review. Edits were made to sections including, but not limited to: Sec. 14.1.1. (Building Footprint), Sec. 14.1.4. (Enclosure), Sec. 14.1.6. (Facing), Sec. 14.1.9. (Grade Plane Elevation), Sec. 14.1.11. (Lot), and Sec. 14.1.16. (Yard Designation). Some specific edits that are particularly relevant to outcomes in the Downtown Community Plan Area are outlined below.

- Floor Area standards (Sec. 14.1.7.) were modified between the Draft EIR and Final EIR to exempt above grade parking from floor area calculations. In the Draft EIR, covered, above-grade automobile parking areas within Development Standards Districts 5 and 6 were counted toward floor area. The latest draft of the New Zoning Code exempts all automobile parking areas (with exceptions in the RL Use District), consistent with the standards from the current Zoning Code.
- In contrast to the explanation of the floor area rules in the Draft EIR project description, in the New Zoning Code draft at the time of the Final EIR, Sec. 14.1.7. (Floor Area) states that any area that is covered but unenclosed does not count toward a project's floor area. Note that the Draft EIR project description incorrectly stated that this allowance is limited to areas meeting the standards of Outdoor Amenity Spaces, but neither the Preliminary Draft released at the time of the Draft EIR nor the latest draft include such a limitation. Areas that are enclosed but uncovered also do not count toward floor area. Standards for the determination of whether a space is uncovered or unenclosed can be found in Sec. 14.1.2. (Covered Area (%)) and 14.1.4. (Enclosure).

UPDATES TO COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO) (UPDATED APPENDIX G)

A number of modifications were made to the Downtown Community Plan CPIO in response to feedback from community stakeholders of the Downtown Plan Area. The updated CPIO now requires an additional review process in neighborhoods that have a concentration of historically and architecturally significant buildings (Subarea D in the CPIO) in order to maintain the eligibility of individual historic resources and historic districts, and guide ongoing maintenance and rehabilitation of historic structures.

Under the Local Affordable Housing Incentive Program, the affordable housing requirements have been re-aligned. The updates now prescribe that the amount of restricted affordable units required to achieve bonus FARs for housing development projects be calculated based on the total number of units in the project rather than the number of units within the base FAR.

To ensure the continued feasibility of projects, the bonus FAR incentive for a Housing Development Project per *Downtown Plan CPIO, Section II.II.2, Local Affordable Housing Incentive Program Pursuant to LAMC Chapter 1A 9.3.2.* has been increased from 35% to 40%. A project can achieve a FAR incentive of up to 40% above the subject site's base Maximum FAR in exchange for the restricted affordable units per the new requirements. Additionally, the above-moderate option is no longer available to meet the on-site restricted affordable unit requirements to achieve bonus FARs.

The Civic Center height standards for Subarea C have been removed from the CPIO and located in applicable Form Districts to offer better clarity on the height regulations for the subarea. In addition, the CPIO includes a number of new appendices such as the updated Downtown Street Standards and Design Best Practice Documents. A list of all the major updates to the CPIO are identified below:

- Introduction of Historic Preservation development review procedures for the Arts District, Chinatown, Historic Core, and Little Tokyo in the new Subarea D.
- Introduction of the Transfer of Development Rights (TDR) program in Chinatown for the areas designated as Village and Community Center in the General Plan Land Use Map.
- Addition of ground story height relief for projects participating in the Community Benefits Program.
- Removal of prohibition on specified sign types, such as cabinet signs.
- Integration of digital sign limitations into Chapter 1A article 4, Pedestrian Package 2.
- Tailored requirements for the provision of moderate-income affordable housing units.
- Removal of Civic Center height standards in Subarea C, height standards now found in the applicable zoning Form Districts.
- Release of Appendix E with updated Downtown Street Standards.
- Clarification of the definition of a “project” under the CPIO.
- Community Benefits Program:
 - Increase of Bonus FAR incentive from 35% to 40% for a Housing Development Project in the *Downtown Plan CPIO, Section II.II.2, Local Affordable Housing Incentive Program Pursuant to LAMC Chapter 1A 9.3.2.*
 - Re-alignment of affordable housing requirements to calculate the required amount of units based on the total number of units in the project. Adjust the amount of affordable housing required in for a Housing Development Project per the *Downtown Plan CPIO, Section II. II. 4. Additional On-Site Restricted Affordable Units.*
 - Additional standards for Privately Owned Public Spaces and Community Facilities.
 - Additional menu of incentives added to the benefits program including relief from build to width, lot width, and lot coverage.
 - Revisions to the Community Benefits Program in the *Downtown Plan CPIO, Section II.VI. 6. Community Benefits Fund pursuant to LAMC Chapter 1A 9.3.4.C.9.* to facilitate investment in underserved communities.
- Requirements and procedures for Community Benefit Trust Fund.
- Prohibition of building demolition without building permit.
- Project Review Thresholds: Introduce an additional threshold of 500’ for projects that qualify for increased project review thresholds under the Community Benefits program. Relocate project review thresholds incentive from CPIO to New Zoning Code Article 4 Development Standards. Includes standards to maintain and enhance public access in Bunker Hill.
- Four new Design Best Practice Documents: Chinatown, Arts District, Public Realm, and Tall Buildings.

NEW ORDINANCES AND AMENDMENTS

A number of ordinances have been introduced to facilitate the implementation of the Plan's policies and objectives, since the release of the draft Plan in August 2020. The Downtown Community Benefits Trust Fund Ordinance and the Downtown Community Benefits Fee Ordinance have been incorporated as part of the Community Benefits Program to offer funding support for public amenities, programs, and services that benefit disadvantaged communities. The Downtown Affordable Housing Trust Fund has also been included to fund the receipt and use of Affordable Housing in-lieu monies.

As described in *Chapter 3, Project Description* of the DEIR, a number of ordinances would be necessary for implementing the Proposed Project. These are generally administrative in nature intended to clarify entitlement processes for development projects or compliance with the General Plan elements. Amendments to existing ordinances that are relevant to the Proposed Project have also been included to avoid conflicts, inconsistencies, and redundancies with the goals and policies of the Downtown Plan and the provisions of the New Zoning Code. The following is a specific list of the proposed ordinances and plan amendments prepared to implement the Proposed Project:

- General Plan Framework Amendments (Appendix A):
 - Updates references to Chapter 1A, updates to language related to industrial policies, and specific plans, and updates to General Plan Land Use designations and related Chapter 1A references.
- Mobility Plan 2035 Amendments (Appendix B):
 - Amendments to reclassify selected streets and enhanced networks in the Plan Area.
- Downtown Community Benefits Trust Fund Ordinance (Appendix N):
 - Establishes the Downtown Community Benefit Trust Fund for the receipt of Downtown Community Benefit Fee monies, operating procedures, and criteria for disbursement to implement the community benefit program in the CPIO.
- Downtown Community Benefits Fee Ordinance (Appendix O):
 - Establishes standards, requirements, and approval procedures for the payment of fees towards the Downtown Community Benefit Trust Fund, and for allocating the Downtown Community Benefit Trust Fund monies to qualifying community benefits.
 - Downtown Affordable Housing Trust Fund establishing Ordinance Establishes a new in-lieu fee and trust funds to implement a new community plan benefit program.
- Rescission of the Downtown Design Guide and Bunker Hill Specific Plan Ordinance (Appendix F):
 - The Downtown 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. Remaining guidelines regarding public realm improvements have been memorialized as best practices in the CPIO appendix. Additionally,

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.

- Pipeline Parking Alignment Ordinance (Appendix H):
 - Removes minimum parking requirements for Pipeline Projects in the Downtown Community Plan Area utilizing Chapter 1 of the LAMC.
- Community Plan Consolidation Ordinance (Appendix I):
 - Allows for the update of Community Plan Area name and number references. References to CPC-2017-432-CPU CPC-2014-1582-CA A-54 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.
- River Improvement Overlay (RIO) Amendments (Appendix J):
 - Amends the River Improvement Overlay maps to remove the Downtown Plan Area. 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.
- Greater Downtown Housing Incentive Ordinance Amendments (Appendix K):
 - Reflects amendments by the Proposed Plan that will replace the GDHI with the Downtown Community Benefits Program.
- Zoning Code Maps (Appendix L):
 - Reflects amendments to the City's Zoning Map for the zone changes proposed through the New Zoning Code.
- Plan Boundary Change Map (Appendix M):
 - Consolidates the Central City and Central City North Plan Areas to reflect the Downtown Community Plan boundary.

8.2 ENVIRONMENTAL IMPACTS OF MODIFICATIONS AND TECHNICAL REFINEMENTS TO THE DOWNTOWN PLAN

The modifications and technical refinements to the Downtown Plan include such items as:

- Terminology and structural changes to improve clarity.
- Clarifications and refinements to intent and context statements, standards and measurements, and their applicability.
- Minor changes to the General Plan designation and zoning maps and related development standards.
- Addition of policies and programs to:
 - Encourage affordable housing development for all income levels.
 - Enhance tenant protections.
 - Minimize displacement.
 - Encourage equity in infrastructure project decision making.
 - Encourage historic resource preservation.
 - Further improve the pedestrian orientation of new development.
 - Increase signal timing for pedestrian crossing.
 - Encourage innovative urban freight practices.
 - Include existing and proposed transit infrastructure projects in the Plan Area.
- Additional coordination language to encourage L.A. River adjacent projects to increase river connectivity and access.
- Provision of more clarity and regarding the Plan’s equity objectives, such as incorporation of:
 - Programs to support local hire.
 - Equitable contracting programs to emphasize living wage.
 - Monitoring of the inventory of affordable housing.
 - Creation of a racial justice and equity analysis for the Plans programs and policies.
 - Development of a Skid Row bicycle infrastructure action plan.
 - Development of a parks and open space assessment to determine and prioritize areas in greatest need of open spaces.
 - Refined text for implementation programs concerning SurveyLA findings, first right of refusal, no net loss, Citywide inclusionary housing, and a Best Practices Design Guide.

- Changes to Standards in certain Form, Frontage and Use Districts, and Development Standards applicable to the Downtown Plan.
- Modifications to rules governing various articles of the New Zoning Code.

Many of the proposed modifications are administrative in nature while others such as programs related to support local hire are aimed at improving social conditions. Such administrative and social policy modifications described above would result in no physical changes with the potential to result in significant environmental impacts. Those modifications are not further analyzed herein.

The other modifications, such as modifications to allowable FAR or height, could have the potential to result in minor changes to the location and form of future development in the Downtown Plan Area, which could potentially have indirect impacts to the physical environment. Those modifications are analyzed herein and for the reasons described below are found to not result in new significant impacts or a substantial increase in the severity of an impact identified in the DEIR. Based on all of the analysis and evidence provided in this Chapter 8 and the whole of the record, the modifications are found not to constitute significant new information for purposes of CEQA Guidelines Section 15088.5.

The analysis in the DEIR considers the Reasonably Anticipated Development (RAD) during the life of the Plan which is based on the volume of development in terms of FAR, building size, and density. As a conservative approach, the Plan assumes a high utilization of the maximum development potential. Therefore, the City finds the minor changes to the FAR or height do not require changing the conservative growth assumptions used by the City or, that is, the RAD. As discussed in Appendix B, *Methodology*, of the DEIR, market factors also dictate the level of development that will occur in the Plan Area and experience shows that only a percentage of the properties will be redeveloped within the horizon year and that even the sites that do redevelop are not always developed to maximum levels allowed under the by-right zoning and various incentive systems available. The growth projection for the Downtown Plan Area that is used in the DEIR analysis assumes that while the current Downtown Plan Area population makes up about 18% of the citywide population, 32% of the citywide growth through 2040 is projected to occur in the Downtown Plan Area (see Population Projections by CPA Geography table in DEIR, Appendix B). This means that the DEIR analysis already “conservatively” assumes a high growth rate for the Downtown Plan Area despite the presence of a variety of constraints to development (e.g., physical constraints, environmental factors, historical resource preservation policies, land values).

Many of the proposed changes would reduce development capacity below what was assumed in the DEIR, and even those that would theoretically increase capacity would not alter the DEIR growth assumptions. For example, the Use District change described above from XN1 to XC1 to allow for more flexibility of commercial tenant size does not affect assumptions about the overall size of a building or number of employees, but merely increases the individual business size limitation at ground floors from 10,000 sf to 15,000 sf. Form District HUB3 was changed to HB1, which reduces both the Base and Bonus FAR to align by-right FAR to existing regulations, and a 5-story height was

introduced to Form Districts applied along the Los Angeles River. These changes would generally reduce development potential to below what was assumed in the DEIR, but to remain conservative, growth assumptions are not lowered in these areas.

Changes to Form Districts such as HUM1 to HM1, HUB2 to HB1 and HUB1 to HB1 intended to provide greater opportunities for affordable housing and other community benefits, increase the Base FAR without altering the Bonus FAR, and therefore, these updates would not affect the allowable maximum development capacity or assumptions used in the Draft EIR about how much FAR will generally be utilized in these areas. Similarly, changes to the Community Benefits Program FAR incentive for a Housing Development from a 35% to 40% do not affect the assumptions in the DEIR, since the FAR increase is still within the FARs analyzed in the RAD. Moreover, as described above, since the RAD analyzed in the DEIR assumes FARs closer to the allowable Bonus FARs rather than the Base FARs, this modest increase of 5% would not affect the assumptions and the overall RAD.

The proposed modifications related to FAR and height increases are localized to a discrete number of blocks, and would not affect the intensity of development within the Transportation Analysis Zones (TAZ) assumed in the DEIR analysis. For example, referenced above is a proposed Form District change from MN1 to DM2 in a two block area. This change would increase the maximum allowable FAR from 6 to 8.5 in order to provide increased opportunities for affordable housing and other community benefits. As mentioned above, the Reasonably Anticipated Development does not assume every property will redevelop or fully realize the maximum FAR, general assumptions are made across broad areas based on a number of factors including historical development patterns. The RAD analyzed growth at the TAZ level and the TAZ that encompasses this discrete area referenced above accounts for a substantial amount of new housing and employment. Therefore, a modest change of max FAR from 6:1 to 8.5:1 for a two block area would not require analyzing additional capacity because the DEIR analysis conservatively assumed a high level of growth, and this change would not foreseeably increase the amount of growth assumed for this area.

Similarly, the proposed modification from MB1 to DM1 increases the Bonus FAR from 3:1 to 8:1 and the associated Use District change from IX2 to IX3 allows the introduction of new residential construction for a discrete area in the Southeastern portion of the Plan Area – the eastern facing parcels on 4 blocks of Crocker Street between 7th and 12th Streets. The RAD does not assume full buildout of 8 FAR for every single parcel. Moreover, this change in Form District from MB1 to DM1 only represents 13% of the total TAZ area. The majority of the TAZ is largely retaining the zoning allowances of today (FAR at 3:1 and housing restricted to adaptive reuse live/work units).

Overall, changes in FAR since the DEIR was published would result in the following changes with regard to population, housing and employment:

SED	Population	Households	Employment
Increase	2920	1537	0
Decrease	-304	-160	-1251
Net Change	2,616	1,377	-1251
Total DTLA	251,952	133,273	304,861
% Of total	1%	1%	-0.4%

The transportation impact findings for the Proposed Project are based on **Vehicle Miles Traveled (VMT)**. VMT is a measurement of miles traveled (e.g., private automobiles, trucks, and buses) generated by all land uses (e.g., residential, retail, office) in the Project Area. For the impact analysis, VMT is reported as Total Daily VMT per Service Population. The Total Daily VMT per Service Population is the total VMT divided by the number of people living or working within the Community Plan Area. This VMT is generated by residents, employees, and visitors in Downtown and captures their travel within Downtown as well as travel between Downtown and their ultimate origin/destination.

To estimate the change in VMT with the land use changes made since the publication of the Draft EIR, the areas with the changes in housing and jobs were reviewed based on the Downtown Los Angeles Subarea Model. The Downtown Los Angeles Subarea Model contains 233 traffic analysis zones (TAZs) that represent land uses in the Plan Area based on socioeconomic data. The TAZs are spatial units that reflect how and where traffic enters and exits the street network and are divided along logical transportation boundaries like major streets and topography. Based on the updated zoning, there are three TAZs in the fashion district, two TAZs in the LA Produce site and one TAZ in the Chinatown area that would have additional housing units and population. The two TAZs in the LA Produce site also experience decreases in employment. There are also four TAZs in South Park and one TAZ in the historic core that have decreases in housing units, population, and employment.

As reported in the Draft EIR in Tables 4.15-10 and 4.15-11, the Total VMT per Service Population in the Plan Area is 15.9 under 2040 Proposed Plan conditions. This level of future VMT per Service Population in the Plan Area is 53% below baseline conditions in the SCAG region (as shown in Table 4.15-10) and 19% below baseline conditions in the Plan Area (as shown in Table 4.15-11).

Given that the changes in housing/population (approximately a 1% increase) and employment (approximately a 0.4% decrease) are relatively small compared to the overall future population, household and employment projections, the changes are not expected to exceed the City’s VMT impact thresholds.

Based on the above, the proposed modifications would not change the amount of anticipated growth or its general distribution in the Plan Area and thus would not affect the impact analysis for any of the environmental impact categories that rely on RAD or the distribution of growth across the Plan Area. These include air quality [all topics except exposure of sensitive receptors to substantial pollutant concentrations], energy, greenhouse gas emissions, noise, population/housing/employment (growth), public services, recreation, transportation, and utilities/service systems. Impacts related to the geology and soils (all topics except paleontological resources) and hydrology and water quality are reduced to a less than significant level through compliance with applicable regulations and thus would not

be affected by minor changes to the nature or location of future Plan Area development. The environmental impact categories for which the proposed modifications would have the potential to change future conditions in specific locations and thus incrementally alter the DEIR analysis are the following: aesthetics, air quality (exposure of sensitive receptors to substantial pollutant concentrations), biological resources, cultural resources, geology and soils (paleontological resources), hazards and hazardous materials, land use and planning, population/housing/employment [displacement], and tribal cultural resources. The impact of proposed modifications as relevant to the specific environmental impact categories in the DEIR are discussed in detail below.

AESTHETICS

The DEIR concludes that the Proposed Project would result in a less than significant impact related to aesthetics. The modifications and technical refinements to the Proposed Project that are relevant to aesthetics include: (1) additional policies to encourage the planting of shade trees and to preserve mature trees; (2) refinement of outdoor lighting and light trespass standards, addition of new pedestrian-oriented lighting standards, and expansion of the applicability of glare to prevent new sources of substantial light or glare within the Downtown Plan Area; (3) refinements to character frontages for the Historic Core and Arts Districts to allow for flexibility while still ensuring compatibility with existing structures; (4) updates to standards relating to screening and fencing to allow for more flexibility and to better align with the current Zoning Code; (5) removal of story height restrictions in the Historic Core District and changes in height and intensity (FAR) limits in other areas such as along the L.A. River; (6) Adjustments in Form District standards with modifications to Base and Bonus FARs; (7) Updates to City Hall Height Restriction and height regulations in the CPIO consolidated in the Form District.

None of the proposed modifications would affect scenic resources within a state scenic highway. The new policies standards that allow increased building height and/or FAR could incrementally alter views from and to certain portions of the Downtown Plan Area; however, building heights and overall intensity would remain consistent with the overall range of heights/intensities within the Downtown Plan Area and would not block the view of any identified scenic resource from an important public view location. Thus, the impact related to scenic vistas would remain less than significant. The new policies and standards relating to trees, building frontages and step-back, roof top equipment, screening/fencing, and ensuring that new development is compatible with historic buildings would further improve the visual character of the Plan Area by providing additional greenery and shade and ensuring the new development is compatible with the historic and desired character of the Plan Area. For example, Downtown Plan at the time of the DEIR included height limits throughout the Historic Core, but the current proposal would transition heights using upper story step backs as opposed to height limits. The removal of height restrictions would allow more flexibility in 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 in proximity to transit resources while respecting the existing built patterns of the Historic Core and would not affect the historic designation that applies to the Historic Core. Similarly, all frontage rules such as build-to width and banding requirements are now applicable

only to the first 12 stories & would not apply to the entire building as previously proposed. The rules now focus on the street-level pedestrian experience and overall scale of a building, as opposed to a uniform application of rules to the full building facade. This allows for visual continuity along the street while accommodating contemporary interpretation of cherished existing architectural styles within the Arts District and Historic Core.

The height limitations in the Form Districts that apply to the Civic Center are more restrictive than what was analyzed in the DEIR, and migrate the regulations from the CPIO to the respective Form District for better clarity. The proposed change is intended to ensure buildings do not exceed heights that would block views to City Hall, and the changes would better preserve the prominence of City Hall and the visual character around the Civic Center.

Removal of the prohibition on sign types such as cabinet signs would not change the visual character of downtown since they are widely prevalent in the Plan Area. Revisions relating to lighting standards would further reduce light/glare impacts as compared to what is described in the DEIR, while the revisions relating to screening, and fencing, may incrementally change the visual character of the area, but such changes would remain consistent with the urban environment of the Downtown Plan Area. Impacts for all topic areas under Aesthetics would remain less than significant.

AIR QUALITY

The DEIR concludes that the Proposed Project would result in a less than significant impact related to consistency with air quality plans and odors. Impacts related to exposure of sensitive receptors to substantial pollutant concentrations during construction would require mitigation to reduce impacts to less than significant. Impacts related to violation of air quality standards during construction and operations, cumulative increase in pollutants during construction and operations, and exposure of sensitive receptors to pollutant concentrations during operation would be significant and unavoidable. As discussed above, the Proposed Project modifications would not affect the overall amount or distribution of growth and thus would not alter the DEIR analysis of impacts related to air quality standards, increased emissions, consistency with air quality plans, or odors. Thus, there is no need to re-run air quality modeling or otherwise recalculate air pollutant emissions.

However, the modifications and technical refinements to the Downtown Plan include the requirement of a Conditional Use Permit (CUP) for distribution centers in industrial mixed use zones, which is intended to allow the City to place conditions on such facilities to prevent them from adversely affecting nearby or adjacent sensitive land uses. These changes would reduce the effects of distribution center source emissions on sensitive land uses as compared to what is described in the DEIR. Mitigation included in the DEIR analysis would still apply and, in combination with the new CUP requirement, would reduce air quality impacts in the manner described in the DEIR. In addition, South Coast Air Quality Management District's (SCAQMD) Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, adopted in May 2021, will address impacts related to warehouse truck emissions. The FEIR has been revised to address this program. Please see Chapter 10, *Revisions, Clarifications and Corrections to the Draft EIR* of the FEIR.

Based on the above, the addition of a CUP requirement for distribution centers would not result in any new significant impact beyond that described in the DEIR. The significant and unavoidable air quality impact associated with distribution centers would remain, but would be incrementally less than described in the DEIR. Therefore, the modifications and refinements to the Proposed Project would not result in new significant impacts or an increase in the severity of those significant impacts identified in the EIR related to air quality.

BIOLOGICAL RESOURCES

The DEIR concludes that the Proposed Project would have a less than significant impact with mitigation with respect to special status species habitat (nesting birds), but would have no impact or a less than significant impact with respect to riparian habitats, wetlands, migratory wildlife, local plans/policies, and habitat conservation plans. With the exception of nesting birds, none of the Proposed Project modifications would affect any of these specific topics because such resources and plans/policies are not present in and do not apply to the Plan Area. With respect to nesting birds, none of the modifications would increase development potential in proximity to Elysian Park, which is the only area in or adjacent to the Downtown Plan Area that includes open lands with stands of mature trees with higher likelihood of containing active bird nests. New policies aimed at preserving mature trees and planting new trees would be expected to generally enhance habitat for nesting birds. As such, none of the Proposed Project modifications would result in any new or increased severity impact related to nesting birds or other biological resources.

CULTURAL RESOURCES

The DEIR concludes that the Proposed Project would result in a less than significant impact with mitigation to archaeological resources and a significant and unavoidable impact to historical resources. The Proposed Project modifications include some minor map and development standard changes, but such changes would not increase development potential or potential ground disturbance in areas of known archaeological resource sensitivity. Thus, none of the proposed modifications and technical refinements to the Proposed Project would affect the potential for future development to affect as yet undetected archaeological resources or human remains. The DEIR mitigation measures aimed at avoidance of archaeological resource impacts would continue to apply and would reduce such impacts to a less than significant level. With respect to historical resources, the proposed modifications include changes to height standards and step-backs in the Historic Core District as well as refinements to character frontages in the Arts and Historic Core Districts and these are described above. In addition, new development review procedures to address historic preservation has been added to the CPIO to promote preservation in the Historic Core, Arts District, and Chinatown. These refinements are primarily focused on the retention of eligible and designated historic resources, as compared to what is described in the DEIR and would not result in an increase in overall Plan Area development. Therefore, impacts resulting from the modifications and technical refinements to the Proposed Project would not alter the conclusions relating to cultural resources that are disclosed in the DEIR. The DEIR concludes that mitigation measures to reduce impacts to historical resources were infeasible and, therefore, that potentially significant impacts

to historical resources would be unavoidable. The modifications to height standards and step-backs, and refinement of character frontages would not alter this conclusion, and the addition of the new preservation tool in the CPIO to promote preservation in the Historic Core, Arts District, and Chinatown District would incrementally reduce the potential for significant impacts to historical resources as compared to what is described in the DEIR. Based on the above, the modifications and technical refinements to the Proposed Project would not result in new significant impacts or an increase in the severity of significant impacts identified in the EIR related to cultural resources.

GEOLOGY AND SOILS

The DEIR concludes that the Proposed Project would result in no impact or a less than significant impact with respect to earthquake faults, ground failure, soil erosion, geologic hazards, expansive soils, and septic tanks. The modifications and technical refinements to the Proposed Project would not affect the analysis of any of these issues since future development would not increase the potential for geologic hazards, soil erosion is fully addressed through implementation of applicable standards, and no septic tanks are present in the Plan Area. The DEIR concludes that the impact related to paleontological resources would be less than significant with mitigation. The Proposed Project modifications include some minor map changes, but such changes would not increase development potential or potential ground disturbance in areas of known paleontological resource sensitivity (such as along the eastern edge of the Downtown Plan Area [along the river] and in the northwestern portion of the Downtown Plan Area and the DEIR mitigation measures aimed at paleontological resource protection would continue to apply. Therefore, the modifications and technical refinements to the Proposed Project would not result in new or increased severity of significant impacts and the impact related to paleontological resources would remain less than significant with mitigation.

HAZARDS AND HAZARDOUS MATERIALS

The DEIR concludes that the Proposed Project would result in less than significant impact related to hazardous material transport/use/disposal, hazardous material upset, airport plans, private airstrips, emergency response plans, and wildland fire and less than significant impacts with mitigation related to hazardous material sites and hazards within ¼-mile of a school. None of the Proposed Project modifications would affect the DEIR analysis of airport plans, private airstrips, or wildland fires since no airports, air strips, or wildland fire hazard zones are present in the Plan Area. The Proposed Project modifications include some minor map changes, but such changes would not accommodate additional development involving the use or release of hazardous materials, nor would they alter or affect emergency response plans for the Plan Area. Moreover, the modifications would not increase development potential or potential ground disturbance in areas where known soil or groundwater contamination is present, and future Plan Area development would continue to be subject to DEIR mitigation measures aimed at addressing contamination and potential impacts to schools. Therefore, the modifications and technical refinements to the

Proposed Project would not result in new or increased severity of significant impacts and the impacts related to hazardous material sites and hazards within ¼-mile of a school would remain less than significant with mitigation.

LAND USE AND PLANNING

The DEIR concludes that the Proposed Project would result in less than significant impacts related both physically dividing an established community and consistency with plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. The Proposed Project modifications include some minor changes to maps and development standards, but they do not include any new facilities such as roads, railroads, or other infrastructure that would divide a community. In addition, the proposed modifications would not create inconsistencies with applicable City or SCAG plans or policies. To the contrary, a primary aim of many of the proposed modifications is to further the Downtown Plan's and New Zoning Code's ability to implement regional and citywide goals and policies. The modifications specifically incorporate and update a number of existing City plans and policies, as discussed under "New Ordinances and Amendments." Consequently, the modifications and technical refinements to the Proposed Project would not result in new or increased severity of significant impacts and the impact related to land use and planning would remain less than significant.

POPULATION, HOUSING, AND EMPLOYMENT

The DEIR concludes that the Proposed Project would result in less than significant impacts with respect to both growth inducement and displacement of people and housing. As noted above, although the proposed modifications include minor changes to maps and development standards, these changes would not change the overall growth forecasts for the Downtown Plan Area. As such, there would be no change to the Proposed Project's potential to induce growth. The map and standard changes could result in minor changes to the specific locations where displacement might occur in the Downtown Plan Area; however, as discussed in the DEIR, any attempt to predict the precise amount and locations of displaced housing would be speculative. Regardless, as discussed in the DEIR, any displacement that does occur would be substantially less than the new housing that is projected to be built and existing and proposed policies would ensure that there would be no net loss of affordable housing. Based on these facts, the modifications and technical refinements to the Proposed Project would not result in new or increased severity of significant impacts and the impact related to displacement of people and housing would remain less than significant.

TRIBAL CULTURAL RESOURCES

The DEIR concludes that the Proposed Project would result in a less than significant impact with mitigation to tribal cultural resources. The Proposed Project modifications include some minor changes to maps and development standard, but such changes would not increase development potential or potential ground disturbance in areas of known tribal cultural resource sensitivity. Thus, none of the proposed modifications and technical refinements to the Proposed Project would affect the potential for future development to affect as yet unknown tribal cultural resources.

The DEIR mitigation measures aimed at avoidance of tribal cultural resource impacts would continue to apply and would continue to reduce such impacts to a less than significant level.

PUBLIC SERVICES

The DEIR determined that the Proposed Project would result in a less than significant impact related to public services. The modifications and technical refinements to the Proposed Plan include updating the community facility incentive to 55-years. This modification along with the others, as discussed above, based on the very conservative growth assumptions analyzed in the DEIR, is not anticipated to result in an increase in development or population than that analyzed in the DEIR and, therefore, would not increase utilization of public services or require additional fire, police, school, or library facilities beyond what is discussed in the DEIR. Therefore, the modifications and technical refinements to the Proposed Project would not result in new or increased severity of significant impacts related to public services.

TRANSPORTATION AND TRAFFIC

The DEIR determined that the Downtown Plan would result in a less than significant impact related to transportation and traffic with the exception of ramp queuing safety, for which the Downtown Plan would result in a significant and unavoidable impact. The modifications and technical refinements to the Proposed Project include updated parking provisions to exempt above grade parking from FAR calculations and to maintain design standards. These changes, along with the other modifications discussed above, would not result in an increase in development or population analyzed in the DEIR based on the conservative assumptions used in the DEIR and thus would not alter Plan-generated traffic, vehicle miles traveled (VMT), or traffic safety impacts. Removing parking from FAR calculations would not alter overall parking requirements and consequently would not result in any changes to traffic patterns or impacts to street parking. Though not changed by the revisions related to parking in the Proposed Project, impacts to ramp queuing safety would remain significant and unavoidable. Therefore, the modifications and technical refinements to the Proposed Project would not result in new or increased severity of significant impacts related to transportation and traffic.

UTILITIES AND SERVICE SYSTEMS

The DEIR determined that the Proposed Project would result in a less than significant impact related to utilities and service systems. The modifications and technical refinements to the Proposed Project include updating the community facility incentive to 55 years. In addition, revisions include acknowledgement of the fact that the Los Angeles Department of Water and Power has released the 2020 Urban Water Management Plan (UWMP), which includes water supply projections for the years 2025, 2030, 2035, 2040, and 2045. As mentioned in Response 3-13 in Chapter 3, *Response to Comments*, of the FEIR, the 2020 UWMP indicates that LADWP will continue to have sufficient water supplies available to meet projected demands under normal water year conditions, singly dry year (drought)

conditions, and multiple dry year (extended drought) conditions through the year 2045. Therefore, LADWP would continue to have sufficient supplies to meet the water demand associated with the Proposed Project. Neither the 55-year community facility incentive nor the 2020 UWMP, nor the other modifications discussed above, would result in an increase in development or population analyzed in the DEIR based on the conservative assumptions used in the DEIR; therefore, these Plan revisions would not increase demand for electricity, natural gas, or water, nor would they increase the generation of wastewater or solid waste. Impacts would be the same as what was analyzed in the DEIR and would be less than significant. Therefore, the modifications and technical refinements to the Proposed Project would not result in new significant impacts or an increase in severity of significant impacts related to utilities and service systems.

POTENTIAL UPDATES TO BE CONSIDERED BY THE PLUM COMMITTEE

Post the approval of the Downtown Community Plan and New Zoning Code by the City Planning Commission on September 23rd, 2021, the Plan received several comments and recommendations from various neighborhood groups, council offices, boards, and commissions. In response to these comments, the staff has outlined optional amendments to the Downtown Community Plan and the New Zoning Code for the City Council Planning and Land Use Management (PLUM) Committee consideration.

The comments along with the amendments are described in Appendix Q, Report to PLUM Committee. The PLUM Committee will consider these amendments during its deliberations on the Plan, and may adopt, further modify, or reject these amendments. If adopted, the modifications constitute technical amendments that do not affect the analysis or the impact conclusions in this EIR. As discussed under each topic below, the recommended modifications would not alter the assumptions in the Reasonably Anticipated Development or require recalibration of the Transportation Demand Model or any other recalculation of environmental impacts.

The amendments to be considered by the PLUM Committee are summarized and discussed below:

Fashion District

1. Clarify allowance for garment and apparel manufacturing uses throughout the Fashion District (IX3).
2. Clarify definitions for Light Industrial uses and establish “Manufacturing, Light: Garment & Accessory” as a defined use and replace “Textile and Apparel” with “Textile” to differentiate between assembly of materials to produce finished clothing, footwear, and accessories from large-scale mechanized production of raw fibers and fabrics used to create materials. Incorporate minimum distance requirements between residential uses and Manufacturing, Light: Textile, to ensure minimum separation between these two uses.
3. Allow limited jewelry manufacturing in certain Commercial Mixed Use Districts (CX3 & CX4) only when accessory to retail use (limits manufacturing to a maximum of 25% of floor area).
4. Establish a new CPIO subarea and offer development incentives to promote light manufacturing uses.

5. Amend zoning for properties generally bounded by 7th Street to the north, Main Street and Broadway to the west, Highway I-10 to the south, and Santee Street and Maple Avenue to the east from Use District CX2 to CX3 to allow for light manufacturing uses.
6. Limit office uses in existing buildings as an accessory to manufacturing uses.
7. Reduce the required amount of productive space in IX3 from 1:1 FAR to 0.5:1 FAR.
8. Prioritize preservation of existing industrial uses while allowing housing and lodging in new construction.

Environmental Impacts:

Modifications one through six above are clarifying amendments intended to allow garment manufacturing more broadly in the Fashion District neighborhood and encourage new manufacturing uses. Similarly, Modification #7 to reduce the productive space requirement is intended to allow more flexibility in use. These changes do not alter the maximum allowable FAR and would not affect the growth assumptions in the DEIR regarding Reasonably Anticipated Development. As such, they would not change any of the impact conclusions in the DEIR, and do not require any further analysis.

The modification (#8) to limit conversion of existing industrial uses to other uses is intended to retain existing jobs and industries in the Plan Area. Areas designated as Market in the General Plan Land Use were envisioned to support predominately job producing uses. This modification further reinforces the intention to retain industrial uses while allowing for a limited introduction of housing within the area.

This modification to the Downtown Plan does not have the potential to affect any of the environmental analysis contained in the DEIR. The modification would encourage the continued use of existing manufacturing and sustain employment in the area. The limitations on conversion to housing and lodging would only apply to existing manufacturing uses, while new housing and lodging would continue to be allowed. This would foreseeably have the effect of limiting conversion of existing industrial uses to housing, lodging, and office uses; thus, it would reduce the potential for physical environmental changes and displacement of jobs. In addition, the modification would not increase the overall development potential or location of development in the Plan Area; thus, it would not increase the potential for ground disturbance or the amount of Plan Area traffic or VMT. As such, there would be no increase in impacts analyzed in the Draft EIR, including those related to disturbance cultural resources, hazard, VMT, air quality, energy, greenhouse gas emissions, and noise.

Housing Stability

1. Clarify that when a project subject to the Rent Stabilized Ordinance (RSO) is demolished, the proposed project is required to incorporate a one-for-one RSO affordable replacement unit at the same income level as existing residents if verified (including moderate), or as low-income units if incomes of existing residents cannot be verified.

Environmental Impacts:

The above modification is an administrative/procedural change regarding replacing demolished housing units with lower income restricted units. It does not alter the assumptions in the DEIR regarding Reasonably Anticipated Development. As such, it would not foreseeably change any of the impact conclusions in the DEIR and therefore does not require any further analysis.

Inclusionary Housing

1. Modify the CPC recommended Base/Bonus program to serve as a graduated inclusionary system that incorporates a mandatory inclusionary requirement into the Base/Bonus FAR system.

Environmental Impacts:

This is an administrative and procedural change prioritizing more on-site affordable housing vs an in-lieu payment. Economic analysis has shown that in the short term, this change in addition to increased land and construction costs, could limit development than what was projected at the time of the DEIR. However, the Proposed Project is a long-range plan, and it is expected that over the life of the plan market conditions will adjust and the utilization of bonus FAR can still be accessed by projects. The analysis in the DEIR is conservative since it assumes more growth than what could be realized, if market conditions don't adjust. The modification would still function within the Base/Bonus structure that was assumed in the growth projections used in the DEIR, as discussed above, and would not alter maximum FARs analyzed in the DEIR. As such, Reasonably Anticipated Development and the Transportation Demand Model analyzed in the DEIR would remain valid. The modification would not change any of the impact conclusions in the DEIR, and therefore, does not require any further analysis.

Skid Row Alcohol Controls

1. Amendment to the alcohol provisions in the areas surrounding Skid Row, requiring projects to seek a Conditional Use Permit (CUP) to provide alcohol service in restaurants.

Environmental Impacts:

The above modification is a procedural change to require discretionary review and findings for alcohol serving uses around Skid Row. It does not alter the assumptions in the DEIR regarding Reasonably Anticipated Development or require recalibration of the Transportation Demand Model. It does not change any of the impact conclusions in the DEIR and therefore does not require any further analysis.

Community Benefit Fee

1. Allow for the introduction of new eligible categories to qualify for receiving funding as and when needed. This flexibility would allow for adding new categories to respond to changing community needs in the Plan Area.

Environmental Impacts:

The above modification is a clarifying amendment related to a funding mechanism without identifying any particular improvements to be funded. It does not alter the assumptions in the DEIR regarding Reasonably Anticipated Development or require recalibration of the Transportation Demand Model. It does not change any of the impact conclusions in the DEIR and therefore does not require any further analysis.

Civic Center

1. Allow for a transfer floor area between publicly owned sites within and in proximity to the Civic Center.

Environmental Impacts:

This modification is intended to facilitate flexible zoning and allow for transfer floor area between public properties, create streamlined opportunities to build affordable housing at appropriate densities close to civic resources and preserve historic resources.

This change will facilitate transfer of floor area between sites on nearby blocks that fall within the same TAZs. Therefore, this modification would not change the total population, housing or employment projections used in the Draft EIR, nor alter traffic patterns assumed in the DEIR. The modification would not change any of the impact conclusions in the DEIR, and therefore, does not require any further analysis. Similar to the analysis above for the CPC modifications, it would not alter the assumptions about the ground disturbing activities, nor the analysis of those impacts that are reduced by existing regulatory compliance measures (such as geology, hazards, water quality) or mitigation for cultural resources, nesting bird, paleo resources, tribal cultural resources, and hazardous materials. Based on the above, these modifications are not expected to result in new significant impacts or substantially more severe impacts to those identified in the Draft EIR.

Arts District Height Minimum

1. Require a minimum height of 10 stories for residential projects in the Arts District neighborhood generally bounded by Alameda Street to the west, Bay Street and Violet Street to the south, Mesquit Street to the east and E. 4th Place to the north.

Environmental Impacts:

The 10-story height minimum ensures development sites are maximized in the central Arts District. No changes to FAR are recommended. The RAD assumed a high utilization of bonus FAR and this height minimum would not alter assumptions regarding how much density or FAR a project can achieve, or the assumptions related to potential ground disturbing activities, public service or utility demands, or any other impact assumption. With regard to Aesthetics, the DEIR analysis was based on unlimited height allowed in this part of the Arts District, and the introduction of minimum height requirement would not change any of the analysis related to shade therein. In addition, Frontage regulations developed as part of the New Zoning Code to ensure compatibility with the

neighborhood character would continue to apply. Therefore, this modification does not change any of the impact conclusions in the DEIR.

Los Angeles River

1. Reduce the minimum Los Angeles River setback from 20' to 10' to allow for more flexibility in open space along the Los Angeles River.

Environmental Impacts:

The above modification is a clarifying amendment that does not alter the assumptions in the DEIR regarding Reasonably Anticipated Development or require recalibration of the Transportation Demand Model or recalculation of other impacts. The reduced setback from the Los Angeles River would not affect biological resources or hydrology/flooding impacts since the portion of the river that is adjacent to the Plan Area lacks native biological resources and all development would comply with applicable City requirements related to surface runoff and flood control, as described in DEIR Section, 4.9, *Hydrology and Water Quality*. This modification does not change any of the impact conclusions in the DEIR and therefore does not require any further analysis.

Parking and Transit Hubs

1. Amendments to update Floor Area rules of measurement to specify that above-grade parking is counted towards FAR in Development Standards District 5 while allowing active ground floor area to be discounted when within a quarter mile of a rail station, and clarify that floor area exemptions for detached garages are intended for House Form Districts rather than RG use districts.

Environmental Impacts:

The above modification is intended to discourage parking infrastructure close to transit hubs, promote transit use and support active land uses in proximity to transit.

The analysis in the DEIR considered above-grade parking to count towards a project's total FAR (for a majority of the Plan Area). With the above modification, above-grade parking will count towards a project's total FAR only if located within a quarter mile of a rail station. While this would differ from how a project's FAR is measured for most projects as compared to the regulations in the DEIR, it would not change the maximum allowable Bonus FAR beyond what was assumed in the DEIR. Individual projects farther than quarter mile of a train station will have more flexibility to provide parking based on individual needs of a project or not provide any parking, however, this would not change the overall intensity of development that was assumed in the DEIR. The proposed modification would not alter the assumptions in the DEIR regarding Reasonably Anticipated Development or require recalibration of the Transportation Demand Model or recalculation of other impacts, nor would it increase the overall amount or potential location of Plan Area ground disturbance. Therefore, the

modification to the Plan would not result in any new significant impacts or substantially more severe significant impacts than those identified in the DEIR.

Historic Protections

1. Extending the Transfer of Development Rights program to Little Tokyo.
2. Amend the CPIO to require demolition findings for contributing historic resources in the California Register historic districts and Historic-Cultural Monuments within Subarea D.
3. Expand Subarea D in the CPIO to include all of the eligible Seventh Street Commercial Historic District.

Environmental Impacts:

The above modifications are clarifying amendments and are more restrictive and protective of historical resources than what was analyzed in the DEIR. These changes would not foreseeably result in greater development than the RAD analyzed in the DEIR. As such, the modification will not result in new significant impacts or substantially more severe significant impacts than those in the DEIR.

Form Districts in Chinatown and Little Tokyo

1. Increase the base FAR from 2:1 to 3:1 for Form District MN1 and DM2:
2. Remove height limitations in the MN1 Form District applied within Chinatown on parcels generally bounded by Bernard St. and College St. to the north, Broadway and Spring St. to the east, Alpine St. and College St. to the South, and Hill St. and Yale St. to the west.

Environmental Impacts:

The above modifications are intended to remove constraints to development in areas close to transit. These changes would apply only to a very small percent of the Plan Area and would not foreseeably result in greater development than the RAD analyzed in the DEIR. As such, the modification will not result in new significant impacts or substantially more severe significant impacts than those in the DEIR.

9 RESPONSES TO COMMENTS ON THE DRAFT EIR

This section includes comments received during the circulation of the Draft Environmental Impact Report prepared for the Downtown Community Plan Update (“Downtown Plan”)/New Zoning Code for Downtown Community Plan (“New Zoning Code”) (hereafter referred to as “Proposed Project”).

The comment letters, included in Appendix R, were submitted to the City of Los Angeles by public agencies and private citizens. Responses to written comments received have been prepared to address the environmental concerns raised by the commenters and to indicate where and how the Draft EIR (DEIR) addresses pertinent environmental issues.

Any changes made to the text of the DEIR correcting information, data, or intent, other than minor typographical corrections or minor working changes, are noted in Chapter 10, Corrections and Additions document.

The DEIR was circulated for a 120-day public review period that began on August 6, 2020 and ended on December 4, 2020. The City of Los Angeles received 43 comment letters during the DEIR public review period and 26 video comments. Of these, four letters pertain only to comments on the DEIR, 16 letters include comments pertaining to both the DEIR and the Proposed Project itself, and 49 letters and all of the video comments are directed exclusively at the Proposed Project rather than the DEIR.

As discussed further in Master Response 1 below, CEQA only requires lead agencies to respond to comments that relate to significant environmental issues, including the adequacy of the analysis in the DEIR (CEQA Guidelines Sections 15088 and 15204). As such, the City has not responded herein to comments that do not raise significant environmental issues and/or pertain to the adequacy of the DEIR.

All the comment letters and responses follow. The comment letters are numbered sequentially, beginning with the letters that pertain exclusively to the DEIR (letters 1 through 4), followed by the letters that pertain partially to the DEIR (letters 5 through 20), and then the letters that do not pertain to the DEIR (letters 21 through 69). For the letters that pertain wholly to the DEIR, each separate DEIR comment, if more than one, has been assigned a number. The responses to each DEIR comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1-1, for example, indicates that the response is for the first issue raised in comment LETTER NO. 1). For the letters that pertain only partially to the DEIR, only the comments on the DEIR are bracketed and numbered. The letters that pertain only to the Proposed Project and include no DEIR comments are included herein and provided to decision makers for their consideration, but as noted above, no response to these comments is included.

This document generally includes relevant excerpts from the comments, but some footnotes or tables or transference of the comment to this document may have resulted in loss of some text. Nevertheless, the City’s response is intended to respond to all relevant comments related to significant environmental effects raised in the comments and the full comment letters can be found in Appendix R.

Letter No. and Commenter	
1	Miya Edmonson, IGR/CEQA Branch Chief, Caltrans
2	Ali Poosti, Division Manager, Wastewater Engineering Services Division, LA Sanitation and Environment
3	Casey Maddren, President, United Neighborhoods for Los Angeles
4	Faizah Malik, Senior Staff Attorney, Community Development Project, Central City United
5	Adrian Scott Fine, Director of Advocacy, Los Angeles Conservancy
6	Derek Galey, Latham & Watkins LLP
7	John Given, Law Office of John P. Given
8	Beth P. Gordie, Latham & Watkins LLP
9	Simon Ha, AIA, Chairman of the Board of Directors, Skid Row Housing Trust
10,11	Karin Liljegren, FAIA, Principal and Founder, Omgivning Architecture and Interiors
12	Mark Chatoff, President, California Flower Mall, Inc.
13	Jessica Lall/Michael Shilstone, Director of Economic Development, Central City Association of Los Angeles
14	Rena Masten Leddy, Executive Director, LA Fashion District
15	Patricia Berman and Ryan Afari, DLANC President and DLANC Planning & Land Use Committee Chair, Downtown Los Angeles Neighborhood Council
16	Daniel Gehman
17	Allan M. Harris and Cheryl Younger
18	Susan Hunter
19	Phyllis Ling
20	Laurie Sale
21	Alex Marks, AICP, Environmental Specialist, The Metropolitan Water District of Southern California
22	Dan Langford, Executive Secretary-Treasurer/CEO, Southwest Regional Council of Carpenters
23	Doug Smith, Supervising Senior Staff Attorney, Community Development Project, Central City United
24	Ellen Riotto, Executive Director, South Park Business Improvement District
25	Estela Lopez, Executive Director, Central City East Association
26	Beth P. Gordie, Latham & Watkins LLP
27	Klaus Biesenbach and Maria Seferian, Director and Board of Trustees Chair, Museum of Contemporary Art
28	Iciar Rivera, Chinatown Sustainability Dialogue Group
29	Katherine McNenny, Co-founder, Director of Outreach & Education, Industrial District Green
30	Laura Velkei, Urban and Civic Leaders
31	Mia Lehrer, FASLA, President, MLA Green, Inc.
32	Michael Woo, Former Member, Los Angeles City Planning Commission, on behalf of Chinatown Stakeholders
33	Mike Clark and Virginia Wexman, Chair and Vice Chair, Sierra Club Angeles Chapter Transportation Committee
34	Scott Yamabe, CEO, SoCal Flower Market
35	Tom Williams, Sierra Club
36	Francis Y. Park, Park & Velayos LLP
37	Kimberly Burns
38	Yukio and Lilian Kawaratani
39	Jason Lee
40	Judy Lee

Letter No. and Commenter	
41,42	Hayk Makhmuryan
43	John Whitaker
44	Dorothy Fue Wong
45	Christopher Mack
46	Diane Prozeller
47	Diego Gomez
48	Henriëtte Brouwers
49	Ollie Linden
50	Iron G. Donato
51	Lee Maupin
52	Leyla Martinez
53	Lorraine Morland
54	Matt Miyahara
55	Maya Waterman
56	Henry Apodaca
57	Ray Lewis
58	Sara Daleiden
59	Andy Bales
60	Vijay Gupta
61	The Toilet Lady
62	Stephanie Bell
63	Soma Snakeoil
64	John Malpede
65	Clarence Powel
66	Clancy Cornell
67	Daniel Park
68	Zach Rutland
69	Madhi Manji

9.1 MASTER RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR

A number of the comments raise common issues relating to historical resources and the “Increased Development Potential Alternative” (Alternative 3), as well as general concerns and non-CEQA issues. Therefore, rather than responding to each comment on these topics individually, the following Master Responses have been prepared to provide single comprehensive responses to address comments that were brought up in multiple instances.

1. General Comments and Non-CEQA Issues

Lead agencies need only respond to comments related to significant environmental issues associated with a project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (State CEQA Guidelines Section 15204). Responses are not provided for comments that do not relate to significant environmental issues, including the adequacy of the analysis in the EIR; other issues raised by comments are generally addressed outside the CEQA process (CEQA Guidelines Sections 15088 and 15204).

Opinions regarding the significance of environmental impacts already addressed in the EIR without additional substantial evidence in support of the opinions(s) do not require a response. Comments regarding topics not addressed by CEQA (e.g., socio-economic issues that do not result in physical environmental impacts) are not addressed as part of the CEQA process.

The EIR is not intended or required to provide justification for the Proposed Project nor is it a vehicle for making changes to the Project with respect to the land use designation of individual properties absent the proposed change reducing one or more identified significant adverse environmental impact. Rather, the EIR is an informational document that is intended to provide public agencies and the public with detailed information about the effect that the Proposed Project is likely to have on the environment. Comments regarding suggested changes to the Project are not addressed in detail as part of the CEQA process unless such changes could result in reducing or avoiding a significant adverse environmental impact.

Expressions of opposition to or support for the Proposed Project are made a part of the administrative record and forwarded to the decision-makers for their consideration in taking action on the Project, but they require no further response.

2. Historic Resources

Summary of Master Response

The Proposed Project includes a number of policies and implementing tools that provide an expansion of protections for historical resources, including regulations for historic resource project review within the

Downtown Community Plan Implementation Overlay (CPIO) District (Appendix G). Under the CPIO, in areas of the CPA with some of the highest concentrations of potentially eligible historical resources, future development that has the potential to impact a designated resources or resources eligible for designation will be required to conduct CEQA analysis to assess the impact to such individual historical resource(s) and to identify feasible mitigation measures and alternatives.

The conclusion that there will be significant and unavoidable impact to historical resources is a conservative impact conclusion and based on the potential for redevelopment in the Downtown Plan Area to impact historical buildings over the 20-year plan horizon, despite the Downtown Plan's expansion of protections for historic resources, and is not because loss or damage is anticipated to any specific resource, or because the Downtown Plan reduces or modifies any existing protections.

Commenters provide no substantial evidence supporting the need for a revised analysis of historic resources or revised conclusions from those in the DEIR. Therefore, there is no basis for additional analysis and no further response is required (CEQA Guidelines Section 15204(c)).

Summary of Comments

A number of comments were received related to historical resources, generally expressing concern that the Downtown Plan does not address historical resources identified in the DEIR. Commenters are particularly concerned that impacts to historic resources were determined to be significant and unavoidable and no mitigation measures were identified. The commenters express that the Proposed Project would not be able to safeguard preservation of historical buildings from future development. Overall, comments specified concerns over new infill being inconsistent with historic building patterns, or resulting in the loss of identified historical resources. Some commenters asked for policy and regulatory mechanisms that would bolster historic preservation through mandatory design guidelines, additional incentives for historic projects, and align zoning regulations to ensure compatible infill. Additionally, commenters expressed a desire for the plan to more explicitly document SurveyLA resources to identify potential conflicts between proposed zoning and the preservation of these resources. 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, while others have advocated for contextual infill tools that allow for taller buildings. Specific strategies identified by commenters include height limitations within the Historic Core and transitional height requirements to ensure inter-connectivity between new development and existing historic resources.

Introduction

Consistent with CEQA Guidelines Section 15064.5, the DEIR thoroughly analyzes if the Proposed Project would have a significant impact to cultural resources and if the Project would cause a substantial adverse change in the significance of a historical resource. The analysis of historical resources examines the likelihood that the Project

could cause a substantial adverse change in the significance of a historical resource. The analysis of impacts of the Proposed Project on historical resources is adequate and complies with the requirements of CEQA. The DEIR concludes on pages 4.4-37 to 4.4-43, that despite the incorporation of changes in the Downtown Plan that would assist in the further protection of both designation and eligible historic resources, it is possible that demolition and/or significant alteration to some of the historical resources within the Plan Area would occur during the lifetime of the Downtown Plan. Although there are no historical resources that are called for removal or alteration under the Downtown Plan, development that would occur over the life of the Downtown Plan has the potential to occur on, or adjacent to, historical resources. The Proposed Project 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 Project's broader goals to accommodate future housing, employment, and economic development. To further protect both designated and eligible historical resources, the Proposed Project incorporates policies (EIR pages 4.4-41), implementation programs, and zoning regulations that require contextual development in historic districts through massing, facade, and building material regulations. This Master Response provides supplemental information, does not constitute substantive new information and does not change the impact conclusions found in the DEIR.

Designated Historical Resources

The EIR does not limit or change the requirements or authority provided in CEQA for environmental review of future projects with regard to designated historical resources in the Community Plan Area (CPA). If a future individual discretionary project has the potential to impact a historical resource that cannot be mitigated, an EIR, as well as an adopted statement of overriding considerations, will be required. Designated historical resources include buildings or structures that have been officially designated on the National Register, on the California Register, or that have been included on the City's list of Historic-Cultural Monuments (HCMs). The Department of City Planning (DCP) will continue to require and conduct project-specific CEQA review to evaluate potential impacts to such historical resources as discretionary planning approvals are expected within the CPA and throughout the city. As discussed on page 4.4-34 of the DEIR, any project proposals affecting HCMs are reviewed pursuant to Los Angeles Administrative Code (LAAC) Section 22.171.14. Pursuant to the provisions in the Cultural Heritage Ordinance (CHO), the Office of Historic Resources (OHR) reviews all projects that are designated historical resources. Any project that involves a substantial alteration to a designated historical resource must comply with CEQA. If a project identified by the Cultural Heritage Commission (CHC) or the OHR could impact a designated historical resource, then such a project must be evaluated to determine the applicable environmental review process.

As discussed on page 4.4-36 of the DEIR, if it is determined that loss or damage to a historical resource could occur from a permit being issued on a building or structure that been officially designated or been determined by state or federal action to be eligible for designation , on the National Register, on the California Register, or has

been included by the City as an HCM, the City would be required to conduct a CEQA analysis to determine if the impact is significant, and the Department of Building and Safety may not issue a permit without first preparing a CEQA clearance, analyzing impact to the historical resources, and if there will be a significant and unavoidable impact on a finding that specific economic, social or other considerations make infeasible the preservation of the building or structure (Los Angeles Municipal Code [LAMC] Section 91.106.4.5). Additionally, if impacts are determined to be significant, feasible mitigation measures and alternatives are to be identified and implemented as appropriate to reduce the significant impact. If there is no feasible mitigation measure or alternative to avoid the significant impact, the City will be required to adopt a statement of overriding consideration under CEQA Guidelines Section 15093. Significant impacts to individual historical resources are not evaluated by, or environmentally cleared by, the Proposed Project's EIR.

In addition to the CEQA review process, the OHR and the CHC review requests for demolition, substantial alteration or relocation of any HCM for conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and the Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. In instances where demolition is proposed, an additional report regarding the structural soundness of the building or structure and its suitability for continued use, renovation, restoration or rehabilitation from a licensed engineer or architect who meets the Secretary of the Interior's Professional Qualification Standards as established by the Code of Federal Regulations (CFR), 36 CFR Part 61, is required. It is extremely rare to lose an HCM, but since the first monument was designated in 1962, at least 40 of the City's approximately 1,200 monuments have been lost to fire, storms, relocation, alteration, and demolition.

The Downtown Plan does not introduce any features that would preclude implementation of these policies or procedures, nor does the Plan alter these policies or procedures in the CHO in any way. All development involving designated historical resources are required to comply with mandatory review procedures. As discussed on page 4.4-39 of the DEIR, the OHR reports that it is extremely uncommon to lose City designated resources when a property owner has complied with the City's regulations.

Non-designated, Eligible Historical Resources

The EIR does not limit or change the requirements or authority provided in CEQA for environmental review of future projects with regard to eligible historical resources in the CPA. As indicated on pages 4.4-28 to 4.4-36 in Section 4.4, *Cultural Resources*, eligible historical resources include a building, structure, object, site, landscape, natural feature, or historic district identified as eligible for listing either individually or as a contributor to a district under a local, state, or federal designation program through SurveyLA (the Los Angeles Historic Resources Survey), or another historic resource survey completed by a person meeting the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and accepted as complete by the Director, in consultation with the OHR. The DCP will continue to require and conduct project-specific CEQA review to evaluate potential impacts to such historical resources as discretionary planning approvals are expected within

the CPA and throughout the city. If project-specific impacts are determined to be significant, feasible mitigation measures and alternatives will be required to be identified and implemented as appropriate to that specific project, in order to reduce the significant impact. Such projects are not evaluated by, nor environmentally cleared, by the EIR for the Proposed Project.

Resources identified as potentially eligible for listing on the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), or local listing or designation have the potential to be historically significant. Although these buildings may be potentially significant, for by-right and ministerial projects, the City currently only reviews permits for buildings that have been designated as an HCM or otherwise officially designated, or have been determined through state or federal action to be eligible for Designation on the National Register, as discussed on page 4.4-34 of the DEIR. In most instances, a state or federal action to determine the eligibility of a resource results in a state designation. Eligible resources that are not subject to Section 91.106.4.5 of the LAMC are not currently protected by City ordinance. Section 91.106.4.5.1 of the LAMC states that permits for the demolition of a building over 45 years old will not be issued unless abutting property owners and occupants, the applicable City Council Office, and the Certified Neighborhood Council Office representing the site, are provided with written notice of the demolition pre-inspection application via U.S. mail, and a public notice of application for demolition has been posted on a placard at the site at least 60 days prior to the date of issuance. The former notification and posting time period was a minimum of 30 days. This pre-demolition notification allows interested community members and stakeholders, the public or the City time to determine whether to nominate the potential resource as an HCM, and if nominated, to fully evaluate its potential as a resource. A demolition permit may not be issued for a building where the process to designate has been initiated. Concurrently in February 2020, the City Council also expanded the definition of initiation of the HCM designation to include the introduction of a Motion by a Member of the Council.

Downtown Community Plan Implementation Overlay (CPIO)

CPIO Subarea D (Appendix G) identifies neighborhoods that have a uniquely high concentration of designated and eligible historic districts, as well as individual designated and eligible historic resources including the Arts District, Historic Core, Little Tokyo, and Chinatown communities. The Downtown Plan's CPIO includes procedural requirements 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 not compromise its eligibility. Specifically, projects that comply with the Secretary of the Interior's Standards for Rehabilitation are permitted a ministerial approval process per the CPIO. Projects that do not comply with the Secretary of the Interior's Standards for Rehabilitation are required to undergo discretionary approval, and are subject to CEQA.

In addition, CPIO Subarea D of the Downtown Plan offers further protections aimed at the retention of structures that are listed on the National Register. Whenever demolition, or substantial interior demolition is proposed for a

“contributing” structure within a designated National Register District, substantial findings must be made as to the economic viability of maintaining the existing structure, as compared to a new development, among others. Lastly, the Downtown Plan’s CPIO introduces demolition delay across the entire Plan Area. Requiring a building permit to be approved for any replacement project before demolition occurs allows the City to avoid preemptive demolition of potentially eligible historic resources, regardless of whether they are located in Subarea D. Collectively, these provisions would ensure that rehabilitation of 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.

Compatible Zoning Regulations

The City’s General Plan land use designations express a variety of goals, policies, and zoning regulations to reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from one another while contributing to its own identity and sense of place. The Downtown Plan includes proposed zoning regulations for historic buildings and use patterns that reinforce the cultural legacies of the Downtown neighborhoods. For example, the areas designated as Traditional Core have a time-honored urban development pattern and a collection of historically-significant buildings that often include residential, office and neighborhood-serving uses, as well as dining and entertainment uses that attract visitors and tourists. Areas designated as Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations, with adaptive reuse of historic buildings and infill development that is responsive to the historic and cultural legacy of the area. In addition, Hybrid Industrial areas preserve productive activity and prioritize employment uses but may also accommodate live/work uses or limited residential uses.

The Proposed Project applies a combination of regulations for Zoning Form Districts, Frontage Districts, and Use Districts that correspond to the City’s General Plan land use designations in a tailored manner. These land use regulations reinforce varying built environments. Form District tools are used to prescribe context-sensitive Floor Area Ratios (FARs), and, in strategic places, height limitations or upper story setbacks.

Several commenters stressed the need for context-sensitive growth in areas such as the Historic Core and provided varied opinions on height and scale. Some have suggested that height limits should be applied across the district to safeguard existing historic structures from demolition, while others have advocated for flexibility in regulations for new development. Within the proposed zoning regulations that reinforce historic preservation, Zoning Form Districts (Appendix P) applied in the Historic Core support the predominant characteristics of strong street walls, building widths of approximately 200 feet, and a datum line of 12 stories. While earlier versions of the Proposed Project recommended height limits throughout the Historic Core, the current proposal would allow for unlimited height, but would require that any building height above the 12th floor be set 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.

Other zoning regulations that emphasize unique neighborhood identity include an array of Frontage Districts that are paired with appropriate Form Districts to reinforce distinct features of each neighborhood. The Frontage District regulations also specify building placement in relation to the street to promote consistent street walls. For example, Zoning Frontage Districts proposed in the Fashion District along Santee Alley require wider entry features, such as market stalls, to support the movement of goods in and out of the buildings and a wide range of modifications for pedestrian amenity spaces. Zoning Frontage Districts proposed in Chinatown require high build-to widths, high levels of transparency, frequent entrance spacing, and ground floor elevation at or near sidewalk grade, consistent with a prevailing building pattern organized around pedestrian activation and smaller scale commercial and retail spaces. The Downtown Plan includes two Character Frontage Districts for the Historic Core and the Arts District, which both include designated and/or eligible historic districts, as well as a high concentration of individual designated or eligible historic resources. These Zoning Frontage Districts include more detailed development standards addressing building materials and architectural features, the arrangement and depth of fenestration, and floor-to-ceiling heights, among others, and are intended to guide new development in a manner that is compatible with the historic and celebrated architectural legacy of these two neighborhoods. However, in order to allow for architectural innovation and accommodate unique building types, such as civic, cultural, and other similar institutional buildings, the Downtown Plan 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 for institutional buildings.

Commenters have expressed that the City should mandate compliance with the Historic Cultural Neighborhoods Best Practices included as part of the CPIO. Many proposed zones include objective development standards that implement the guidance outlined in the Best Practice documents. For example, the Downtown Plan includes an array of zoning standards such as horizontal and vertical banding; differentiation of the facade into base, middle and top; entrances with focal features, frequent entrances, etc. to ensure new buildings continue to reinforce the character defining features of the historic core. While the Downtown Plan introduces a number of topical Design Best Practice documents, the more subjective design standards, such as the Broadway Community Design Overlay that is currently in effect, will continue to shape future development within the Historic Core neighborhood that is compatible with existing structures. 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. However, Frontage District zoning requirements are objective development standards, and thus comply with Senate Bill 330.

Downtown Adaptive Reuse Program

As stated on page 4.4-39 of the DEIR, in addition to establishing new zoning tools, the Proposed Project expands and updates existing zoning tools, such as the Adaptive Reuse Programs, to create more opportunities to reuse and protect existing buildings that are of historic and cultural value to the surrounding community. The

Downtown Adaptive Reuse Program introduces new incentives to promote the use of existing buildings by removing dwelling unit size requirements and the limitation that only allowed conversion to dwelling units, and allows for the conversion to any viable use permitted by the underlying zoning. The program also replaces the 1974 qualifying criteria with a rolling date of 25 years to allow for buildings constructed post-1974 to also utilize this program and offers FAR exemptions for interstitial floors and mezzanines. The Downtown Plan 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.

Transfer of Development Rights (TDR) Program

Under the TDR Program, projects located in the Arts District and Chinatown neighborhoods designated as a Los Angeles Historic-Cultural Monument, sites listed in or formally determined eligible at the local, state or federal level, or sites identified as a contributor to a historic district or individual resource by SurveyLA, are eligible to donate unused Floor Area to a proposed project. The Arts District, generally to the east of Alameda Street, 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 which tend to be larger, more adaptable structures that can easily benefit from rehabilitation. However, they also tend to be built at a FAR that is lower than the FAR that is being proposed for this area. Similarly in Chinatown, a majority of historic resources are concentrated in the northern part of Chinatown, in the area generally bounded by Bernard Street to the north, Broadway to the east, College Street to the south, and Yale Street to the west. This two-block area includes many Historic Cultural Monuments, such as the Chinatown Central Plaza and the SurveyLA identified Individual Resources and Historic District Contributors. As discussed on pages 4.4-39-4.4-40 of the DEIR, the TDR program can play an important role in these neighborhoods by promoting reinvestment in existing buildings while also 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.

EIR Conclusions Regarding Historical Resources

Despite the various existing protections for historical resources in the City and those proposed as part of the Community Plan update, the DEIR concludes that impacts to historical resources would be significant and unavoidable because over the lifetime of the Downtown Plan, it is possible that one or more designated resource may be lost by redevelopment occurring under the Proposed Project. The CHO and the CPIO do not prohibit a property from being demolished, redeveloped, or altered so long as an applicant has gone through all necessary processes, including individual project environmental review.

The conclusion in the DEIR is that future development will result in significant and unavoidable impacts to historical resources under the Proposed Project. This disclosure, however, would not allow a developer to avoid

an environmental analysis of potential impacts to historical resources from subsequent development. Even under the streamlining tool for analysis of impacts of a project consistent with a community plan that was adopted with an EIR, CEQA requires the analysis to determine if there are impacts particular to the project or project site. (e.g., CEQA Guidelines Section 15183[b][1]). Demolition of a historical resource in a proposed subsequent project would be an impact particular to a project site and specific project. As stated previously, the DEIR concludes that any potential impacts that could occur to designated historical resources in the Plan Area or designated and eligible historical resources in the CPIO would only take place after an applicant has gone through the environmental review process for their specific project (see pages 4.4-38 to 4.4-39 of the DEIR).

With respect to identification of additional mitigation measures appropriate to include in the EIR, page 4.4-43 of the DEIR indicates that, “[a]s a policy matter, the City finds that requiring additional review of projects not in the CPIO or otherwise undergoing discretionary review is undesirable based on the requirements it would place on City resources and the delay it would result in for projects.” The DEIR also states that as a policy matter, the City finds that it is undesirable to put additional regulations or processes on projects involving historical resources that are designated under the HCM, or subject to review by the proposed CPIO or other discretionary review. For these reasons, no feasible mitigation measures beyond the proposed policies and regulations in the Downtown Plan, including the CPIO, Zoning Form and Frontage Districts, and existing regulatory requirements (i.e., CEQA, Cultural Heritage Ordinance, etc.)

Some commenters suggestions to require mandatory design guidelines do not identify a feasible mitigation measure. SB 330, the Housing Crisis Act, codified at Gov. Code 66300, prohibits cities from adopting non-objective design standards. Qualitative design guidelines are, however, incorporated as best practices in the CPIO (Appendix G) to encourage context sensitive infill development. Moreover, as described in detail in the previous paragraphs, many of the proposals suggested by the commenters such as regulations to ensure compatible infill development; height limits and transitional height requirements in the historic core; and incentives for preservation of historic buildings in the form of TDR and adaptive reuse are proposed as part of the Plan.

As previously stated, it is possible that one or more designated resource could be lost by redevelopment occurring under the Downtown Plan. For informational purposes, it may be noted that the impact to historical resources would not be any different from what would occur under the existing plans or likely, any adopted general plan or zoning update. Therefore, as concluded in the DEIR, the impact to historical resources is significant and unavoidable and no feasible mitigation measures have been identified to prevent the loss or significant alteration of any designated resource that would reduce the impact to a less than significant level.

Conclusion

The conclusion that the Proposed Project would result in a significant and unavoidable impact to historical resources is based on reasonably foreseeable development consistent with the Plan. As indicated on page 4.4-39 of the DEIR:

While the Office of Historic Resources reports that it is extremely uncommon in the City to lose designated historical resources when a property owner has complied with the City's regulations, the Cultural Heritage Ordinance cannot prevent a property from being demolished or redeveloped, or prevent structures from being altered. Rather, these ordinances provide for processes, including environmental review, but do not prohibit demolition. Therefore, even though the Downtown Plan incorporates changes that would assist in further protecting both designated and eligible historical resources, it is possible that demolition and/or significant alteration to some of the hundreds of historical resources within the Plan Area would occur during the lifetime of the Downtown Plan.

As noted on page 4.4-36 of the DEIR, development that would occur over the lifetime of the Downtown Plan has the potential to occur on, or adjacent to, historical resources. Development can impact historical resources either through direct effects (e.g., demolition or alteration of a historical resource's physical characteristics that convey its historical significance, such as incompatible facade changes) or through indirect effects to the area surrounding a resource (e.g., creating a visually incompatible structure adjacent to a historical structure). The Downtown Plan provides additional protections for historical resources, particularly eligible historic resources. In addition, even without the Downtown Plan, pressure exists to redevelop parcels, especially adjacent to transit systems, including the eight fixed rail stations (five existing and three under construction) within the Downtown Plan Area. As discussed on page 4.4-38 of the DEIR, the Downtown Plan does not introduce any features that would preclude implementation of or alter existing regulations that designated resources are subject to, including CHO regulations. As discussed above and on pages 4.4-38 through 4.4-39 of the DEIR, all proposed changes to HCM-designated historical resources would be required to comply with mandatory review procedures. In neighborhoods with an abundance of eligible and designated historic resources, the Downtown 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 when any proposed work would compromise its eligibility.

Existing regulatory measures (i.e., CHO and LAMC Section 91.106.4.5) will continue to protect historical resources. The Downtown Plan would result in a significant and unavoidable impact to historical resources; however, through the CPIO and zoning tools, regulatory measures would reduce the likelihood of adverse impacts to both designated and potentially eligible historical resources. Furthermore, because CEQA review for the demolition of certain eligible resources is required, if impacts are determined to be significant, feasible mitigation measures and alternatives must be identified and implemented to reduce the significant impact, or an EIR must be prepared, as well as a statement of overriding considerations adopted pursuant to CEQA Guidelines Section 15093. In summary, the Downtown Plan strives to protect historical resources through policies, regulatory zoning, and review processes; however, these protections will not ensure that historical resources will not be lost or altered during the lifetime of the Downtown Plan.

3. *“Increased Development Potential Alternative” (Alternative 3)*

Summary of Master Response

- The Proposed Project captures broader goals of most stakeholders to allow for the highest levels of growth in areas around transit, while moderating growth in other areas to facilitate compatible development that safeguards industrial land and unique neighborhood identities in Downtown. The Proposed Project provides capacity for growth that exceeds SCAGs projections for Downtown for the year 2040.
- Alternative 3 could negatively impact industrial activity and reduce the Proposed Project’s objective to reserve portions of the Downtown Plan Area for job-generating industrial uses.
- Alternative 3 would not avoid or substantially lessen significant environmental effects of the project. Significant and unavoidable environmental impacts under Alternative 3 would occur to a greater degree than that of the Proposed Project.
- Commenters provide no substantial evidence supporting the need for a revised Plan approach utilizing Alternative 3 or revised conclusions from those in the DEIR. Therefore, there is no basis for additional analysis and no further response is required (CEQA Guidelines Section 15204(c)).

Summary of Comments

A number of stakeholder comments relate to increasing development potential within the Downtown Plan Area, and in general suggest that Alternative 3 would allow for the greatest development capacity and flexibility, better position Downtown to absorb a significant share of the City’s projected growth, and attract higher private and public investment. Commenters suggest that Alternative 3 is a more desirable alternative for housing production, suggesting Alternative 3 would best feasibly attain most of the basic project objectives. CEQA requires an EIR to describe a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. CEQA Guidelines Section 15126.6(a). “Feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors. The comments on the DEIR do not relate to significant environmental issues or the adequacy of analysis.

The DEIR for the Proposed Project includes an “Increased Development Potential” Alternative (Alternative 3) that would permit greater development capacity in the Markets, Production, and Community Center designations of the Downtown Plan Area in exchange for providing public benefits. Under the Downtown Plan, the Markets and Production areas include limitations on future residential uses. The Community Center areas allow residential uses at a moderated FAR compared to other areas within the Downtown Plan, such as Transit Core. Although Alternative 3 would allow for more development capacity around transit, it would also increase capacity elsewhere in the Plan Area, and growth would likely be spread out.

Alternative 3 would differ from the Proposed Project in the following ways:

- A portion of the area zoned as Restricted Light Industrial (MR1) under the Proposed Project would be designated as Industrial-Mixed Use 2 (IX2) under Alternative 3. The maximum allowable Bonus FAR would also increase from 3:1 to 10:1. Under Alternative 3, the zoning designation of IX2, which allows housing through the conversion of existing buildings to Joint Living and Work Quarters, would be applied to areas that are proposed as MR1 which, under the Proposed Project, do not allow housing.
- The Market Areas zoned IX2 and IX3 in the Proposed Project would be retained under Alternative 3; however, the Bonus FAR in these areas would increase from 3:1 to 10:1 and from 8:1 and 10:1 to 13:1.
- The Community Center designation on the edges of Chinatown would increase the Bonus FAR from 8:1 and 8.5:1 to 10:1.
- All the Base FARs would generally remain unchanged under Alternative 3.

The area designated Production under the proposed General Plan land use map, with corresponding MR1 zoning in the Proposed Project, generally within the southeastern portion of the Plan Area, nearest to Alameda Street, and Interstate I-10 (Santa Monica Freeway), does not allow residential uses and is intended to preserve land for light industrial uses. Under Alternative 3, the area zoned MR1 would be changed to IX2. The IX2 zoning would continue to allow certain light industrial uses as well as housing through the conversion of existing buildings to Joint Living and Work Quarters.

As concluded in the DEIR, Alternative 3 would not reduce any of the significant impacts of the Proposed Project identified in the DEIR and, the significant impacts would, in fact, occur to a greater degree than under the Proposed Project. (DEIR at page 5-53). Alternative 3 would not meet the standards for a reasonable range of an alternative under CEQA Guidelines Section 15126.6, as it would not avoid or substantially lessen any of the significant effects of the project. Alternatives 1, 2, and 4 do provide a reasonable range of alternatives as they would all reduce one or more significant impact of the Proposed Project and would attain most of the project objectives. See DEIR at pages 5-6 to 5-6, 5-21 to 5-23, 5-53 to 5-54, 5-67, Table 5-22. Alternative 3 was included to inform decision-makers and foster public participation by giving information about an alternative that could give greater community benefits and the potential regional environmental benefits of increasing development in the CPA. DEIR at pages 5-37 to 5-38. Note, the DEIR found that Alternative 3 may have incremental reductions to GHG emissions by concentrating more future growth (than the Downtown Plan does) in an area well served by transit and where housing, jobs, and services are in close proximity to one another. (DEIR at page 5-44.) But Alternative 3 does not reduce any of the significant effects of the Proposed Project. Therefore, it is not the superior alternative to the Proposed Project.

9.2 SUMMARY OF COMMENTS AND RESPONSES

LETTER NO. 1

Miya Edmonson, IGR/CEQA Branch Chief, Caltrans

Response 1-1

The commenter requests locations in the Downtown Plan Area where transit improvements can be made. The City's Mobility Plan 2035, included as one of the Elements of the General Plan, is the document that primarily describes planned transportation improvements and contains several street designations, including Pedestrian Walkway and Shared Street, for each of the City's arterial streets as well as standard roadway dimensions for each designation. Chapter 6, *Action Plan*, includes several maps indicating where Transit Enhanced Networks, Neighborhood Enhanced Networks, Bicycle Enhanced Networks, Bicycle Lane Networks, and Pedestrian Enhanced Districts are envisioned within the city.

Based on review of the Mobility Plan's designations, the Proposed Project includes General Plan Amendments to update a number of enhanced street networks that prioritize bicycle, transit, and vehicle movement. Appendix B, Mobility Plan 2035 Amendments, which was considered by the Planning Commission on June 17, 2021, includes maps of the Plan Area that indicate where these updates would occur. Additionally, Metro is currently working on the Link US project, which proposes the integration of new run-through tracks on an elevated rail yard to improve operational flexibility and expand capacity at Los Angeles Union Station, located within the Plan Area. Link US envisions a new concourse for shorter wait times and improved transfer experiences, as well as preparing Union Station for future high-speed rail service.

Los Angeles Department of Transportation (LADOT) is also implementing the Vision Zero Program and is currently working on the Downtown Los Angeles Mobility Investment Plan (DTLA MIP). The Vision Zero Program aims to eliminate all traffic deaths within the City by the year 2025 through street and sidewalk safety improvements that are prioritized in areas of the City with the greatest need. The North Broadway, Temple Street, 6th Street, Venice Boulevard (Arlington to Figueroa), Broadway, and Central Avenue Safety Improvement Projects under Vision Zero border the Plan Area. The DTLA MIP will build upon the Downtown Plan and will serve as a roadmap to support the travel needs of residents, workers, and visitors by identifying transportation projects and programs that equitably address the community's existing and future mobility needs, prioritizing where and how to invest in transportation infrastructure and services to support a safe and reliable travel experience for all, and recommending a strategy to fund the priority project list.

Response 1-2

The commenter requests inclusion of a list of barrier locations and infrastructure solutions in the Downtown Plan. As discussed under Impact 4.15-3 in Section 4.15, *Transportation*, of the DEIR, the potential safety

impacts related to off ramp queuing as growth occurs pursuant to the Downtown Plan is significant and unavoidable. The location of barriers cannot be determined at this time as the Downtown Plan is programmatic in nature and does not include specific development projects or details about the location of individual developments. However, barrier locations will be addressed on a case-by-case basis as traffic levels within the Plan Area increase. In addition, as discussed above under Response 1-1, LADOT is implementing the Vision Zero Program and the Downtown Mobility Improvement Plan which aims to increase safety and access for people walking, rolling, and taking transit.

Response 1-3

The commenter states support for implementation of pedestrian safety measures.

The support is noted. The Downtown Plan supports complete streets and pedestrian safety as it includes updates to a number of enhanced street networks within the Mobility Plan to prioritize bicycle, transit, and vehicle movement and strategies such as enhanced transit shelters and wayfinding signage; a Coordinated Pedestrian First District with Leading Pedestrian Intervals, scramble crosswalks, right turn limitations on red, and other interventions; protected bicycle facilities with dedicated signals along key corridors; and curb ramps, signalized crosswalks, and other pedestrian safety improvements throughout Downtown.

Response 1-4

The commenter recommends removing the requirements for car parking.

The Proposed Project removes minimum parking requirements within the Downtown Plan Area and requires design standards to ensure any above grade parking structures can be adapted to active residential or non-residential uses in the future. In addition, the Department is working on a separate citywide ordinance (Council File 15-0719-S19) to implement a Transportation Demand Management (TDM) program, which, when it becomes effective, will apply throughout the city, including the Downtown Plan Area.

LETTER NO. 2

Ali Poosti, Division Manager, Wastewater Engineering Services Division, LA Sanitation and Environment

August 27, 2020

Response 2-1

The commenter states that there is insufficient detail in the project description to conduct a thorough capacity analysis because descriptions for individual proposed developments are needed to assess sewage generation and requests future notification, should more information become available.

The comment is noted. The EIR appropriately provides a programmatic analysis of the Proposed Project. No individual developments are proposed under the Downtown Plan. As individual developments are proposed, developers are required to contact LASAN to ensure sewer availability.

The purpose of the wastewater-related analysis in the DEIR is to identify the potential environmental impacts associated with implementing needed improvements to wastewater infrastructure. The potential temporary impacts associated with any needed wastewater conveyance upgrades are discussed under Impacts 4.17-1 and 4.17-2 in Section 4.17, *Utilities and Service Systems*, of the DEIR. As discussed therein, expansion of wastewater treatment capacity would not be needed to accommodate projected increases in wastewater generation. Upgrades to the wastewater conveyance system in portions of the Downtown Plan Area may be needed, but such upgrades would be expected to occur within existing utility easements and would not result in new areas of disturbance. All upgrades that have impacts beyond those identified in this EIR would be subject to subsequent project-level environmental review, wherein potential site- or project-specific impacts, if any, would be addressed. The Wastewater Engineering Services Division will be consulted as appropriate when new developments are proposed and wastewater conveyance system upgrades will or may be needed.

LETTER NO. 3

Casey Maddren, President, United Neighborhoods for Los Angeles

December 4, 2020

Response 3-1

The commenter provides a brief background of United Neighborhoods for Los Angeles as a community organization and summarizes its concerns. This background is noted. Responses 3-2 to 3-15 below address specific comments on the DEIR.

Response 3-2

The commenter states concerns regarding the combined environmental review of the Downtown Plan and the New Zoning Code.

As discussed in Chapter 3, *Project Description*, of the DEIR, at this time the City only intends to adopt that portion of Chapter 1A of the New Zoning Code that would allow the City to utilize and implement the New Zoning Code (Appendix P) in the Downtown Plan Area. This component of the Proposed Project would require adopting or amending regulations within the new Chapter 1A which includes at minimum: (i) the new zone districts to be used in the Downtown Plan Area, including substantive requirements for those zone districts, and (ii) adopting all of the background portions of the New Zoning Code that do not already exist that would allow the new zoning to be implemented, which may include definitions, processes, development standard rules, rules for non-conforming uses, and zoning incentive programs, among others. Because the components of the New Zoning Code are required to implement the policies and land uses included in the Downtown Plan, the two components are inextricably linked and are appropriately evaluated together. The New Zoning Code components are primarily administrative items that, as discussed throughout Chapter 4 of the DEIR, would themselves have no environmental impact. As noted throughout the DEIR, the potential effects of the New Zoning Code components considered in the DEIR would be considered as part of the environmental review of future community plans as they are updated.

The DEIR impact analyses in Chapter 4 were specifically formatted to provide separate analyses of the impacts of the Downtown Plan and the New Zoning Code. This was intended to provide clarity regarding the specific impacts of each project component. As noted in Chapter 4 and above, the significant environmental impacts of the combined Project components are exclusively limited to the Downtown Plan Area as the New Zoning Code components would not themselves result in any significant physical changes anywhere in the City. Additionally, the DEIR public comment period was also extended to 120 days, far exceeding the 45-day comment period required by CEQA.

The commenter notes that the Processes and Procedures ordinance is intended to apply outside of the Downtown Plan Area, and that therefore the New Zoning Code should have been analyzed separately from the Downtown Plan. While the Processes and Procedures ordinance (CPC 2016-3182-CA) is intended to apply across the City, it is not part of the Proposed Project. Through a separate effort, the Processes and Procedures ordinance is anticipated before City Council for an adoption vote in the Fall of 2022 (Council File 12-0460-S4), and was found to be exempt from CEQA pursuant to PRC Section 15061 (b) (3) and CEQA Guidelines, Section 15308 (Class 8). Per Environmental Case No. ENV-2016-3183-CE, “the Processes and Procedures Ordinance modifies administrative procedures for the processing of entitlement requests and appeals and has no effect on the physical environment.” The Processes and Procedures Ordinance establishes Chapter 1A (the New Zoning Code) and centralizes administrative procedures for both the current Zoning Code, Chapter 1 (General Provisions and Zoning) of the LAMC and the New Zoning Code (Chapter 1A) of the LAMC within Article 13 (Administration) of the New Zoning Code. This also supports that the Processes and Procedures Ordinance has independent utility from the rest of the New Zoning Code and the Downtown Plan. If the New Zoning Code does not get adopted and/or the Downtown Plan does not get adopted, the Processes and Procedures Ordinance still has efficacy as establishing new procedures for the current Zoning Code in Chapter 1 of the LAMC and the City would pursue adoption of the Processes and Procedures Ordinance even without the Downtown Plan and the New Zoning Code. As such, the City finds it appropriate that the Processes and Procedures Ordinance be analyzed and adopted separately from the Project analyzed in this EIR.

Finally, it should be noted that the public outreach for the New Zoning Code has been conducted across the City starting in the summer of 2013, and over the course of eight years, has involved listening sessions across the city, in-person and virtual public forums, two advisory committees, a dedicated website, email and social media, in addition to outreach conducted alongside the Proposed Project. 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 across the City.

Response 3-3

The commenter suggests that the layout change between the Notice of Preparation (NOP) and DEIR is misleading and could be a CEQA violation.

The changes to which the commenter refers are organizational, non-substantive changes to the structure of zoning regulations proposed in the DEIR project description that primarily reflect the greater level of detail included in the DEIR versus the NOP.

For example, the fundamental aspects of what was referred to as “Context” in the NOP are captured in the Development Standards Districts introduced in the DEIR project description. The NOP states that the, “Context module is comprised of regulations meant to enhance the existing or establish new development patterns of an area where applied.” The project description outlines how Development Standards Districts regulate such aspects

of zoning as pedestrian and motor vehicle access, automobile parking quantities, parking design treatments, and other standards that enhance or establish development patterns where applied. Further, on page 3-48, the DEIR project description notes that the NOP referred to Development Standard Districts as “Context”, creating a link for the public to understand the continuity between the two terms.

Additionally, the DEIR project description introduces Density Districts as a component of the new zoning system (Appendix P). The NOP described similar regulations to those contained in the Density Districts in the description of Use Districts which stated that the, “Use District module establishes which uses and activities are allowed on a site.” By introducing Density Districts in addition to Use Districts, the DEIR project description restructures and provides more detail on how the New Zoning Code will regulate uses and activities on a lot. Density Districts regulate one distinct aspect of how a property may be used by placing limitations on the number of dwelling units permitted on a lot. This is an organizational, non-substantive change.

On page 3-27, the DEIR Project Description notes that the Downtown Plan includes amendments to the General Plan Framework Element (Appendix A) to introduce new land use designations of the Downtown Plans as well as other minor amendments to the General Plan Framework Element to reflect the evolving goals of the City since it was first adopted in 1996. On page 2-35, the Project Description states that, as part of the Downtown Plan, certain streets in the CPA will be redesignated in the Transportation Element (Mobility Plan 2035). These specific changes are considered in the DEIR impact analysis.

Further, the additional detail in the DEIR project description reflects the different purposes of these two documents. The purpose of the NOP is to inform agencies and the public that a DEIR is being prepared and to solicit input on the scope of the EIR. The purpose of the DEIR is to provide detailed analysis of the potentially significant environmental impacts of the Proposed Project to ensure that City decision makers and the public understand the potential environmental implications of adopting the Project.

Providing additional detail about the Proposed Project as is done in the DEIR is not unusual, nor is it unusual that the format and layout of the Project Description changes to some degree between the NOP and DEIR. The commenter has provided no evidence that anything meaningful was excluded from the NOP or that the public was deprived of the opportunity to provide input on the DEIR scope. The City held a scoping meeting on February 16, 2017 and received 36 responses to the NOP during the review and response period of February 6 to March 6 2017, including responses from state and regional agencies, various public interest groups, and individuals. Additionally, see Response 3-2 above for an overview of the public outreach conducted on the New Zoning Code, which provided opportunities for the public to ask questions and get clarity as needed. The comment does not raise any new significant environmental issues or address the adequacy of the analysis included in the DEIR.

Response 3-4

The commenter states a concern about the Downtown CPIO being published as a separate document and that the DEIR does not address the impacts of it. The commenter states this may be a violation of CEQA's information disclosure requirements.

It is not clear why the commenter is concerned about the CPIO standards "only" being published in the DEIR. As noted in Response 3-3 above, the DEIR project description includes additional details beyond those provided in the NOP project description. This is not unusual and reflects the different purposes of the two documents. The standards are included in Appendix F of the DEIR and were considered as part of the environmental analysis contained throughout Chapter 4 of the DEIR.

The update to the Downtown Community Plan and all the associated components, including the Policy document (Appendix C), the New Zoning Code (Appendix P) applicable to the Downtown Plan and CPIO (Appendix G) were published along with the DEIR. All these materials were available for public review both online at the Department's website and as hard copies at public libraries within the Community Plan Area. Therefore, the commenter's claim that the CPIO was not published and disseminated to the public is inaccurate. As described in Chapter 3, Project Description, Section 3.6, Project Components of the DEIR, the proposed CPIO is an important component of the Downtown Community Plan and was included in the analysis of the DEIR. The analysis contained in the DEIR is comprehensive and includes all the major components of the Downtown Community Plan, including the CPIO. Therefore, the commenter's claim that the DEIR fails to assess the impacts of the Plan and constitutes a violation of CEQA's information disclosure requirements is unwarranted. The comment is noted and will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

Response 3-5

The commenter states opposition to Administrative Clearances and questions the legality of them being non-discretionary and non-appealable.

The Downtown Plan proposes to streamline requirements and processes that contribute to a long entitlement process, add substantial costs to development, and generally serve as a barrier to investment Downtown. Primary Objective 1 listed in the DEIR Project Description aims to accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2040 to ensure that Downtown Plan Area continues to grow in a sustainable, equitable, healthy, and inclusive manner, consistent to implement policies of the City of Los Angeles General Plan Framework Element, by focusing new job-generating uses and residential development around transit stations. The Plan identifies a clear set of requirements within the New Zoning Code, CPIO, and other supporting ordinances, to enable projects to avail of ministerial processes, when appropriate, rather than rely on less transparent case-by-case discretionary review. Rigorous mitigation measures have been outlined in the Environmental Protection Measures (EPM) in Appendix S and CPIO Mitigation Monitoring

program to ensure projects are addressing environmental impacts when not subject to 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. Similarly, the CPIO ministerial approval will rely on a predetermined set of requirements that were developed alongside community partners during the robust engagement period of the Plan. These requirements clarify at the outset what can be built and how, and thereby, improve predictability for community members and minimize the need for discretionary review. These standards generally cover design, location, access, signage and amenities required to be provided. Only projects that comply with these standards and requirements and have no other entitlements are eligible for an Administrative Clearance. Those projects seeking to deviate from these standards would be required to seek relief as specified in the applicable standard, and would be subject to discretionary review. The Administrative Clearance proposed in the CPIO is designed to reduce the time and cost of developments within the Plan Area, while ensuring that projects meet the desired criteria.

Please see **Master Response No. 1 – General Comments and Non-CEQA Issues**. The comments express an opinion or general statement related to the Proposed Project and do not relate to the adequacy of the analysis included in the DEIR. The commenter’s statements will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

Response 3-6

The commenter notes discrepancies between the CPIO mentioning Environmental Standards in Appendix A and the note of “Environmental Standards Forthcoming” in Appendix A.

Mitigation measures applicable to the projects in the Downtown Plan Area are described and analyzed in the DEIR. The mitigation measures will be implemented and enforced through a combination of the EPMs and the CPIO. EPMs are envisioned as a set of standards to streamline the implementation and enforcement of mitigation measures identified in the EIRs for the City, including those in the Downtown Plan EIR. The CPIO and EPM include standards and administrative provisions for the implementation and enforcement of the mitigation measures already identified in the DEIR and, therefore, will not affect the analysis contained in the DEIR. Chapter 3, Project Description of the DEIR, at pages 3-3 and 3-50, explains that the EPMs will be used to implement the Mitigation Measures in the EIR. The proposed mitigation measures are identified in the DEIR and, therefore, the commenter was able to comment on the proposed mitigation measures and the future EPMs. There is no requirement that the implementation mechanism for mitigation measures be released alongside the DEIR. Appendix A (Mitigation Measures /Environmental Protection Measures) of the CPIO is now developed and shared with the public as part of this FEIR.

Response 3-7

The commenter requests identification of where population figures cited in Table 3-3 and employment figures cited in Table 3-4 can be found in the RTP/SCS referenced in the DEIR.

Although the 2016-2040 SCAG RTP/SCS does not include specific population projections for the Downtown Plan Area, DCP staff developed the growth projections for the Downtown Plan Area based on the regional and citywide growth projections contained in the RTP/SCS. SCAG growth forecasts can be viewed on the SCAG website (https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscs_finalgrowthforecastbyjurisdiction.pdf?1605576071). The methodology used to estimate the 2017 and 2040 populations considered in the DEIR analysis is described in detail in Appendix B, Methodology. The interpolated data is part of the Proposed Project records and is available in the Project Case File CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR. The RTP/SCS includes baseline estimates of population for 2016 and projections for the year 2040, based on Transportation Analysis Zones (TAZs). A TAZ is a spatial unit that includes socioeconomic data such as population, households, and employees of a particular region. The 2017 population numbers listed in Table 3-3 and 3-4 of Chapter 3, *Project Description*, were summed by DCP staff for the Downtown Plan Area and interpolated from this data set. Therefore, although SCAG's 2016-2040 RTP/SCS does not publish population numbers for 2017, the 2017 population was pulled from SCAG's estimates.

Response 3-8

The commenter asks the City to present the calculations that yielded the 62 percent reduction in per capita emissions value due to implementing the Downtown Plan.

The California Emissions Estimator Model (CalEEMod) was used to determine GHG emissions under three different scenarios: the existing land use in 2017, existing land use in 2040 (i.e., without implementing the Proposed Project), and predicted land use in 2040 with implementation of the Project. The commenter can review the inputs and results of the different CalEEMod iterations in Appendix I. For a detailed analysis on how CalEEMod calculates emissions, please refer to Appendix A of the User Guide for CalEEMod at caleemod.com.

The calculations used to get the 62 percent reduction in per capita emissions value are as follows:

$$\left[1 - \left(\frac{11.3 \text{ MT } CO_2e \text{ per capita in 2040 with project}}{29.9 \text{ MT } CO_2e \text{ per capita in 2017 under existing conditions}} \right) \right] * 100 \cong 62\% \text{ reduction}$$

Consistent with the State CEQA Guidelines, the GHG emissions impact conclusion in the DEIR is based on comparing future emissions under the Downtown Plan to emission in the existing/baseline year. Compared to the Existing Conditions, the Downtown Plan would result in a reduction in annual GHG emissions within the Plan Area. (DEIR at 4.7-30 to 4.7-31.) By guiding development near transit corridors and encouraging mixed land uses, the Downtown Plan creates an efficient strategy for reasonably foreseeable development in the region,

consistent with AB 32, SB 32 and the 2016-2040 RTP/SCS. The comment's assertion that the reduction of GHG emissions is absurd does not inform the conclusion related to the potential significance of impacts. Therefore, the comment does not provide substantial evidence demonstrating that new or revised analysis of environmental impacts related to GHG emissions is warranted.

Response 3-9

The commenter states that there has been a reduction in transit ridership on Metro service between 1988 and 2018 along with a reduction of 30% in annual unlinked trips between 2013 to 2018. The commenter also states that the city offers no data to support the reduction in VMT due to active transportation.

Regarding transit usage, Metro has recently stated that their goal is increase transit ridership back to pre-pandemic levels by July 2023. Metro is currently in the process of restoring bus lines and investing in rail service, including opening 10 miles of new rail service in 2022. For the City of Los Angeles transit, while the DASH service has been declining over the past decade, LADOT continues to review the DASH routes and service levels in order to be responsive to and meet estimated demand.

The vehicle miles traveled (VMT) analysis presented in the environmental impact report (EIR) is a complex topic and involves many different factors in the modeling process including assumptions about the future year socioeconomic data, transportation networks, and zoning changes. In absolute terms, there is an increase in both vehicle trips and vehicle miles traveled between 2017 and 2040. However, the goal of the city and the state's requirement to analyze impacts using VMT is to make travel more efficient on a per service population (residents and employees) basis. The City's transportation guidance requires that the DTLA Plan's VMT per service population is 15% below the baseline for the SCAG region along with not exceeding the baseline VMT per service population for the DTLA plan area. Both of these targets are met and documented in the environmental impact report showing that the Plan does not result in a significant VMT impact.

The reasons why the plan achieves a more efficient VMT per service population is due to several factors, namely:

- Improving the jobs to housing balance in DTLA thus shortening the distance people travel from their homes to work.
- Implementing the Mobility 2035 plan including upgrades to the active transportation system on both the transit and bike enhanced networks (TEN/BEN).
- Modifying the Mobility Plan 2035 to include additional active transportation elements such as protected bike lanes and dedicated bus lanes on roadways not originally included.

As discussed on page 4.15-5 of Section 4.15, the Downtown Subarea Travel Demand Forecasting Model estimates that under existing (2017) baseline conditions, approximately 28 percent of all trips within the Downtown Plan Area are made by transit, walking, or biking. These estimates were derived from data within the

citywide Travel Demand Forecasting Model, which includes the most recently available transit routes and schedule information from the largest transit providers in Los Angeles County (per the 2016-2040 RTP/SCS). As discussed above, the transportation modeling conducted for the DEIR does not give any specific VMT reduction credit for any of the policies and programs included in the Downtown Plan. Nevertheless, the Downtown Plan includes various policies and programs intended to promote active travel modes such as walking and biking that will likely result in VMT reductions. The Downtown Plan proposes no minimum required parking throughout the Plan Area. Additionally, the Downtown Plan's land use strategy centers on concentrating growth near transit and encouraging a variety of uses within biking, rolling, or walking distance of each other – reducing the reliance on automobiles. The Downtown Plan's Community Benefits Program also includes opportunities to construct and fund mobility and transportation infrastructure projects that will support the Plan's VMT reduction goals. Projects participating in the Community Benefits Program may propose infrastructure, such as Metro Rail station portals, as a community benefit to receive bonus development rights in the Community Benefits Program. Additionally, in the third level of the program, projects may contribute to the Community Benefits Fund. Transportation infrastructure, mobility improvements, and streetscape improvement projects are all eligible recipients of funding, which will be allocated to projects in Downtown and the immediate surrounding area by a committee.

Regarding the commenter's statement that the city has not followed through on collecting data regarding bicycling and walking, this is incorrect. In 2019, the city (LADOT) conducted its first comprehensive count of people biking and walking on Los Angeles streets. The report was published in April 2021 and is located at <https://ladot.lacity.org/sites/default/files/documents/ladot2019walkandbikecount.pdf>. The count data and supporting information is available for download at <https://ladot.lacity.org/>.

The commenter's concerns about perceived failures to reduce VMT through past efforts are noted, but the DEIR analysis does not attempt to take any credit for past efforts to reduce VMT, nor does it give credit for proposed future efforts to reduce VMT. The purpose of adding development near transit is to enhance transit use. Despite the drop in transit ridership, it is expected that improved transit services better access to transit through enhanced pedestrian networks, and proximity to a variety of uses and activities would likely increase transit use to some degree over time as compared to current levels. Moreover, even if transit use does not change, other factors (such as creation of pedestrian-oriented neighborhoods and increased working from home) are expected to reduce per capita VMT in the Downtown Plan Area. Nevertheless, although the SCAG transportation model used to analyze VMT impacts may change assumptions about region-wide transit use over time, no quantitative project-specific credit for increased transit use was assumed in the DEIR transportation modeling (i.e., no changes to the SCAG model were made to account for potential future increases in transit use resulting from implementation of the Downtown Plan).

The Downtown Plan also calls for the development of a transportation capital improvements plan to accelerate implementation of the remaining network. In addition, the city has several initiatives related to increasing active transportation use and reducing the dependence on cars, particularly in high density areas like DTLA, such as the

Transportation Demand Management (TDM) program update that is currently underway, the Great Streets Challenge Grant as a continuous source for community empowerment to envision better local mobility, and the DTLA Mobility Investment Plan. The Los Angeles Department of Transportation (LADOT) has begun work on the DTLA Mobility Investment Plan (DTLA MIP). The DTLA MIP will serve as a roadmap to support the future travel needs of residents, employees, and visitors of DTLA. LADOT will undertake an inclusive, community-centered process to develop the DTLA MIP. The DTLA MIP will be informed by local knowledge to guide development of the Plan. The project team, in collaboration with the DTLA community, will analyze transportation needs and barriers, create a capital project list, and seek ways to fund and implement the project list to accommodate Downtown's mobility needs. Additionally, at a citywide level, 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. TDM regulations, which aim to reduce the number of vehicle trips generated by development projects and promote alternatives to single-occupant vehicles. As noted above, the VMT analysis does not include any specific VMT reductions from these planned improvements; therefore, it is likely "conservative" in so far as some improvements may reduce per capita VMT compared to what is forecast in the DEIR transportation analysis.

The City finds it has complied with CEQA to make a good faith effort to analyze VMT impacts in reliance on the best available data and methodologies available at the time. The commenter has not demonstrated that better data and methodology are available to analyze VMT impacts from the Proposed Project.

Response 3-10

Contrary to the commenter's statements, the GHG analysis in the DEIR considers the application of the New Zoning Code in the Downtown Plan Area and the growth forecasts upon which the analysis is based consider components of the New Zoning Code as they are being proposed to implement the Downtown Plan. (See DEIR at pages 4.7-31 to 4.7-46, including GHG calculations from implementation of NZC in Downtown Plan in table 4.7-4.) Beginning on page 3-43, the DEIR Project Description discusses how adoption of portions of the New Zoning Code (Appendix G) is needed to implement the Downtown Plan. This portion of the Project Description describes the specific new "base zoning" districts and the additional New Zoning Code regulations that are required to implement the new zoning proposed for the Downtown Plan Area. The DEIR language quoted by the commenter is referring to and analyzing the use of the New Zoning Code outside of the Downtown Plan Area. To the extent the commenter is asking for GHG analysis of the use of the New Zoning Code in the Downtown Plan Area in a way that is not proposed for the Downtown Plan, that is not the City's project. Similarly, application of the New Zoning Code outside of the Downtown Plan Area is not part of this Project, and as discussed in the quoted language would involve speculation based on the modularity of the New Zoning Code and the need for a comprehensive community plan update or other involved planning process to rezone using the New Zoning Code, a legislative planning process that generally takes years and extensive public outreach.

Response 3-11

The commenter states that a citation for the City’s environmental data is incorrect and alleges that the City is misleading the public about local water resources and the impact of further development in the area.

The short citation references the full US Climate Data citation found in the references section of the Hydrology report (US Climate Data. 2017. “Climate Los Angeles – California,” found at <http://www.usclimatedata.com/climate/los-angeles/california/united-states/usca1339>. This source was accessed in January 2022. The link provided takes the user to climate data for the City of Los Angeles. U.S. Climate Data’s monthly averages span 1981-2010, while their historical data spans from 2008-2019. The difference in values can be attributed to the different amount of time data has been gathered. In addition, U.S. Climate data has a weather station, situated near Grand Central Market, located at (34.0522, -118.244).

It is acknowledged that different sources include somewhat different values with respect to precipitation. Therefore, although the sources referenced in the DEIR are considered reasonable, the discussion mentioned by the commenter on page 4.9-1 of Section 4.9, *Hydrology and Water Quality*, has been revised as follows to cite the 2020 UWMP, an adopted City of Los Angeles document:

Los Angeles has a mild climate with an annual average monthly maximum temperature of 75 degrees Fahrenheit based on the period of 1995-2020. temperature of 63.8 degrees Fahrenheit with an average high temperature of approximately 71.7 degrees Fahrenheit and an average low temperature of approximately 55.9 degrees Fahrenheit. Average annual precipitation of the region averages approximately 13.77 18.67 inches, with over 92 percent of this total amount typically occurring during the period of November through April (all from City of Los Angeles, 2020 UWMP). Precipitation occurs during the months of October through April, averaging approximately 2.6 inches per month (US Climate Data 2017).

The 2020 UWMP is also added to the list of references at the end of Section 4.9.

These revisions do not affect the DEIR analysis or conclusions. It is important to note that, regardless of precipitation totals, as the commenter notes, the Downtown Plan Area is already primarily covered with impervious surfaces such as pavement and rooftops. Therefore, as noted in Section 4.9, Hydrology and Water Quality, of the DEIR, future development in the Downtown Plan Area would not substantially alter Downtown Plan Area drainage patterns. Consequently, reasonably expected growth from the Downtown Plan would not alter the drainage pattern of the Downtown Plan Area to an extent that would result in substantial erosion, siltation, or flooding on- or off-site. Given current conditions in the Downtown Plan Area, replacement of older development with new development that meets current stormwater runoff standards would actually be expected to incrementally reduce overall runoff and impacts to the local stormwater system relative to current conditions regardless of future precipitation levels.

Response 3-12

The commenter suggests that the City should recirculate the Public Services section of the DEIR and acknowledge the high per capita crime rates in the Central Division, acknowledge current law enforcement challenges, assess potential adverse impacts to area residents that may result after the adoption of the Downtown Plan, and propose reasonable mitigation measures to reduce impacts to public safety.

Crime statistics for the Downtown Plan Area are provided in Section 4.13, *Public Services*, of the DEIR, in Table 4.13-6. How such crime rates compare to the City as a whole is not relevant to the analysis of impacts related to police protection, which as required by CEQA focuses on the potential for adverse physical impacts associated with provision of new or physically altered facilities, the construction of which could cause significant environmental impacts. With respect to potential impacts to human beings, it is true that crime rates have increased throughout the City and in many other cities since the onset of the pandemic in 2020. However, such increases are not unique to the Downtown Plan Area and the commenter has provided no evidence to support the contention that implementation of the Downtown Plan would directly or indirectly result in increased crime rates or otherwise result in significant impacts to public safety. To the contrary, it is anticipated that redevelopment and the addition of new uses in the Downtown Plan Area would be more likely to reduce the crime rate by increasing people's presence in the form of visitors, residents, and employees and thereby activating the area. In addition, the California Constitution requires cities to provide adequate funding for police services. As such, contrary to what the commenter suggests, it is not anticipated that the LAPD will lack funding to provide police service and the DEIR did not receive any comments from LAPD regarding lack of resources to provide adequate service to the Plan Area.

As discussed under Impact 4.13-2, the LAPD expects that replacement and expansion of existing facilities, or construction of new facilities, would be required to maintain adequate police service in the Downtown Plan Area through 2040. Although the exact types and locations of future new facilities are not known at this time, it is anticipated that new facilities would be community facilities that could be developed without new significant environmental impacts beyond those described throughout the DEIR. Discussion of how crime data in the Downtown Plan Area compare to those for the City as a whole would not alter this conclusion, because the provision of police protection service would not result in any significant environmental impact, inclusion of mitigation measures for impacts related to police protection is not necessary. Nevertheless, in response to this comment, the following has been added to the second paragraph under "Downtown Plan Area Setting" on page 4.13-16 of the DEIR:

Rates of both violent and property crimes are substantially higher in the Central Area than in the City as a whole and also somewhat higher in the Newton Area, though both violent and property crime rates in the Northeast Area are lower than citywide rates.

Recirculation of a DEIR is not required unless “significant new information” is added. Per Section 15088.5 of the CEQA Guidelines, significant new information requiring recirculation includes a disclosure that: (1) a new significant environmental impact not identified in the DEIR would occur; (2) a substantial increase in the severity of an environmental impact relative to what is disclosed in the DEIR is identified; (3) a new feasible alternative that would clearly lessen environmental impacts is identified but the proponent declines to adopt it; or (4) the DEIR is so fundamentally inadequate and conclusory that meaningful public review and comment were precluded. The discussion of high crime rates requested the commenter does involve significant new information or trigger the need for recirculation based on these criteria. Therefore, recirculation of the DEIR is not warranted.

Response 3-13

The commenter suggests that the DEIR’s water resource projections are not supported by substantial evidence and that it seems unlikely the City will be able to support the water demand in the Downtown Plan Area once the Downtown Plan and New Zoning Code are adopted. The commenter specifically suggests that current drought conditions and groundwater contamination have not been considered, that water resources upon which the City relies are in decline, that reducing water use and water recycling need to be considered, and that the data contained in the 2015 UWMP that is referenced in the DEIR is out of date.

With respect to drought, it is true that the 2020-21 rain season produced little precipitation throughout much of California, including Los Angeles, and that long-term forecasts suggest climate change may result in drought conditions that affect California water supplies. The 2021-22 rain season produced more, but still below average, precipitation. However, it should be noted that Los Angeles experienced above average rainfall totals in three of the five years after adoption of the LADWP’s 2015 UWMP (see the table below). In addition, agencies responsible for delivering water to Los Angeles, including LADWP and the Metropolitan Water District of Southern California (MWD) are incorporating long-term climate forecasts into their water supply planning by investing in various approaches to reduce reliance on imported water. LADWP approaches are discussed in Section 4.17, *Utilities and Service Systems*, of the DEIR and below. MWD’s Annual Achievement Report (https://www.mwdh2o.com/media/20101/annual_achievement_report.pdf, accessed January 2022) notes that despite almost 30 percent population growth in the southern California region since 1990, the total demand for water over this same period has dropped by almost 20 percent. That same report notes that MWD invested more than \$43 million in conservation, recycling and groundwater recovery programs in fiscal year 2019/20, bringing its total cumulative investment to \$1.5 billion since 1990. Such programs are considered in the water supply planning for the region and will continue to be augmented as conditions change and new technologies become available. Finally, it is important to note that although climate change is creating uncertainties regarding future water supplies, these uncertainties are not unique or specific to the Downtown Plan Area. The underlying purpose of the Downtown Plan is to accommodate the City’s growth forecast, growth which will occur in Los Angeles regardless of whether the Downtown Plan is adopted and implemented. Consequently, rather than increasing

regional water demand, by focusing growth in the Downtown Plan Area rather than elsewhere in the City, the Downtown Plan would merely concentrate a higher proportion of citywide demand that will occur with or without the Downtown Plan in the Downtown Plan Area. By focusing new housing growth on relatively high density housing that generally has lower per unit water demand than lower density housing, accommodating a higher proportion of regional growth in the Downtown Plan Area would actually be expected to reduce future citywide water demand compared to a scenario where housing demand is accommodated in lower density, more water intensive development types.

Los Angeles Annual Rainfall Totals 2016-2021		
Season (July 1 – June 30)	Total Inches of Rainfall	Inches Above/Below Overall Season Average
2020-2021	5.82	-8.85
2019-2020	14.86	+0.13
2018-2019	18.82	+4.09
2017-2018	4.79	-9.94
2016-2017	19.00	+4.27

Source: LA Almanac (www.laalmanac.com/weather/we13.php), accessed January 2022.

Local groundwater contamination issues are specifically noted on page 4.17-15 of Section 4.17 of the DEIR, where it is stated that “[i]n response to contamination issues and declining groundwater levels, the LADWP is working to clean up the San Fernando Basin’s groundwater and is making investments to recharge local groundwater basins through stormwater recharge projects, while collaborating on the rehabilitation of aging stormwater capture and spreading facilities, with the long-range goal of increasing the contribution of groundwater to overall City water supplies.” Contamination issues are considered in the 2015 water supply forecasts and thus are considered in the DEIR water supply analysis.

Water use reduction and water recycling are also specifically discussed in Section 4.17. Water use reduction is discussed under “Water Conservation” on page 4.17-17 of Section 4.17, where it is noted that the City reduced its water usage by 31 percent during FY2014/2015 compared to FY 2006/2007 (LADWP 2016a) through such water conservation measures as water metering, water rationing, public awareness and incentives, industrial process water use efficiency, and other policies, programs, and ordinances. The discussion also notes that state legislation, which postdates several City water conservation ordinances, has strengthened the City’s commitment to water conservation and provides added assurance that the City will continue its leadership role in managing demand for water in the near and distant future. On page 4.17-15, under “Recycled Water,” the DEIR notes that LADWP uses recycled water produced by four wastewater treatment plants, that recycled water provides approximately two percent to the City’s water supply, and that the City’s goal is to increase the use of recycled water to 75,400 acre-feet per year by 2040. Both water use reduction methods and water recycling are considered in the 2015 UWMP and thus in the DEIR water supply analysis.

As the commenter notes, the DEIR water supply analysis relies largely on information from the LADWP’s 2015 UWMP. The 2020 UWMP (<https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf>, accessed June 2022) was adopted on May 25, 2021 and indicates that LADWP will continue to have sufficient water supplies available to meet projected demands under normal water year conditions, singly dry year (drought) conditions, and multiple dry year (extended drought) conditions through the year 2045. The MWD’s 2020 Urban Water Management Plan similarly forecasts that MWD has supply capabilities sufficient to meet expected demands from 2025 through 2045 under a single dry-year condition and a period of drought lasting five consecutive water years (<https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf>, accessed June 2022). Finally, the LADWP addresses its plans for addressing water supply needs in its response to the DEIR for the City’s Housing Element (see https://planning.lacity.org/eir/HEU_2021-2029_SEU/Feir/files/3-Responses%20to%20Comments.pdf).

Response 3-14

The commenter suggests that the DEIR offers no current data on rates of waste diversion to recycling and claims that the City is not in compliance with AB 939.

As noted on page 4.17-29 of Section 4.17, *Utilities and Service Systems*, of the DEIR, “[a]s of 2012, the City achieved a diversion rate of 76.4 percent (LADPW 2013b).” This is the most current available estimate of solid waste diversion available. It is true that, as the commenter notes, a 2019 settlement agreement with the seven RecycLA service providers reduces the recycling target for those providers from 45 percent to 35 percent diversion by 2023. However, that agreement only applies to only one component of the City’s overall recycling program, which includes a range of other components that are unaffected. These are described in detail in the City’s Solid Waste Integrated Resources Plan (SWIRP), also known as the City’s Zero Waste Plan (https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwswirp?_adf.ctrl-state=amzcci6cr_5&_afrcLoop=2525277285907612#!, accessed January 2022), which lays out a long-term plan through 2030 for the City’s solid waste programs, policies and environmental infrastructure, and further described in the LADWP’s Zero Waste Progress Report:

https://planning.lacity.org/eir/8150Sunset/References/4.K.3.%20Solid%20Waste/SW.04_Zero%20Waste%20Progress%20Report_March%202013.pdf, accessed January 2022). Moreover, the recycling programs constitute only one component of the City’s overall solid waste diversion program, which as required by AB 939 and described in the same documents, also includes programs aimed at solid waste reduction (reducing the generation of solid waste at the source) and solid waste reuse. Consequently, the reduction in the recycling target cited by the commenter would have only an incremental impact on the City’s overall solid waste diversion rate. This reduction is accounted for in the solid waste generation estimates contained in the DEIR, which assume a diversion rate of 72 percent (the 2010 rate) rather than the 76.4 percent diversion rate that the

City had achieved by 2012. It is also important to note that the City maintains stated goals of a 90 percent diversion rate by 2025 and a 97 percent diversion rate by 2030. Based on these targets and the 2040 horizon year for the Downtown Plan, the 72 percent diversion rate used in the DEIR analysis is actually “conservative” as it does not assume that adopted targets are achieved.

Based on the above, the solid waste diversion rate assumed in the DEIR are considered reasonable. Because the commenter has not provided a factual basis for using a different rate, no change to the DEIR analysis is warranted.

Response 3-15

The commenter again suggests that the DEIR fails to adequately assess the impacts of the Downtown Plan and the New Zoning Code with respect to solid waste, suggesting that solid waste diversion rates are lower than those required by AB 939 and that emissions of air pollutants and GHGs associated with solid waste have been underestimated.

Please see Response 3-14 above. The solid waste diversion rates used in the DEIR are considered reasonable and conservative, and the commenter has provided no factual basis for use of a different rate. It should also be noted that the model used to calculate air pollutant and GHG emissions consider emissions associated with solid waste generation. For this reason and because the solid waste diversion estimates used in the DEIR are reasonable, the emissions estimates in Sections 4.2, *Air Quality*, and 4.7, *Greenhouse Gas Emissions*, of the DEIR are also considered reasonable and no change is warranted.

LETTER NO. 4

Faizah Malik, Senior Staff Attorney, Community Development Project, Central City United

Response 4-1

The commenter provides a brief overview of the letter's contents.

This comment is noted. Please see Responses 4-2 through 4-26 below. Please see **Master Response No. 1 – General Comments and Non-CEQA Issues**.

Response 4-2

The commenter suggests that the City should provide the DEIR in Japanese, Spanish, Korean, simplified and traditional Chinese, and Vietnamese, and that future meetings and public hearings should include professional interpreters in Japanese, Spanish, Korean, Cantonese, Chiu Chow, and Vietnamese for equitable access to all residents of Chinatown, Little Tokyo, and Skid Row.

This suggestion is noted, but does not pertain to the contents or adequacy of the DEIR. The City has met all CEQA requirements with respect to public noticing of the availability of the Notice of Preparation of the DEIR and circulation of the DEIR. The DEIR public review period was 120 days, far exceeding the 45-day DEIR review period required by CEQA. Several planning documents, e-blasts, and informational materials were translated into languages spoken within the Plan area including, Japanese, Spanish, Cantonese, and Vietnamese. Additionally, the City offers translation upon request and Japanese, Spanish, Cantonese, and Vietnamese translators were available for public outreach events.

Response 4-3

The commenter states that the release of a newly drafted plan near the end of the public comment period resulted in lack of clarity, and that the release of the DEIR before the completed draft was improper. It is true that the Downtown Plan continues to evolve.

Minor changes have been made to the Plan since the August 2020 version, which can be found in the Technical Modifications/Corrections to the Staff Recommendation Report ([https://planning.lacity.org/odocument/59d7e9bf-7ead-4a33-a9e9-94ed906db362/Technical_Memo_\(September\).pdf](https://planning.lacity.org/odocument/59d7e9bf-7ead-4a33-a9e9-94ed906db362/Technical_Memo_(September).pdf), accessed January 2022). Additional minor changes are expected to occur throughout the Plan review process. This is entirely normal as projects go through the review process, particularly projects involving City plans for which staff solicit substantial public input. With respect to CEQA, the issue to be determined as to whether a portion or all of the DEIR needs to be recirculated is whether such modifications constitute significant new information as defined in CEQA Guidelines Section 15085.5, or more specifically, whether a new significant environmental effects will occur or there will be a substantial increase in the severity of an impact. As discussed in Chapter 8, Modifications and Technical Changes, none of

the changes to the Plan made since the August 2020 release of the DEIR alter the growth assumptions included in the DEIR or result in new significant impacts or more severe significant impacts beyond those discussed in the DEIR or involve or require new or modified mitigation measures. The commenter's general statement does not identify any specific changes that have occurred to the Plan since the August 2020 version that would result in new significant environmental impacts or a substantially more severe impact. Additionally, the modifications and technical changes do not undermine the ability of the public to understand or comment on the Proposed Project as again, they do not result in any significant or substantial change to the growth assumptions or anticipated development patterns.

Response 4-4

The commenter suggests that the DEIR must analyze the emissions resulting from the direct and indirect impacts of the Downtown Plan on displacement of low-income residents, and must provide mitigation measures.

The growth forecasts used in the DEIR consider the effects of any displacement that may occur as a result of implementation of the Downtown Plan insofar as they represent the projected net increase in housing units, population, and jobs expected through 2040. The DEIR for the Downtown Plan analyzes the total net increase in emissions of air pollutants and GHGs in Sections 4.2, *Air Quality*, and 4.7, *Greenhouse Gas Emissions*, respectively, consider the vehicle miles traveled (VMT) changes described in Section 4.15, *Transportation and Traffic*. As noted in Section 4.15, VMT forecasts utilize the City of Los Angeles Travel Demand Forecasting (TDF) Model and a Downtown Subarea Travel Demand Forecasting (TDF) Model for the analysis of the 2017 baseline year and the future 2040 scenario, as well as the use of the SCAG TDF Model for the analysis of the 2016 SCAG RTP/SCS to represent the region. These models all consider the synergistic effects of growth, including in a general sense the effects of redeveloping properties over time. While Section 4.12, *Population and Housing*, of the DEIR (Impact 4.12-2) acknowledges that some displacement of existing housing units is likely to occur, the analysis also notes that the City has adopted a number of policies aimed specifically at minimizing displacement of affordable housing, that the Downtown Plan would result in an overall increase in housing, including affordable housing, available in the Downtown Plan Area, and that therefore displacement of housing requiring construction of new housing elsewhere to replace the displaced housing is not anticipated. For these reasons, although the air quality and GHG analyses consider displacement generally, any attempt to predict with any greater degree of certainty which affordable housing units might be displaced through 2040 and where displaced residents may live would be speculative. However, the Downtown Plan is expected to provide more housing near areas well-served by public transit and areas where walking and biking are encouraged, thus having the overall effect of reducing per capita emissions of air pollutants and GHGs. As discussed in Section 4.2, future daily regional emissions associated with implementation of the Downtown Plan are generally expected to decrease relative to existing conditions due largely to improvements in vehicular engine efficiency technologies and fuel pollutant concentrations, resulting from more stringent statewide regulations, that are projected to occur

between existing conditions and 2040. Furthermore, Section 4.7 discusses how implementation of the Downtown Plan would result in a 62 percent decrease in per capita GHG emissions due to a combination of state-mandated GHG emission reduction strategies as well as a lower service population VMT resulting from the location of jobs and housing being in close proximity to each other and the creation of substantial opportunities to use transit or other active transportation modes.

The 2010 study conducted by the Dukakis Center for Urban and Regional Policy at Northeastern University aims to understand whether gentrification and displacement are occurring in transit-rich neighborhoods and the underlying mechanisms of changes in these neighborhoods to propose policy tools that could be used to shape equitable neighborhood change. The 2015 study conducted by the Alliance for Community Transit-Los Angeles notes transit-oriented development impacts in Los Angeles and provides suggestions for achieving equity in transit-oriented development. Lastly, the TransForm's Green TRIP Connect tool allows users to calculate how location, affordable housing, and traffic reduction strategies could reduce driving and GHG emissions for a chosen parcel being considered for residential development.

The studies¹ mentioned are policy recommendation documents and do not contain tools or methodologies for analysis directly related to emissions, GHGs, or air quality. The methodology referenced in the 2010 Dukakis Center for Urban and Regional Policy at Northeastern University study identifies indicators used to highlight displacement risk; however, there is no clear methodology to quantify displacement, or how, where, and to what extent displacement would occur and connecting the analysis of displacement to impacts on air quality or GHGs for a programmatic EIR. Thus, none of the studies cited by the commenter provide information useful to the quantification of air quality or GHG impacts associated with the Downtown Plan.

With respect to mitigation, the analysis of regional air quality impacts concludes that the Downtown Plan's impact would be significant and that mitigation beyond the Downtown Plan's focus on mixed use and transit-oriented development and adherence to the City's green building standards on all new development is not available. For GHGs, significant impacts have not been identified; therefore, mitigation is not required.

Please also see Response 4-23 below for the rationale, assumptions, and analysis regarding displacement of residents and businesses under the Downtown Plan, and its potential environment impacts.

The Plan outlines several anti-displacement measures. In addition to introducing the Community Benefits Program to generate affordable housing in new development for all income levels within the Downtown Plan

¹ Pollack et al. 2010. Dukakis Center for Urban and Regional Policy at Northeastern University. "Maintaining Diversity In America's Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change." available at: <https://repository.library.northeastern.edu/files/neu:330193/fulltext.pdf> (accessed January 2022); Alliance for Community Transit-Los Angeles. 2015. "Transit for All: Achieving Equity in Transit-Oriented Development." available at: <http://www.allianceforcommunitytransit.org/wp-content/uploads/2015/02/ACT-LA-Transit-for-All-Achieving-Equity-in-Transit-Oriented-Development.pdf> (accessed January 2022); TransForm. Green TRIP Connect. available at: <https://connect.greentrip.org/> (accessed January 2022).

Area, the Downtown Plan includes a number of measures to minimize displacement of existing residents and businesses.

When a unit subject to Rent Stabilized Ordinance (RSO) is demolished, the Downtown Plan requires a one-for-one RSO affordable replacement unit at the same income level as existing residents if verified, or as Low income units if incomes of existing residents cannot be verified. Similarly, projects using 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. In addition, the Downtown Plan extends the covenant length of mixed-income affordable housing units from 55 years to 99 years, with an exemption for mixed-income housing projects that receive public subsidy as part of overall project financing or are subject to other covenant requirements. This requirement nearly doubles the amount of time a unit is required to remain affordable reducing the potential for displacement of residents.

The proposed “Community Benefits Program” would establish a funding mechanism to help preserve the existing affordable housing supply and local businesses 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. The program would also provide funding for small local businesses to help sustain existing businesses in the 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.

A number of City regulations that are currently in place to minimize displacement of residents will continue under the Downtown 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.
- 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 LAHD.
- 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.

A number of Downtown 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 City also recently adopted an update to its Housing Element that includes a range of policies aimed at protecting and developing affordable housing. Finally, the State has adopted a number of bills aimed at protecting and developing affordable housing over the past several years. Notably, SB 330, the Housing Crisis Act, tightens the protections for development projects by limiting a jurisdiction's ability to change development standards and zoning applicable to the project once a preliminary application is submitted.

The Downtown Plan seeks to preserve the affordability of existing housing stock and minimize displacement. 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. Additionally, the Housing Crisis Act of 2019, as amended by SB 8 (California Government Code Section 66300 et seq.), prohibits the approval of any proposed housing development project ("Project") on a site ("Property") that will require demolition of existing dwelling units or occupied or vacant "Protected Units" unless the Project replaces those units at rents affordable to lower income tenants. 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.

With respect to health risks, City staff is unaware of any specific health issues associated with displacement. Any attempt to predict what, if any, health risks might occur as a result of displacement would be speculative. The specific studies cited by the commenter do not directly relate to health risks or the Downtown Plan Area. The 2010 study from the Dukakis Center for Urban and Regional Policy and the 2015 Alliance for Community Transit – Los Angeles study both provide guidance on how to achieve and maintain diversity and equity in transit rich

neighborhoods. Thus, both address social issues rather than environmental issues. Green TRIP Connect is a tool for calculating the VMT and GHG emission reductions associated with “smart” locations, affordable housing, and traffic reduction strategies. This tool is not specific to the Downtown Plan Area and does not address displacement, while the analysis methods used in the DEIR transportation, GHG, and displacement analyses are specific to the Plan Area and the proposed Downtown Plan.

Response 4-5

The commenter suggests that there is not substantial evidence to support the conclusion that the Downtown Plan is consistent with the South Coast Air Quality Management District’s Air Quality Management Plan (AQMP) and suggests that the DEIR must include mitigation measures to achieve consistency with the AQMP.

As discussed in Section 4.2, *Air Quality*, of the DEIR, under Impact 4.2-1, the Downtown Plan would not induce significant population and employment growth. Rather, it would serve to accommodate predicted growth in appropriate locations near existing transportation infrastructure, as encouraged in the Regional Transportation Plan/Sustainable Communities Plan (RTP/SCS), upon which the forecasted increase in emissions considered in the AQMP is based. Because the Downtown Plan would not increase development in the Downtown Plan Area in a way that would be inconsistent with citywide growth forecasts, it would not exceed the assumptions in the AQMP and thus would not conflict with the AQMP.

Contrary to what the commenter appears to suggest, the AQMP anticipates and accounts for regional growth and growth in VMT based on growth in population, jobs, and housing forecasts by individual cities in the region. As such, growth in overall VMT as would occur as a result of population and job growth does not in itself represent an inconsistency with the AQMP. As reflected in Table 4.2-9 in Section 4.2, a higher percentage of population growth anticipated by the AQMP would occur in the Downtown Plan Area, resulting in an approximate 53 percent increase in daily service population VMT compared to existing conditions. Under the No Project scenario, a reduction in daily service population VMT would still occur in the Plan Area. However, because less overall growth would occur in the Plan Area, more growth would be distributed to other areas of the region with less access to transit and where travel distances to jobs are greater. This would potentially result in greater overall regional air pollutant emissions compared to the Proposed Project. In addition, as discussed in Section 4.15, *Transportation and Traffic*, of the DEIR (Impact 4.15-2), the fact that the Downtown Plan would provide jobs and housing in close proximity to each other and in an area that is well served by public transit means that the per service population VMT in the Downtown Plan Area would actually be about 19 percent lower than current per service population emissions in 2040 and about 53 percent lower than current regionwide per service population emissions. Thus, accommodating forecast growth in the Downtown Plan Area rather than elsewhere in the region is expected to reduce overall regional VMT relative to what would otherwise be anticipated and compared to what is anticipated in the AQMP.

Based on the above facts and consistent with the DEIR, the Downtown Plan is consistent with the AQMP and mitigation is not required. It should also be noted that the SCAQMD has not provided any comments on the DEIR suggesting that the DEIR analysis is flawed or that the Downtown Plan would conflict with the AQMP.

With respect to engine improvements, the commenter is correct that such improvements would occur with or without the Proposed Project. However, the DEIR complies with the general requirements of CEQA to compare existing baseline conditions to future project conditions. Additionally, the DEIR discloses the effects of the current community plans to those of the Downtown Plan (see Alternative 1 in Section 5 of the DEIR). Additionally, the Commenter has not identified any available models that use a methodology for estimating emissions without these improvements, much less factoring in income and displacement. In addition, the DEIR identifies the Proposed Project's impact associated with air pollutant emissions as significant and unavoidable since emissions (including transportation emissions) associated with implementation of the Downtown Plan would exceed SCAQMD thresholds.

Response 4-6

The commenter suggests that there is not substantial evidence to support the claim that the Downtown Plan is consistent with local GHG emissions reduction policies, suggesting again that the analysis does not fully account for increases in VMT as it did not consider VMT and other impacts from direct and indirect displacement.

As described in the DEIR, *Impact 4.12-2* (pg 4.12-19), the Proposed Project does not directly entail construction of individual development or infrastructure projects, and therefore, would not result in any direct impacts related to displacement. The Downtown Plan would accommodate new development and redevelopment projects that would likely result in some displacement of existing residents. As discussed in detail in Responses 4-4 and 4-5 above, the DEIR analysis (including the analysis of GHG emissions in Section 4.7, *Greenhouse Gas Emissions*) considers changes in VMT resulting from development and redevelopment in the Plan Area. As noted above and in Section 4.7, although overall GHG emissions are forecast to increase in the Downtown Plan Area due to population and job growth, per capita emissions are forecast to decline due in part to the reduction in per service population VMT that would result from placing new development in an area where jobs and housing are in close proximity to each other and where access to public transit is good. Moreover, as noted in Section 4.7, the Downtown Plan would be consistent with state, regional, and local policies aimed at GHG emissions reduction. No evidence suggesting otherwise has been provided; therefore, revisions to the analysis and inclusion of mitigation measures as suggested by the commenter are not warranted.

Response 4-7

The commenter suggests that the DEIR should consider the environmental justice impacts of Downtown Plan and include mitigation for any associated impacts, suggesting that the air quality and GHG section of the DEIR should

be revised to incorporate consideration of disproportionate impacts to communities already affected by, or that are particularly vulnerable to, environmental impacts.

While environmental justice is a new consideration for General Plans, it is not a specific environmental consideration under CEQA. However, to the extent certain communities would be affected by environmental impacts (such as air pollutant emissions), such impacts are relevant under CEQA. As the commenter acknowledges, the DEIR identifies significant and unavoidable impacts related to air quality, cultural resources, noise, and highway off-ramp safety. Although cultural resource, recreation, and highway off-ramp safety impacts would not disproportionately affect specific communities, air quality, recreation, and noise impacts may. Consequently, in response to this comment, following clarifications have been made in the FEIR:

The following has been added at the end of the last paragraph under “Construction” on page 4.2-32 of Section 4.2, *Air Quality*:

Because the Downtown Plan Area includes disadvantaged communities that in some cases may already be subject to various environmental hazards, construction-related air pollutant emissions could disproportionately affect such communities depending on the location and magnitude of construction activity.

The following has been added as the next to last sentence of the last paragraph under “Distribution Centers” on page 4.2-33 of Section 4.2, *Air Quality*:

Given the proximity of disadvantaged communities that in some cases may already be subject to various environmental hazards to areas designated as Production, Markets and Hybrid Industrial, such communities could be disproportionately affected by new distribution centers depending on their specific location and level of truck activity.

The following has been added at the end of the last paragraph under “Temporary Noise Impacts” on page 4.11-22 of Section 4.1, *Noise*:

Because the Downtown Plan Area includes disadvantaged communities that in some cases may already be subject to various environmental hazards, construction-related noise could disproportionately affect such communities depending on the location and magnitude of construction activity.

The following has been added at the end of the last paragraph under “Construction Vibration” on page 4.11-26 of Section 4.1, *Noise*:

Because the Downtown Plan Area includes disadvantaged communities that in some cases may already be subject to various environmental hazards, construction-related vibration could disproportionately affect such communities depending on the location and magnitude of construction activity.

The following has been added at the end of the last paragraph under “Downtown Plan Impact” on page 4.14-9 of Section 4.14, *Recreation*:

Because the Downtown Plan Area includes disadvantaged communities that may already lack park facilities that meet City targets, the addition of more people to the Plan Area could disproportionately affect parks in such communities depending on the magnitude of residential development constructed.

These revisions to the DEIR text clarify that disadvantaged communities may be disproportionately affected by certain impacts of the Downtown Plan, but do not change the DEIR findings or conclusions and the commenter has not identified any new or additional mitigation measures that could further reduce the significant impacts and their potential to disproportionately affect disadvantaged communities.

The Downtown Plan also includes the following policies to minimize the environmental and public health impacts on disadvantaged communities within the Plan Area:

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.

LU 16.2 Promote public health and environmental sustainability outcomes consistent with the City’s Plan for Healthy Los Angeles and the Sustainable City pLAn.

LU 16.3 Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.

LU 16.4 Facilitate access to affordable, healthy, and fresh food for all Downtown residents and support community serving small businesses that sell affordable, fresh, and culturally relevant foods.

LU 16.5 Encourage the use of native flora that maximizes the capture of pollutants near freeways and industrial facilities.

LU 16.6 Encourage sustainable building design and construction standards that can increase building energy and water efficiency.

The Plan for a Healthy Los Angeles serves as the Environmental Justice element of the City and includes environmental justice goals, policies and implementation programs. It aligns with the intent of SB 1000 and includes policies and maps required for compliance with Environmental Justice legislation, including: identifying and prioritizing disadvantaged communities, and addressing air and water quality, public facilities, food access, safe and sanitary homes, physical activity, unique or compounded health risks including climate vulnerability, and integrating civic engagement. The Plan for a Healthy Los Angeles was updated in November 2021 with a few amendments to clarify existing environmental justice policies. The Health Atlas for the City of Los Angeles, which provides a data-driven snapshot of health issues and outcomes for various communities in Los Angeles was also updated with the most recent data as part of this effort.

Response 4-8

The commenter suggests that the DEIR fails to assess Downtown Plan’s potential to physically divide the Skid Row community.

As discussed under “Methodology” on page 4.10-18 of Section 4.10, *Land Use and Planning*, of the DEIR, “[a] community can be physically divided by the construction of a new road, freeway, or railway that effectively isolates a portion of the community from the remainder of the community, or when major land use and zoning changes results in radically different land use patterns that can physically divide a neighborhood by creating a new street pattern that impedes access from one area to another” (emphasis added). As this indicates, the issue under CEQA related to dividing an established community involves the physical division of a community by a physical barrier such as a road, rail line, or wall, not merely a change in land use pattern that involves no physical barrier. The concern raised by the commenter relates to a socioeconomic concern associated with the potential displacement of existing residents, not the creation of a barrier that would physically divide a community and, as discussed under Impact 4.10-1 of on page 4.10-24 of Section 4.10, the Downtown Plan would not involve any new roads or other features that would physically divided a community in the Downtown Plan Area.

The issue about which the commenter is concerned relates to potential displacement of residents through redevelopment of Downtown Plan Area properties and resulting land use changes. This issue is addressed in Section 4.12, *Population and Housing*, under Impact 4.12-2. As discussed therein, while Downtown Plan development may result in the displacement of some existing housing, including affordable housing, the City has a number of programs in place to minimize and/or address such displacement while the Downtown Plan would result in a net increase in housing. Thus, any displacement that may occur would not necessitate the construction of replacement housing beyond that already forecast under the Downtown Plan and environmental impacts associated with displacement would be less than significant.

For a more detailed discussion on the rationale and the analysis related to displacement of existing residents contained in the DEIR, please see Response 4-23 below.

The commenter recommends including a requirement for on-site affordable housing to mitigate indirect displacement from new, predominantly market-rate housing wherever zone changes on parcels near this area permit multi-family residential use where previously prohibited.

Similar to the recommendation by the commenter, the Downtown Plan requires housing projects with market-rate units exceeding allowable Base FARs set aside a percentage of the total units as affordable housing units. These requirements would apply to the entire Plan Area, including the areas surrounding Skid Row, and would function similar to those requirements placed on a project when they seek zone changes under the current adopted Plan. Please see Article 9 of the New Zoning Code for specific details regarding the percentage of affordable housing requirements based on household income categories. Moreover, in the Skid Row area bounded by 5th Street to the north, San Pedro Street to the west, 7th Street to the South and Central Avenue to the east, the

Downtown Plan introduces housing where it is not permitted today. However, it would only allow for restricted affordable housing units to safeguard a portion of the Downtown Plan Area for affordable housing and minimize displacement of existing vulnerable populations.

A number of City regulations that are currently in place to minimize displacement of residents will continue under the Downtown 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. These replacement units are required to be within the Downtown Community Plan Area. Similarly, the citywide 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 LAHD.

The Affordable Housing Linkage Fee, adopted in 2017, established a citywide inclusionary housing program that requires new development to provide on-site affordable housing units or pay an in-lieu fee to a citywide affordable housing trust fund. The fee applies to both residential and non-residential development. Since the implementation of the fee, 97% of the multi-unit residential projects have provided affordable units on site, showing that linkage fee has been highly effective in the creation of affordable units.

Senate Bill 8, a statewide legislation, extends the term and clarifies aspects of the Housing Crisis Act of 2019 (SB 330) which bolsters affordable housing stock by adding protections for lower-income occupants of protected units such as right to remain, right-of-first-refusal for a comparable unit in the new housing development affordable to the household at an affordable rent or an affordable housing cost, and relocation assistance. For no-net-loss of housing development projects, SB 8 also clarifies that developers cannot demolish multiple units and replace them with a single family home. Through SB 8, the definition of a “housing development project” is clarified to include projects that involve no discretionary approval, projects that involve both discretionary and ministerial approvals, and projects that include construction of a single dwelling unit. State and city regulations are important steps in minimizing displacement and addressing affordable housing needs.

Finally, as there is no significant impact in the DEIR identified related to land use impacts and the commenters have not supported with substantial evidence that the Proposed Project will result in a significant impact related to a land use impact, no mitigation measures are required.

Response 4-9

The commenter suggests that the DEIR omits key analysis related to the Downtown Plan’s consistency with policies found in the City’s General Plan Housing Element and requests that the FEIR evaluate the Plan’s consistency with all policies in these elements.

Consistent with Appendix G of the CEQA Guidelines, Threshold 4.10-2 in Section 4.10, *Land Use and Planning*, states that a project would have significant impact to land use if it would “[c]ause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect[,]” (emphasis added). The Housing Element programs, objectives, and policies, as well as the State Density Bonus provisions, noted by the commenter are aimed at achieving socioeconomic goals, not mitigating an environmental effect. For example, Program 58 calls for the City to create a public database of population, employment, income, and housing data, Program 73 calls for Community Plan updates to establish mixes of housing types and levels of affordability in transit areas, and Program 101 directs the City to, with each major community planning effort, establish a goal for the development of affordable housing units based on the current Regional Housing Needs Assessment (RHNA) allocation for the City and Housing Element objectives and policies. The purpose of these programs is clearly to achieve the City’s goals related to the provision of housing, particularly affordable housing. The commenter has not demonstrated or even explained how any of the plans, policies or regulations they cite to are relevant to the impact threshold and “conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect and how any alleged conflict will result in a significant environmental impact from the Proposed Project.

Moreover, the commenter has not shown the Proposed Project is in conflict with the goals and objective. Program 58 as discussed by the commenter does not mandate that such a database be included in community plan update. As for Program 73, as discussed throughout the Downtown Plan and the DEIR, the Downtown Plan includes policies and implements zoning strategies to accommodate a substantial increase in housing at varying levels of affordability in an area with good access to public transit.

Post the publication of the DEIR for the Proposed Project, the City adopted the 2021-2029 housing Element. The Housing Element (i.e., The Plan to House LA) embodies the City’s housing goals and policies and identifies the more detailed strategies the City will implement to achieve them. One of the primary goals of the Housing Element is to encourage a range of housing opportunities for all income groups and identifies Downtown Plan as a significant part of its rezoning program to provide housing, including affordable housing to meet the RHNA allocations for the city.

The Downtown Plan accommodates housing opportunities for a range of income levels, including mixed-income and affordable housing. The Downtown Plan would increase development potential in targeted areas, allowing the Plan Area to accommodate additional housing units pursuant to SCAG’s RHNA allocation and growth projections, thereby implementing the goals of the Housing Element. Therefore, the Downtown Plan would be consistent with the City’s 2021-2029 Housing Element.

The 2021 update to the City’s Safety Element maintains the approach of including high level goals and objectives that consider multiple types of hazards but incorporates goals, policies, objectives, and feasible implementation

measures that place a greater emphasis on wildfires, flooding, and climate change as required by recent State legislation. Because the City addresses climate change adaptation and resilience in other policy documents, such as Resilient Los Angeles, and LA's Green New Deal (Sustainability pLAN), the 2021 update incorporated relevant policies from these other plans into the Safety Element, centralizing information in the City's General Plan and providing a framework for updates to other implementing documents, allocation of resources, and actions required of City staff and collaborating agencies. The update also replaced repetitive descriptions and exhibits in the Safety Element with references to the Local Hazard Mitigation Plan, which was last updated in 2018. Finally, the updated Safety Element incorporates programs from the 1996 Safety Element, the 2018 Local Hazard Mitigation Plan, the 2020 Floodplain Management Plan, Resilient Los Angeles, LA's Green New Deal and other related plans into a revised Chapter 4, Implementation.

Reasonably foreseeable development under the Downtown Plan would not increase the potential for wildfire or flooding, nor would it expose development to such hazards given that no portion of the Downtown Plan Area is in a wildfire hazard zone and no Downtown Plan Area development would be within the 100-year flood zone associated with the adjacent Los Angeles River. As discussed in Section 4.7, *Greenhouse Gas Emissions*, of the DEIR, the Downtown Plan would not conflict with City policies or programs related to climate change, which form the basis for the associated updates to the 2021 Safety Element. For these reasons, the Downtown Plan would not conflict with the 2021 Safety Element update.

In addition to the above, the commenter suggests that the Downtown Plan may undermine the City's Density Bonus and other existing housing incentive programs and provides a table listing additional Housing Element policies that they believe must be addressed in the FEIR. Again, the commenter has not demonstrated that these policies and programs were adopted to avoid or mitigate environmental effects or that an environmental effect would occur from such conflict. Moreover, there is no such conflict. The proposed Community Benefits Program requires that projects calculate the required number of restricted affordable units on the total number of units in the project, rather on the base number of units, which is how the number of required units is calculated under the Density Bonus Program. Thus, projects participating in the proposed program would actually provide more restricted affordable units than under the Density Bonus Program.

The commenter suggests that specific features of the proposed Community Benefits Program may undermine the State's existing Density Bonus Program. The Program features identified as the reasons for this potential conflict, discussed in detail below, are not reflective of the updates made to the Plan. Additionally, the existing Density Bonus Program would continue to be available as a separate and parallel program to the proposed Community Benefits Program.

As directed by the City Planning Commission at its meeting on September 23, 2021, Above-moderate income housing units (150 percent AMI) do not qualify as a community benefit and do not meet the requirements for receiving development (FAR or height) incentives under the updated Community Benefits Program. The "Set G"

affordability standards, which includes an option to provide 40 percent Moderate-income (120 percent AMI) units in exchange for development incentives is limited to for-sale units in Level 1 of the Community Benefits Program, which is compliant with State's Density Bonus Program. Only after satisfying Level 1 with housing for incomes below moderate can a project provide units for moderate-income up to a maximum of 2.5 percent of the total units in a project. In comparison, projects can provide up to a maximum of 7 percent of Deeply-low income units in Level 1 and a maximum of 1.5 percent in Level 2 to receive the same level of development incentives. Additionally, only up to a maximum incentive of 2 FAR is permitted in exchange for moderate-income units, and any additional FAR can only be obtained by providing units for Deeply-low, Extremely-low, Very-low or Low-income households. These regulations would cap the number of Moderate-income units to a very small percentage of the overall affordable housing units in a project. Please see Appendix P, Article 9 of the New Zoning Code and the Downtown Plan CPIO for the most updated information regarding the Community Benefits Program.

While the Community Benefit Program in the Downtown Plan allows affordable housing obligations to be satisfied with off-site units or in-lieu fees, the off-site units and fee requirements are the same as that in Measure JJJ, which is calibrated to incentivize on-site construction of affordable units as opposed to paying the fee. Moreover, the fund generated from the in-lieu fee is earmarked for developing affordable housing within the Downtown Plan Area, and therefore, would not lead to exclusionary development in Downtown. Please see Appendix N the Downtown Plan Affordable Housing Trust Fund regarding allocation of funds generated through the in-lieu fee.

Consistent with Measure JJJ and the Housing Element, the Downtown Plan includes the following implementation program to monitor inventory of existing affordable housing units within the Plan Area:

P19: Inventory of Affordable Housing: Monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower Income or Very Low-Income households.

It should be noted that the City prepared a Measure JJJ Assessment in the City Planning Commission Staff Recommendation Report (<https://planning.lacity.org/plans-policies/community-plan-update/downtown-los-angeles-community-plan-update/cpc-staff-recommendation-report-and-exhibits>, accessed January 2022) on June 17, 2021. The assessment found that the Downtown Plan would not reduce the capacity for creation and preservation of affordable housing, reduce access to local jobs, or undermine California Government Code Section 65915 or any other affordable housing program.

Based on the above, although the programs noted by the commenter relate to socioeconomic considerations and not environmental effects, the Downtown Plan is consistent with the goals and objectives of these programs.

Finally, the commenter provides recommendations for revising the Draft Communities Benefit Program and suggests that these revisions must be considered in the FEIR. Again, the purpose of this EIR to assess and identify the Proposed Project's significant environmental effects, including those that would result from inconsistencies with plan and policies and regulations adopted for the purpose of mitigating an environmental effect. Because the Communities Benefit Program is aimed at addressing socioeconomic rather than environmental concerns, and so too the policies, programs and regulations for which the commenter alleges the Communities Benefit Program conflicts are aimed at socioeconomic rather than environmental concerns, and the commenter has not provided substantial evidence or demonstrated a conflict, or in any other way provided substantial evidence or even explained with any specificity how a significant environmental effect can occur from the Proposed Project related to a land use conflict, no further response or analysis is required.

Response 4-10

The commenter suggests that the DEIR omits key analysis related to the Downtown Plan's consistency with policies found in the City's General Plan Health and Wellness Element and requests that the FEIR evaluate the plan's consistency with all policies in the element.

Appendix A and Appendix D provided by the commenter are acknowledged but are not relevant to the adequacy of the EIR. Please see **Master Response No. 1 – General Comments and Non-CEQA Issues**.

As discussed in Response 4-9 above, this EIR analyzes potential inconsistencies with plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. Again, the commenter cites various programs and policies that are aimed at achieving socioeconomic goals rather than mitigating an environmental effect. For example, Objective 1.7 calls for the creation of local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development. In addition, Program P86 calls on the City to mitigate displacement, leverage government resources (including land) to preserve the social, cultural and economic diversity of the City. Although the Downtown Plan must be consistent with applicable City policies, this objective and program are aimed at achieving social and economic goals, not mitigating an environmental effect, and therefore are not within CEQA's purview or relevant to this EIR. Potential environmental impacts associated with displacement of housing and people are discussed in Section 4.12, *Population and Housing*, and in Response 4-8 above. The commenter has not supported with substantial evidence or explained with any specificity how there is an alleged conflict with the Proposed Project and any of the policies or objectives cited and that the policies or objectives were adopted to avoid or mitigated environmental effects or that the Proposed Project otherwise will cause any significant environmental impact as a result of any alleged conflict with the cited objectives and goals. The commenter is recommending changes to the Proposed Project. No change to the analysis in the EIR is warranted.

Nevertheless, it should be noted that the Downtown Plan includes several of the commenter's recommendations to ensure the Plan is consistent with Objectives 1.7 and 2.1 of the Health and Wellness Element as described below:

The Downtown Plan replaces the existing TFAR program with a new Community Benefits Program. The Downtown Plan Community Benefits Program provides a path for development projects to exceed the base development potential, up to the maximum allowable development potential, in exchange for providing community benefits. The Community Benefits Program prioritizes affordable housing, followed by parks and open space, preservation of historic structures, and community facilities.

Projects that have satisfied the minimum onsite benefits of Level 1 and Level 2 may achieve maximum floor area paying a fee towards the Community Benefits Fund. To access maximum FAR in Level 3 of the program, projects must pay into the Community Benefits Fund. Distribution of the fund is governed by an oversight committee composed of representatives from City Departments, offices of elected officials, and members of the community.

Programs that may qualify for receiving the funds include:

1. Programs to support affordable housing such as funding for Community Land Trusts or funds to extend expiring affordable housing covenants,
2. Mobility and street improvements,
3. Parks and open space,
4. Programs for small legacy and community-serving businesses,
5. Design and procurement of sidewalk vending carts,
6. Resiliency centers, and facilities and services for people who are experiencing homelessness.

The Downtown Plan incorporates a majority of the recommendations identified by the commenter and is broadly consistent with the goals and objectives of the Health and Wellness Element. Please also see Response 4-4 for several regulations from the Downtown aimed at minimizing displacement of residents in the Plan Area.

The November 2021 targeted amendments to the Health Element (i.e., the Plan for a Healthy Los Angeles) included minor updates intended to clarify that the Plan for a Healthy Los Angeles and the Health Atlas for the City of Los Angeles are the primary location of environmental justice goals, policies, and implementation programs in the General Plan and meet the requirements of the State law. Edits also update references to other City plans and documents. The Health Atlas component of the health Element, which provides a data-driven snapshot of health issues and outcomes for various communities in Los Angeles was also updated with the most recent data as part of this effort. As such, the Downtown Plan would continue to remain consistent with these clarifying amendments to the Health Element.

Response 4-11

The commenter suggests that the DEIR fails to evaluate the Downtown Plan’s consistency with all relevant policies and regulations adopted for the purposes of avoiding environmental impacts, such as the Framework Element and Measure JJJ/TOC, and asks that the FEIR analyze the Downtown Plan’s consistency with all relevant objectives and policies, as well as provisions of Measure JJJ. Relevant policies of the Framework Element are discussed in Table 4.10-3 of Section 4.10, Land Use and Planning, of the DEIR. The policies listed by the commenter do not pertain to the protection of the environment. For example, Policy 4.1.7 relates to establishing incentives for the development of housing units appropriate for families with children and larger families, and Policy 7.9.1 relates to promoting the provision of affordable housing through means which require minimal subsidy levels and are less detrimental to the City’s fiscal structure. It should also be noted that a number of policies listed by the commenter relate to appropriate density, expanding affordable housing, and placing housing near regional centers, which the Downtown Plan already addresses.

As the commenter notes, Measure JJJ requires findings that new Community Plans will 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[.] In addition, new Community Plans must now include: “[...] a program to create and monitor an inventory of units within the Community Plan Area that are: subject to a recorded covenant, ordinance or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the City Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low Income households.” Measure JJJ also required DCP to create Guidelines to implement a Transit Oriented Communities (TOC) Affordable Housing Incentive Program. As discussed in Responses 4-9 and 4-10 above, as required by CEQA, this EIR analyzes potential inconsistencies with plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. Measure JJJ is aimed at achieving social and economic goals related to affordable housing and jobs, not mitigating environmental effects. To the extent that Measure JJJ does include policy objectives of promoting “healthy, safe, walkable, and sustainable spaces at all economic levels” and promoting sustainable neighborhoods with mixed-income housing are intended, in part, to reduce regional VMT and associated GHG emissions. Such impacts are discussed in detail in Sections 4.7, *Greenhouse Gas Emissions*, and 4.15, *Transportation and Traffic*, of the DEIR. Impacts related to both VMT and GHG have been identified as less than significant under CEQA. In addition, the Downtown Plan is specifically intended to achieve the objectives of creating safe, walkable spaces and promoting sustainable, mixed-use neighborhoods with mixed-income housing, as described throughout the Downtown Plan and in the list of Project objectives beginning on page 3-24 of Section 3, *Project Description*, of the DEIR and listed below:

Primary Objective 1: Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2040 to ensure that Downtown Plan Area continues to grow in a sustainable, equitable, healthy, and inclusive manner, consistent to implement policies of the City of Los

Angeles General Plan Framework Element, by focusing new job-generating uses and residential development around transit stations;

Primary Objective 2: Provide for economic diversification and reinforce Downtown Plan Area as a primary center of employment for the City and the Southern California region;

Primary Objective 3: Build upon Downtown’s role as a regional transportation center by allowing for intensive development throughout the Downtown Plan Area, and concentrating development opportunity immediately surrounding the transit stations with an appropriate range of building sizes and mix of uses;

Primary Objective 4: Promote a mode-shift from private automobile usage and foster a transit, bicycle, and pedestrian supportive environment;

Project Objective 5: 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;

Primary Objective 6: Support a growing residential population by expanding the areas where housing is permitted and allowing for a full range of housing options;

Primary Objective 7: Celebrate and reinforce the character of each of the neighborhoods in the Downtown Plan Area;

Primary Objective 8: Provide a set of implementation tools that are responsive to the range of physical and functional needs across the Downtown Plan Area, and enable the creation of similar tools across the City.

Based on these objectives and the fact that the Downtown Plan would not result in significant environmental effects related to VMT or GHGs, the Downtown Plan would be consistent with the Measure JJJ objectives that are aimed, in part, at avoiding or mitigating an environmental effect.

Moreover, many of the commenter’s recommendations such as ensuring value capture with increased FAR, aligning affordability requirements with JJJ minimums, removing incentives for above-moderate income, replacing TFAR and the inclusion of a Community Benefits Fund that provides financial assistance to preserve and promote affordable housing, as well as community serving small businesses are now part of the Downtown Plan. Please also see Response to 4-9 above regarding the Plan’s consistency with Measure JJJ.

Response 4-12

The commenter suggests that the DEIR does not evaluate the Downtown Plan’s consistency with the City’s Assessment of Fair Housing and asks that this be remedied in the FEIR.

Appendix D provided by the commenter is acknowledged but is not relevant to the adequacy of the DEIR. Please see **Master Response No. 1 – General Comments and Non-CEQA Issues**.

As discussed in Responses 4-9, 4-10, and 4-11 above, as required by CEQA, this EIR analyzes potential inconsistencies with plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. The AFH is clearly aimed at achieving socioeconomic goals related to housing rather than mitigating an environmental effect. For example, Goal 1 calls for increasing the stock of affordable housing throughout the city, Goal 2 calls for preservation of the existing stock of affordable rental housing and rent stabilized housing, and Goal 3 calls for prevention of displacement of low- and moderate-income residents. Such socioeconomic goals are not within CEQA's purview or relevant to this EIR except to the degree that they may have significant environmental effects and the potential effects of providing housing in the Downtown Plan Area are discussed throughout the DEIR while the potential effects related to potential displacement of housing are discussed in Section 4.12, *Population and Housing*, and in Response 4-8 above. The commenter does not provide substantial evidence or explain how there is a conflict with a plan policy, program, or regulation intended to avoid an environmental effect or how any alleged conflict would actually result in a significant environmental effect caused by the Proposed Project.

It should be noted that the Downtown Plan, if adopted, is expected to both substantially increase the capacity for housing in the Downtown Plan Area and support affordable housing through incentives and zoning regulations. As noted in Table 4.12-7 of Section 4.12, *Population, Housing, and Employment*, the Downtown Plan would accommodate approximately 74,000 additional housing units beyond what could be accommodated by the current Central City and Central City North community plans. Moreover, as discussed in response 4-4, the Downtown Plan also includes several measures to address displacement and ensure that new growth creates new affordable housing opportunities.

Response 4-13

The commenter suggests the DEIR does not evaluate the Downtown Plan's consistency with the City's Industrial Land Use Policy (ILUP) and asks that this and an analysis of consistency with various community benefits be included in the FEIR.

As discussed in responses 4-9, 4-10, 4-11, and 4-12 above, as required by CEQA, this EIR analyzes potential inconsistencies with plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, the ILUP is not an adopted land use plan. It was never adopted by the City Council. Moreover, it was a study aimed at providing guidance regarding industrial land use rather than mitigating an environmental effect. As such, the City is not required to assess whether the Proposed Project is in conflict with the ILUP and no further response is required.

Moreover, the specific items from the ILUP mentioned by the commenter ("identify through the Community Plan update process the capital and infrastructure needs and the actions necessary to assure the long-term viability of these areas for jobs and industry" and "incorporate in the Community Plan updates measures or Community Benefits [defined in the ILUP Directive to include on-site affordable housing] to address the loss of employment

lands and the need to provide amenities in areas that have not previously been planned for nonindustrial use”) are aimed at the Downtown Plan itself, not this EIR, and have in fact been considered in the preparation of the Downtown Plan. It should be noted that the DEIR considers potential environmental impacts associated with Downtown Plan Area industrial facilities. In 4.10, *Land Use*, the DEIR concludes that the Proposed Project may be in conflict with policies in the Framework Element to preserve industrial uses, but those policies were not adopted to avoid or mitigate environmental effects. (DEIR at 4.10-29 and Table 4.10-3). Additionally, Impact 4.2-3 in Section 4.2, *Air Quality*, considers the potential health impacts of new distribution centers near sensitive land uses, concluding that such impacts are potentially significant and unavoidable.

As a policy matter, the Downtown 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.

The Downtown Plan 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 and aimed at sustaining Downtown as a regional job center in the future.

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 Downtown Plan will enable higher intensity of employment uses within these areas, while accommodating limited residential uses in proximity to job-generating uses.

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. These changes would allow the intensification of land uses in an urbanized area of the city and promote a greater mix of uses. The proposed designations will continue to allow for light industrial and manufacturing uses, in addition to nonindustrial uses, namely limited residential as long as minimum area is set aside for productive uses. Given that residential uses cannot be built without allocating a minimum amount of space for job-producing uses, the commenter’s assertion that the Plan will result in an overall net loss of industrial zoned land is not true. The above zoning requirements ensure that the Plan is generally consistent with the overall objectives of the City’s industrial land use policy.

Response 4-14

The commenter suggests that the DEIR does not adequately evaluate the Downtown Plan’s consistency with City Redevelopment Plans and requests revision of the Downtown Plan to require all projects to replace rent stabilized dwelling units or low-income households that may be destroyed by the adoption of the plan.

As discussed in Responses 4-9, 4-10, 4-11, 4-12, and 4-13 above, as required by CEQA, this EIR analyzes potential inconsistencies with plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. Potential environmental effects associated with the specific concerns mentioned by the commenter about the need for replacement housing for lost units are discussed in Section 4.12, *Population and Housing*, and in Response 4-8 above. In addition, Section 4.8, *Land Use and Planning*, does analyze consistency with redevelopment plans, beginning on page 4.1-51, and concludes that the Downtown Plan would be generally consistent with applicable plans. Finally, as noted in Response 4-12 above, the Downtown Plan substantially increase the capacity for housing stock in the Downtown Plan Area and would accommodate approximately 74,000 additional housing units beyond what could be accommodated by the current Central City and Central City North community plans. A number of City regulations aimed at reducing displacement that are currently in effect are described in Response 4-8 above. These regulations in addition to new state measures described further below will apply to the Downtown Plan.

The commenter recommends that the Downtown Plan should require all projects to replace any rent stabilized dwelling units or units affordable to or occupied by lower-income households that are destroyed by the project, in order to be consistent with the CRA plans in the Plan Area.

Per the recommendation of the City Planning Commission at its meeting on September 23, 2021, when a unit subject to RSO is demolished, the Plan requires a one-for-one RSO affordable replacement unit at the same income level as existing residents if verified, or as Low-income units if incomes of existing residents cannot be verified.

In addition, Senate Bill 8, adopted in 2021, extends the term of the Housing Crisis Act of 2019 (SB 330) and bolsters affordable housing stock by adding protections for lower-income occupants. These protections require that when residential units are being demolished, lower income tenants are offered relocation assistance and right-of-first-refusal for a comparable unit in the new housing development affordable to the household. SB 8 also strengthens the no net loss provisions in SB330. No net loss prohibits residential demolition unless the replacement project contains an equal or greater number of units. Through SB 8, the definition of a “housing development project” is clarified to include projects that involve both discretionary and ministerial approvals, and projects that include construction of a single dwelling unit.

Furthermore, 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 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.

Response 4-15

The commenter suggests that the Downtown Plan needs to ensure proactive enforcement of the Wiggins Settlement and that consistency of the Downtown Plan with the settlement should be evaluated in the FEIR.

The Wiggins Settlement relates to Single Room Occupancy (SRO) residential hotels and ensuring that any SRO proposed for conversion or demolition is replaced on a one-for-one basis. Although this settlement is not directly addressed in the DEIR, Section 4.12, *Population and Housing*, addresses potentially housing displacement generally, under Impact 4.12-2. As noted therein, the Downtown Plan would establish policies and zoning regulations that are expected to substantially increase the capacity for housing stock in the Downtown Plan Area and also includes policies to support the provision of affordable housing. Overall, the Downtown Plan is expected to increase the supply of affordable housing in the City. It would not conflict with any policies or agreements related to replacement of any displaced or converted housing, including SRO residential hotels.

The City Center and Central Industrial Redevelopment Project Areas currently have development guidelines and controls (Wiggins Settlement) 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. These requirements will continue under the Downtown Plan, and therefore, the Plan would be consistent with the Development Guidelines and Controls for City Center and Central Industrial Redevelopment Project Areas.

Furthermore, the Downtown Plan introduces a number of incentives, funding mechanisms, and streamlining measures to rehabilitate historic structures. Many of the sites identified in the Wiggins settlement would qualify for these adaptive reuse incentives. These streamlining incentives would enhance the feasibility of projects required to comply with Wiggins replacement requirements.

Response 4-16

The commenter requests that the City evaluate questions regarding racial equity in the Downtown Plan Area and how the Downtown Plan may affect residents. The commenter asks that this analysis be both a standalone document for public review and comment, but also included in the FEIR.

Racial equity is a socioeconomic issue, not an environmental issue. Per Section 15131 of the CEQA Guidelines, economic and social effects “shall not be treated as significant effects on the environment” except to the degree that they cause physical changes to the environment. The commenter has not alleged any physical effects related to racial equity issues and none are foreseen. Thus, the addition of a racial equity analysis is not warranted under CEQA and has not been included in the FEIR. It should be noted that potential environmental effects related to potential displacement of housing are analyzed in Section 4.12, *Population and Housing*, of the DEIR.

The Plan has continually considered racial justice & equity throughout its development as evidenced through the careful application of zoning, the development of the Community Benefits Program and the Community Benefit Fund. However, the city recognizes that racial justice & equity is ongoing work, and has therefore made a commitment to monitoring through the following implementation program to address racial disparities within the Downtown Plan Area:

- P28: Racial Justice and Equity Analysis: Explore the creation of a Racial Justice and Equity Analysis, that outlines recommend transformative or restorative strategies, such as targeted plan and code amendments, if harm is identified.

It is important to reiterate the fact that CEQA’s purpose is only to address a project’s environmental impacts does not mean that the social and economic considerations raised by the commenter are not important or will not be considered through other venues. This EIR is only one tool that City decisionmakers will use as they consider adoption of the Downtown Plan and a tool whose purpose is narrowly focused on identifying and when feasible mitigating significant environmental effects.

Response 4-17

As the commenter notes, CEQA Guidelines 15125(a)(1) states that “a lead agency may define existing conditions by referencing historic conditions, *or conditions expected when the project becomes operational.*” While there is no current known date for when the COVID-19 pandemic will end, it is reasonable to assume it would not last through the Downtown Plan horizon year of 2040. In addition, the CEQA Guidelines specify that the baseline for analysis in EIRs is the date of release of the NOP, which was in 2017 for this EIR. While it is acknowledged that conditions throughout the state have changed on at least a temporary basis since the release of the NOP due to the current pandemic, use of this stable date is intended to avoid the need to continually restart an EIR every time a change in conditions beyond the control of the project proponent occurs. Because the pandemic represents a temporary condition that is expected to be over long before the 2040 Downtown Plan horizon year, the 2017 baseline used in the DEIR represents a more accurate picture of more typical “pre-project” conditions and thus provides a more realistic assessment of the Downtown Plan’s impact than would considering a baseline under the current shutdown conditions under the pandemic. The commenters do not explain or demonstrate why the City’s baseline lacks substantial evidence or what baseline the City should use. The conditions during the pandemic have changed significantly as well, considering the level of activity in early 2020 to late 2021 or summer 2022 conditions, are all very different. Additionally, the commenter does not explain or provide substantial evidence demonstrating that the analysis in the DEIR is unsupported or requires new or additional analysis.

With that said, the City acknowledged, the COVID-19 pandemic has highlighted the systemic inequitable conditions and long-standing issues such as lack of affordable housing, overcrowding, lack of open spaces and community-supportive facilities. The housing crisis pre-dated the COVID-19 pandemic, but the need for housing

and affordable housing in particular, has become even more critical. Thus, the Downtown Plan’s goal of accommodating growth and encouraging housing development are acutely relevant. The Downtown Plan seeks to foster continued investment in Downtown, create increased opportunities for mixed-income and mixed-use housing at or near major transit stops in order to serve all income levels, while supporting strategies to minimize displacement.

In addition, the strategies of the Downtown Plan, 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, speak to the issues and needs that the COVID-19 pandemic has highlighted.

Response 4-18

The commenter suggests that the DEIR is incomplete with regard to baseline population data because it does not account for the population of incarcerated individuals at the Metropolitan Detention Center for neighborhoods in Downtown Los Angeles

The purpose of developing population forecasts and considering the effects of population growth is to analyze the effects of the Downtown Plan. Changes in the prison population would not occur as a result of the Downtown Plan. Nevertheless, the last paragraph under “Population” on page 4.12-2 of Section 4.12, *Population and Housing*, has been revised to read as follows:

The Downtown Plan Area contains two jails, the Men’s Central Jail and Twin Towers Correctional Facility (a.k.a. Twin Towers Jail or Los Angeles County Jail), and a federal prison, the Metropolitan Detention Center. In 2015, the Men’s Central Jail had an average daily inmate population of 4,195, while the Twin Towers Jail had an average daily inmate population of 3,662, for a combined total average daily inmate population of approximately 8,000 (Los Angeles Sheriff’s Department [LASD] 2016). The Metropolitan Detention Center currently houses 526 inmates (<https://www.bop.gov/locations/institutions/los/>, accessed February 2021).

This addition does not affect the DEIR findings or conclusions or involve any new or increased severity significant environmental effects beyond those already identified in the DEIR.

The Index of Neighborhood Change and Index of Displacement Pressure mentioned by the commenter are not relevant to the DEIR analysis of potential displacement insofar as the Downtown Plan does not specifically call for the displacement of any Downtown Plan Area housing and any analysis of potential displacement of any specific building or any specific neighborhood would be speculative. As the commenter has acknowledged, Impact 4.12-2 in Section 4.12 considers the environmental impacts associated with potential displacement of Downtown Plan Area housing. Methodologies referenced in the indices include indicators used to highlight displacement risk, but there is no clear methodology, to quantify displacement, or how, where, and to what extent

displacement would occur and connecting the analysis of displacement to impacts on Air Quality or GHGs for a programmatic EIR.

Response 4-19

The commenter suggests that the DEIR is incomplete with regard to baseline housing data, suggesting that additional data is needed to conduct analysis of impacts related to potential housing displacement. The commenter also suggests that the FEIR should consider whether the Downtown Plan would reduce the capacity for creation and preservation of affordable housing and access to local jobs, per Measure JJJ.

Measure JJJ is discussed in Response 4-11 above. As discussed therein and acknowledged by the commenter, this measure is not relevant to CEQA and is not a policy adopted for the purpose of mitigating an environmental effect. Consequently, although Measure JJJ is relevant to the Downtown Plan itself, its consideration in this EIR is not warranted.

It should be noted that the City prepared a Measure JJJ Assessment in the City Planning Commission Staff Recommendation Report (<https://planning.lacity.org/plans-policies/community-plan-update/downtown-los-angeles-community-plan-update/cpc-staff-recommendation-report-and-exhibits>, accessed January 2022) on June 17, 2021. The assessment found that the Downtown Plan would not reduce the capacity for creation and preservation of affordable housing, reduce access to local jobs, or undermine California Government Code Section 65915 or any other affordable housing program.

The commenter requests various data points for consideration in the analysis of housing displacement potential including the vacancy rate; the age of the housing stock; units used for short-term rentals; housing tenure; housing affordability; housing size; overcrowding; rent burden; and household size. It is not clear how the commenter believes this socioeconomic data would further inform the analysis of environmental effects associated with potential housing displacement under Impact 4.12-2 in Section 4.12, *Population and Housing*. The analysis notes that although displacement of housing is not proposed, “displacement of some residences is a reasonably foreseeable result of development that could occur under the Downtown Plan” (see page 4.12-20). However, it would be speculative to attempt to identify which of the 34,000 existing units within the Plan Area and people or how many of the existing units and people might be displaced. Implementation of the Downtown Plan is projected to substantially increase the overall housing stock in the Downtown Plan Area. In addition, the City has adopted a number of policies, including new policies in the Downtown Plan itself, that are specifically aimed at providing affordable housing in association with new housing development and reducing homelessness. Additionally, as discussed in response 4-8 several local and state laws require on-site unit replacement for affordable or rent stabilized units. Therefore, it has been concluded that the Downtown Plan would not necessitate the construction of replacement housing elsewhere. The data requested by the commenter would neither add any clarity regarding which housing, if any, would be displaced nor change the fact that implementation of the Downtown Plan is forecast to result in a net increase of 99,000 units. Because of this overall increase in housing, construction of

replacement housing would not be needed as a result of the Downtown Plan regardless of current vacancy rates, housing tenure, overcrowding or any of the other factors raised by the commenter. As noted previously, the commenter is requesting socioeconomic data and analysis, whereas the DEIR analysis related to displacement is focused on the potential environmental effects of potential replacement housing rather than the socioeconomic effects of displacement.

For a more detailed discussion on the rationale and the analysis related to displacement of existing residents contained in the DEIR, please see Response 4-23 below.

Please also see Response 4-9 above regarding the Downtown Plan's consistency with Measure JJJ as well as Appendix B, *Methodology*, of the DEIR.

Response 4-20

The commenter suggests that the DEIR contains incomplete baseline employment data for the Downtown Area and again suggests that Measure JJJ requires a jobs assessment.

As noted in Responses 4-11 and 4-19 above, Measure JJJ is not relevant to CEQA or this EIR. Similarly, unlike population, jobs are not a specific issue of concern under CEQA and are relevant only to the extent that job creation or displacement may result in physical environmental effects. The environmental effects of new jobs forecast to be added under the Downtown Plan are considered throughout the DEIR. Displacing jobs would have significant physical effects only to the extent that such displacement would result in replacement jobs elsewhere, thus creating impacts related to new construction or longer commutes that result, for example, in increased air pollutant or GHG emissions.

The Downtown Plan does not specifically call for the displacement of any businesses or jobs, but displacement of some jobs is a reasonably foreseeable result of implementation of the Downtown Plan. Nevertheless, it is not known which jobs might be displaced, whether they would be replaced elsewhere, and if so, whether replacement would require new construction or increase commute distances. As such, similar to potential housing displacement, such analysis would be speculative. In addition, because the Downtown Plan is expected to result in a net increase of 86,000 jobs by 2040 (see Table 4.12-8 in Section 4.12, *Population and Housing*, of the DEIR, page 4.12-17), in a general sense it is not anticipated to create the need for new employment opportunities elsewhere. It should be noted that the City prepared a Measure JJJ Assessment in the City Planning Commission Staff Recommendation Report (<https://planning.lacity.org/plans-policies/community-plan-update/downtown-los-angeles-community-plan-update/cpc-staff-recommendation-report-and-exhibits>, accessed January 2022) on June 17, 2021. The assessment found that the Downtown Plan would not reduce the capacity for creation and preservation of affordable housing, reduce access to local jobs, or undermine California Government Code Section 65915 or any other affordable housing program.

Response 4-21

The commenter suggests that the DEIR Population, Housing, and Employment regulatory framework is incomplete, noting that it does not mention the Housing Accountability Act, the General Plan Framework and Housing Elements, HUD Consolidated Plan and Comprehensive Housing Affordability Strategy (CHAS) policies, adopted Redevelopment Plans, the Rent Stabilization Ordinance, and the RTP/SCS.

As an initial matter, the commenter has not explained or demonstrated how analysis of the mentioned plans and regulations is necessary to ensure the City has analyzed the potential significant impacts to the environment from the Proposed Project or such analysis is necessary for the decisionmakers and public to intelligently take account of the environmental consequences of the Proposed Project.

As discussed in Responses 4-9 through 4-14 above, as required by CEQA, this EIR analyzes potential inconsistencies with plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. The plans, policies, and regulations listed by the commenter all relate to issues such as housing and economic development, not mitigation of environmental effects. As such, they are not within CEQA's purview or relevant to this EIR, which focuses on the Proposed Project's environmental effects. Per Section 15131 of the CEQA Guidelines, economic or social effects of a project "shall not be treated as significant effects on the environment." Specific regulations and policies raised by the commenter are addressed below.

As the commenter notes, the Housing Accountability Act (Government Code Section 65589.5) prohibits local agencies from disapproving or conditioning approval of affordable housing or emergency shelters unless the local agency makes specified written findings. Specifically, local governments must prioritize infill development in urban areas and ensures that housing for very low, low-, or moderate-income households will not be disapproved without written, evidence-based findings. As noted above, this act concerns a social policy, namely housing, not mitigation of an environmental effect. Moreover, the proposed Downtown Plan is not an affordable housing project or an emergency shelter, so this act is not relevant to its approval. Finally, it is worth noting that, as stated throughout the DEIR and in above responses, the Downtown Plan is specifically aimed at accommodating infill development, especially infill housing, in Downtown Los Angeles and includes a range of policies aimed specifically at enhancing the Downtown Plan Area's stock of housing available to very-low-, low-, and moderate-income households.

Sections 4.10, *Land Use and Planning*, and 4.12, *Population, Housing, and Employment*, of the DEIR address a range of City Framework and Housing Element objectives and policies that are aimed at mitigating environmental effects and concludes that the Downtown Plan would be generally consistent with applicable environmental policies from both elements. However, the policies listed by the commenter do not relate to mitigation of environmental effects. For example, Objective 3.10 and associated policies call for the City to "[r]einforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are

developed to enhance urban lifestyles” is clearly about social and economic issues such as housing, jobs, and lifestyles, not mitigation of environmental impacts. As such, they clearly are not relevant to this EIR. Other General Plan policies cited by the commenter similarly relate to social and economic considerations, not environmental impacts.

Consistency with the various redevelopment plans is discussed in Section 4.10 of the DEIR (beginning on page 4.10-51) and consistency with relevant RTP/SCS policies can also be found in Section 4.10 (see Table 4.10-4 beginning on page 4.10-47). Indirect impacts of Land Use related to public infrastructure and services and the Plan’s consistency with the relevant objectives in the General Plan are discussed in Section 4.13 of the DEIR. However, items such as the HUD Consolidated Plan, the Comprehensive Housing Affordability Strategy (CHAS), and the Rent Stabilization Ordinance are not addressed and are not relevant to this EIR because they clearly relate to housing, not mitigation of environmental effects.

Finally, with respect the concern about the failure to address Goal 4, Ending and Preventing Homelessness, and associated policies, it must again be stated that this goal and its associated policies relate to the social goal of ending homelessness, not mitigating environmental effects; therefore, these items are not relevant to this EIR.

It is important to reiterate the fact that CEQA’s purpose is only to address a project’s environmental impacts does not mean that the social and economic considerations raised by the commenter are not important or will not be considered through other venues. This EIR is only one tool that City decisionmakers will use as they consider adoption of the Downtown Plan and a tool whose purpose is narrowly focused on identifying and when possible mitigating significant environmental effects.

Response 4-22

The commenter notes that the DEIR mislabels the Growth Inducement Threshold on page 4.12-13 as “**Threshold 4.12.2**” and requests that it be changed to “**Threshold 4.12.1**”.

In response to this comment, the beginning of the first paragraph under “Growth Inducement” on page 4.12-13 of Section 4.12, *Population, Housing, and Employment*, has been corrected to read as follows:

For Threshold 4.12-1, the following criteria related to growth inducement are considered relevant to the Proposed Project:

Response 4-23

The commenter suggests that the DEIR fails to conduct an adequate impact analysis regarding displacement in Section 4.12, *Housing, Population, and Employment*, and requests that the FEIR present additional analysis using what the commenter believes are relevant data to support the conclusion that the Downtown Plan would not significantly displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

The commenter specifically notes that the DEIR engages in no numerical calculations or analysis and only references the Downtown Plan Area's "capacity" for an additional 99,000 units, stating that it is impossible to conclude displacement will not be significant without the presentation and analysis of additional data relevant to this conclusion. First, it is important to note that the 99,000 unit increase forecast through 2040 is not the "capacity" of the Downtown Plan Area to accommodate housing. It is merely a forecast of growth through that horizon year based on such factors as historic trends, forecast regional growth, and proposed land uses. The total number of additional housing units potentially accommodated based on the proposed land use plan is actually much higher, but it is not anticipated that the "maximum buildout" of the Downtown Plan Area would occur by 2040 if ever. Nevertheless, the net increase of 99,000 units anticipated by 2040 (see Table 4.12-8, on page 4.12-17 of Section 4.12 of the DEIR) far exceeds the 34,000 existing units in the Downtown Plan Area. Even in a worst-case scenario where every existing unit were dislocated (a scenario that assuredly not occur) and only 99,000 new units were built (rather than the forecast net increase of 99,000 units), the total number of Downtown Plan Area housing units would still grow by 65,000. As noted in Section 4.12 of the DEIR, it would be speculative to provide a specific number of expected displaced residents; however, based on these numbers it can definitively be stated that there would be an overall increase in Downtown Plan Area housing and thus no need to construct new housing elsewhere in strictly numeric terms. Please note that page 4.12-20 of the DEIR includes an incorrect reference to Table 4.12-5 that should be Table 4.12-8. This has been corrected in the FEIR.

The commenter next suggests that the City has chosen to speculate rather than engage in quantitative analysis, suggesting that it is the responsibility of the City is to engage with all known data and make reasonable projections about population and housing displacement, pointing to a number of tools and data points that they argue are relevant to the analysis of displacement impacts. The Urban Displacement Project's mapping tool tracks changes over time for various demographic, economic, and housing factors to identify and geographically display Census tracts throughout Los Angeles County that have gentrified or are at risk of gentrifying. Zillow's homelessness research aims to uncover the size and root causes of the nation's homelessness challenge. The research found that communities in which residents spend more than 32 percent of their income on rent could expect a more rapid increase in homelessness. Neither of these sources cited by the commenter provide a methodology that would enable a determination of which of the 34,000 existing units in the Plan Area and people or how many of the existing units and people would be displaced in the Downtown Plan Area under the Proposed Project. Rather, the sources highlight certain factors, including rents rising faster than the regional average and access to nearby transit, and thresholds that indicate which communities could potentially experience displacement or homelessness. In contrast to what the commenter suggests, the City is not required in preparing the EIR to "engage with all known data." The responsibility of the lead agency in preparation of the EIR is to make a good faith effort to analyze the potential environmental impacts of the Downtown Plan. The sources cited by the commenter do not appear to be relevant to the Downtown Plan or relevant to analyzing the environmental impacts of the Proposed Project. The commenter has not provided substantial evidence to support any indirect impact resulting

from displacement or shown that there is data or methodology to forecast displacement, including where any such displaced individuals would go and whether it would in fact result in significant impact to the environment. It is important to note that Section 15145 of the CEQA Guidelines directs lead agencies to note their conclusion about the speculative nature of an impact and terminate the discussion when they conclude that a particular impact is too speculative for evaluation. The City could potentially have gathered additional data for such items as household income, rents, and homelessness as suggested by the commenter and the EIR preparers considered various options for additional data as they prepared the analysis. However, it was concluded that even with such data, the City would not be able to reasonably forecast the actual numbers and locations of potentially displaced residences. This exercise would have involved merely gathering data for the sake of having data rather than providing anything that would meaningfully inform the decisionmakers and the public about how much displacement might occur and specifically which of the existing 34,000 units within the Plan Area and/or residents might be displaced. Moreover, the EIR preparers considered the purpose of the dislocation analysis, which is to determine whether or not dislocation of people of housing might necessitate the construction of replacement housing elsewhere. Given that it had already been determined as described above that implementation of the Downtown Plan was forecast to result in a net increase of 99,000 units (and a bare minimum of 65,000 units if every existing unit in the Downtown Plan area is removed), it was clear based on the data already obtained that construction of additional housing beyond that forecast in the Downtown Plan Area itself would not be necessary and the potential environmental impact associated with dislocation would be less than significant. At this point, it was determined that obtaining additional data and engaging in additional speculation based on this data would not provide meaningful new information about the Downtown Plan's environmental effects.

The commenter next suggests that the City is "talking out of both sides of its mouth" stating that there is no data presented to back up any of the assertions about the lack of significant displacement impacts and asking how it is speculative to estimate the amount of displacement but then conclude that any displacement impacts will be met by new housing in the Draft Plan. These comments are addressed above. The analysis of displacement impacts reaches its conclusion based on a clear set of facts, namely that the Downtown Plan would accommodate far more housing than it could possibly displace because the forecast housing growth is greater than the existing number of units in the Downtown Plan Area. This is not "talking out of both sides of its mouth" but instead merely an acknowledgment that a conclusion of the significance of the environmental effects associated with the potential need for construction of replacement housing can be logical and reasonably reached with available data and that obtaining and analyzing additional data would not provide meaningful new information with the potential to change the DEIR conclusions. It is understood that the commenter is very concerned about any potential displacement. The City is as well, as evidenced by the broad array of Downtown Plan policies aimed at preventing residential displacement. However, the purpose of the EIR analysis is to determine the potential for environmental impacts, not to perform a socioeconomic study as requested by the commenter.

Finally, the commenter suggests that the DEIR fails to address indirect environmental effects associated with the loss of affordable housing or displacement based on the need for people to drive farther distances or the need for additional housing construction elsewhere. As noted previously, the DEIR analysis concludes that construction of replacement housing elsewhere would not be needed since the Downtown Plan would result in a net increase in housing in the Downtown Plan Area. Although it is true that some individuals may ultimately be dislocated and have farther to drive to their places of employment, it is equally (if not more) likely that many individuals will, as a result of the addition of housing in the Downtown Plan Area, be able to live closer to their places of employment and reducing regional vehicles miles traveled (VMT) and associated air pollutant and GHG emissions. In fact, as discussed under Impact 4.15-2 on page 4.15-42 of Section 4.15, *Transportation and Traffic*, of the DEIR, service population VMT in the Downtown Plan Area would be 53 percent lower than the current regional service population VMT and 19 percent lower than the current service population VMT in the Downtown Plan Area. There is no evidence to suggest that the Downtown Plan would result in significant indirect effects related to VMT or any other issue and none has been provided by the commenter. Thus, neither revisions to the DEIR text nor additional analysis are warranted.

Response 4-24

The commenter suggests that the DEIR Population, Housing, and Employment cumulative impacts analysis is incomplete and inadequate because the section does not address how and where the City will allocate the rest of citywide growth. Therefore, the commenter requests that the FEIR include the citywide distribution of projected growth by community plan area.

As noted by the commenter, many community plans have either not yet been updated, or are not yet in the update process. As mentioned under Cumulative Impacts of Section 4.12, *Population, Housing, and Employment*, because “[t]he New Zoning Code would not currently be implemented outside of the Downtown Plan Area... any indirect impacts related to population growth from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative,” and therefore inconsistent with the CEQA Guidelines.

As described in the DEIR, Section 4.12 and Table 4.12-6, cumulative analysis of population, housing and employment is based on citywide growth and development based on total Citywide growth projections from the SCAG RTP/SCS. The distribution of this total growth among the Community Plan areas is not necessary to adequately analyze cumulative impacts.

As discussed in Section 4.0 of the DEIR (page 4.0-5) and in DEIR Appendix B, the DEIR cumulative impact analysis considers SCAG’s citywide growth forecasts RTP/SCS. As noted in Section 4.17, *Utilities and Service Systems*, of the DEIR (page 4.17-7), impacts to utilities are analyzed assuming growth and demands placed on utilities and service systems based on SCAG citywide projections. As noted in Section 4.13, *Public Services*, of the DEIR (page 4.13-14), the analysis of cumulative impacts related to public services also considers SCAG citywide growth projections. For transportation, the City uses the Transportation Demand Model, the best

available methodology and data at the time, the City has to model cumulative impacts. The TDF is updated based on SCAG forecasts. Air and GHG impacts are already cumulative models for the air basin and earth's climate. The City finds it has used the best data and models available to analyze cumulative impacts from the project and planning areas outside of the DT Plan Area is not part of this project.

Finally, the commenter has not shown with substantial evidence or explained with any specificity how the cumulative analysis is lacking in substantial evidence without providing full citywide distribution by community plan area for 2040 or that the Proposed Project would contribute to a significant cumulative impact.

Response 4-25

The commenter suggests that additional information about the current condition of Downtown Area parks is needed in order to provide an accurate baseline against which Proposed Project impacts can be measured. While it is agreed that additional information about current park use and conditions would allow further "fine tuning" of the DEIR analysis of potential impacts related to the deterioration of existing parks, such fine tuning is not necessary to make a determination of whether or not the Downtown Plan may result in the deterioration of existing parks or the construction of new parks. As discussed in Section 4.14, *Recreation*, the lack of available space of parks is expected to limit the potential for new park construction and, in part because of this, the potential for physical deterioration of existing parks due to overuse is identified as significant and unavoidable. Additional information about the condition of individual parks would not be expected to change this conclusion. Nevertheless, in response to this comment, the following has been added as the third paragraph under "Downtown Plan Area Existing and Planned Parks" on page 4.14-2 of Section 4.14, *Recreation*, of the DEIR:

The Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment prepared by Los Angeles County in 2016(https://lacountyparkneeds.org/wp-content/uploads/2016/06/ParksNeedsAssessmentSummary_English.pdf) identifies the Downtown Plan Area and surrounding neighborhoods as having "very high" park needs. This suggests that, as noted above, the Downtown Plan Area has a current shortage of parks and that, as a result, existing parks experience high levels of use.

In addition, the last paragraph under "Downtown Plan Impact" on page 4.14-8 of Section 4.14 has been revised to read as follows:

Existing regulations and Downtown Plan policies would provide funding for the provision of new recreational facilities and some Downtown Plan policies would also support the maintenance of existing facilities. However, as discussed in the Setting, existing and planned parks serving the Downtown Plan Area currently fail to meet the City's four acres per 1,000 residents goal for neighborhood and community parks and already experience high levels of use; therefore, although recreational needs are often met in different ways in highly urban settings (e.g., use of private gymnasiums and recreational facilities, use of public rights-

*of-way for walking and jogging), the more than threefold increase in population accommodated by the Downtown Plan combined with the constraints on new park development in Downtown Los Angeles (discussed under Impacts 4.14-2 and 4.14-3 below) and high levels of use of existing Downtown Plan Area parks would be expected to substantially increase demands upon existing recreational facilities. All of the parks listed in **Table 4.14-1** could be adversely affected by the increase in population for the Downtown Plan Area, which may cause and accelerate deterioration of those existing parks. Impacts related to the deterioration of existing parks would be **potentially significant**.*

These clarifications do not affect the DEIR findings or conclusions or involve any new or increased severity significant environmental effects beyond those already identified in the DEIR.

As discussed in Response 4-17 above, the COVID-19 pandemic is a temporary situation that is not expected to continue to be an issue by the 2040 horizon year for the Downtown Plan. In addition, the appropriate baseline for consideration in EIRs is the condition in place at the time of the NOP. As such, updating the baseline for parks to account for the current pandemic would be inappropriate and would not provide meaningful additional information about the Proposed Project's impacts.

With respect to mitigation, the EIR preparers considered whether feasible measures for the impact related to physical deterioration of parks beyond existing and proposed policies may be available, but were unable to identify any. Of course, the City remains open to additional ideas about how to address potential park deficiencies, but the commenter has not provided any suggestions for mitigation.

While the Parks Dedication and Fee Update ordinance stipulate fees that are impactful on a citywide level, the Downtown Plan does not designate land or facilities for parks that the City or other governmental agencies do not own. The commenter asks why the City cannot allocate Quimby funds to fix deteriorating park facilities within Downtown. However, the fee can be only used for acquiring new parkland or fund capital improvements at existing parks. Moreover, determination on how funds are allocated is based on the location of projects that pay the fee. The funds are distributed for new parks or capital improvements of existing parks within two (for neighborhood parks), five (for community parks) or ten (for regional parks) mile radius of development projects that contribute towards the fee². Therefore, as suggested by the commenter, no specific commitments that the funds be allocated to downtown parks can be made. Nevertheless, based on the above, it can be assumed that the fee will contribute to improving park resources in proximity to where development occurs. In addition, to address an expanding need for open space, parks, and recreation facilities, the Downtown Plan offers development incentives for projects that provide publicly accessible open space, or community facilities, or that pay into a Community Benefits Fund, which serves to fund such spaces. The incentives proposed under the Proposed Project have been calibrated with the benefit of expert economic analysis, to ensure feasibility of use.

² Meghan Luera, Department of Recreation and Parks, Phone Communication, July 28, 2022

As described above, while well-designed and well-maintained open space is critical to a vibrant and sustainable city, creating new open space to meet the recreational needs of Downtown’s growing community continues to be a challenge due to the limited amount of land available for open space in Downtown’s dense urban center. Moreover, Community Plans provide the vision for the Plan Area which are implemented through land use regulations that are enforced by the City, but do not directly allocate space and development of open space. Regardless, requiring new parks as mitigation would be undesirable in light of the high demand for housing, high land costs and the scarcity of undeveloped land in the Downtown Plan Area. Furthermore, there is no dedicated funding source for adding new parks in the Plan Area. Therefore, the Plan includes feasible policies and programs to generate publicly accessible open space through incentives, as further described below.

The Downtown Plan seeks to encourage the provision of open space goals by incentivizing the incorporation of publicly accessible open spaces (POPs) on private land. Acknowledging the land and cost constraints associated with the development of large-scale public open space, the Downtown Plan introduces an incentive system to create publicly accessible open space as part of new private developments. This is intended to encourage a network of publicly accessible open spaces in a variety of forms, sizes and amenities throughout the Plan Area that can expand incrementally as new growth occurs. To ensure these open spaces are welcoming to the public and actively utilized, requirements related to design and management and other key qualities for successful public open space are incorporated into the Plan, such as its relationship to the street, seating, and shade regulations. The Plan also introduces a Community Benefit Fund that could be allocated for maintenance, or rehabilitation of existing parks or towards acquisition of land for new parks.

The current adopted zoning, only requires residential projects to provide open space onsite. However, under the Downtown Plan, all projects – including residential and non-residential projects – are required to provide outdoor on-site open space. Although private, ensuring both residential and commercial projects contribute to open space will help reduce the demand on public parks overall. In addition, Development Standards of Article 4 of the New Zoning Code reinforce pedestrian orientation near open space through access standards depending on the size of the lot, lot width, and if a lot either abuts a public right-of-way or is zoned with an Open Space Use District on at least two opposing lot lines. By locating greater development potential and design aspects that build inclusiveness and liveliness like pedestrian-oriented design in activated paseos that connect to open space, these standards ensure open space is conveniently accessible, highly integrated into surrounding development, and continue to promote walkability.

More broadly, implementation of some Downtown Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as parks, plazas, and streetscape improvements. Within City Planning, future department efforts for open space will include the update to the Open Space Element of the General Plan which includes goals, objectives, policies, and programs related to open space and conservation in the City of Los Angeles.

As identified below, a number of policies in the Downtown Plan support the provision of Open Space within the Downtown Plan Area:

LU 1.3: Establish an incentive zoning system that delivers public benefits such as affordable housing, public open space, historic preservation, and community facilities to Downtown communities.

LU 4.3: Promote shared on-site amenities, including usable open space in new development projects.

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 25.2: Encourage usable outdoor open space that is accessible to the public as part of new development.

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LU 42.5: Support an improved public realm, including a range of open space types that can offer opportunities for culturally relevant and multi-generational recreation, rest, and social interaction.

Chapter 4 of the Draft Plan for the Downtown Plan examines in further detail how the Downtown Plan supports public realm and open space, as detailed below:

- **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 1.2:** Prioritize the development of public open space in underserved communities to improve access to open space.
- **PO 1.3:** Support the creation of different open space typologies, such as parklets, dog parks, and other facilities, to serve a variety of users and needs.
- **PO 1.4:** Encourage the development of active and welcoming publicly accessible private spaces through zoning incentives to increase access to open space.
- **PO 1.5:** Ensure that publicly accessible private open spaces are connected to and clearly accessible from the street with signage that indicates public access and hours of operation.
- **PO 1.6:** Improve access to existing public spaces through enhanced wayfinding, lighting, and mobility network connections.
- **PO 2.4:** Support the utilization of remnant spaces such as odd angle intersections and dead-end streets as public open space.

These goals and policies of the Downtown Plan clearly demonstrate support for coordination across other city agencies to facilitate the creation of new open spaces within **Downtown**.

Response 4-26

The commenter questions whether or not the DEIR adequately analyzes ancillary impacts, such as increased GHG emissions, of parks and recreational facilities that may need to be constructed for the Downtown Plan.

As mentioned in Response 4-25 the Plan includes several strategies to encourage a range of park typologies. Catalytic parks referenced in the policy document refer to aspirational parks and the ongoing rehabilitation of existing parks such as Pershing Square. The Plan introduces new requirements for non-residential projects to provide onsite outdoor space as well as an Open Space incentive to facilitate neighborhood park space throughout the Downtown area. Additionally, the Plan introduces a Community Benefit Fund that could be allocated for park land acquisition, maintenance, or rehabilitation.

As to the impacts from any new park facilities, the DEIR addresses how the impacts would be anticipated to be similar to those associated with other types of infill development that is analyzed in the EIR. As stated in Section 4.14, *Recreation*, construction of new or expanded neighborhood or pocket park facilities to serve the Downtown Plan Area would occur in the urban center. Construction of new parks would be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Tree Ordinance and Noise Ordinance, and the California Building Code, including CALGreen requirements.

Potential environmental impacts of construction and operation of any new parks, as an allowed land use, have been evaluated throughout this EIR. Construction and operational impacts to air, noise, traffic, as well as other impacts of new development are discussed throughout the DEIR. It is not foreseeable that impacts from the construction of new or expanded parks in the Downtown Plan Area would have greater or different impacts than those identified in this EIR for construction or operations.... the construction of a new park facility or expansion of an existing park facility would require a project-specific environmental analysis under CEQA to address any site-specific environmental concerns.” (DEIR at 4.14-11 to 12.)

However, as noted in the DEIR, available space for new parks in and adjacent to the Downtown Plan Area is limited so the DEIR concludes that new park demand associated with Downtown Plan Area population growth is unlikely to be met through the development of new parks. Consequently, impacts related to the construction of new parks are identified as less than significant under Impact 4.14-2 in Section 4.14 while the impact related potential physical deterioration of existing parks under Impact 4.14-1 in Section 4.14 has been identified as significant and unavoidable.

LETTER NO. 5

Adrian Scott Fine, Director of Advocacy, Los Angeles Conservancy

Response 5-1

The comment is recommending changes to the Downtown Plan and has not raised issues with the DEIR. However, to the extent the comment raises questions about the accuracy of the project analyzed in the DEIR related to Cultural Resources, the following response is provided.

The commenter suggests that SurveyLA data, findings, and analyses should be incorporated into the Downtown Plan and asks to review the plan prior to introduction at the City Planning Commission.

The data, findings, and analysis of SurveyLA are incorporated into the Downtown Plan's specific land use and zoning recommendations that require contextual development in historic districts through massing, facade, and building material regulations. The Proposed Project applies a combination of regulations for Zoning Form Districts, Frontage Districts, and Use Districts to reinforce varying built environments. Form District tools are used to prescribe context-sensitive Floor Area Ratios (FARs), and, in strategic places, height limitations or upper story step-backs. Please see **Master Response No. 2 – Historic Resources** for a detailed discussion on the zoning tools to reinforce the historic and cultural neighborhoods as well as procedures in the CPIO to encourage preservation of historic resources, including those identified through SurveyLA.

Information from SurveyLA is included in Section 4.4, *Cultural Resources*, of the DEIR. SurveyLA data is managed and published by staff of the Office of Historic Resources within the DCP. SurveyLA reports, maps, and figures can be found on the DCP Website in both PDF and interactive map form. Hard copies are available on request.

The Downtown Plan incorporates regulations that will assist in further protecting both eligible and designated historic resources identified under Survey LA. (See DEIR at 4.4-39 to 42.) The Downtown Plan introduces a new process that requires historical resource review of projects involving a majority of eligible historic resources identified in SurveyLA, including 124 resources that are individually eligible. See Appendix F, *Chapter V, Historic Resources Subarea D*, of the Downtown Plan CPIO for details regarding this program. In addition, the Downtown Plan includes several incentive-based programs such as the Adaptive Reuse Program and the Transfer of Development Programs to guide the ongoing maintenance and rehabilitation of eligible historic resources and historic districts identified by SurveyLA. See Article 9, Section 9.4.5, *Downtown Adaptive Reuse Program*, and Section 9.3.5, *Transfer Of Development Rights Programs of the new Zoning Code*, for detailed information on these proposed programs. Nevertheless, the DEIR conservatively concludes that the Proposed Project would result in a significant and unavoidable impact related to historical resources based on the 20 plus year plan horizon. See the discussion under Impact 4.4-1 in Section 4.4, *Cultural Resources*, of the DEIR for additional detail.

Response 5-2

The comment is recommending changes to the Downtown Plan and has not raised issues with the DEIR. However, to the extent the comment raises questions about the accuracy of the project analyzed in the DEIR related to Cultural Resources, the following response is provided.

The commenter suggests that a distinction should be made between historic and non-historic adaptive reuse projects, along with the offering of additional incentives to offset costs and challenges associated with historic buildings.

Several of the commenter's recommendations, including allowing eligible adaptive reuse buildings to add additional floor area within the existing building envelope, and a rolling date of 25 years or older to qualify for the Adaptive Reuse Program, are now part of the Downtown Plan. In addition, the City has an existing Regulatory Framework for the protection of historical resources that will continue under the Downtown Plan. Nevertheless, the DEIR concludes that the Proposed Project would result in a significant and unavoidable impact related to historical resources. See the discussion under Impact 4.4-1 in Section 4.4, *Cultural Resources*, of the DEIR, for additional detail. See Article 9, Section 9.4.5, *Downtown Adaptive Reuse Program (Appendix P)*, for the most up to date information on this program.

Response 5-3

The comment is recommending changes to the Downtown Plan and has not raised issues with the DEIR. However, to the extent the comment raises questions about the accuracy of the project analyzed in the DEIR related to Cultural Resources, the following response is provided.

The commenter requests that the City retain the summer 2020 proposal to apply consistent maximum building heights within the Historic Core, expand the Historic Core, and include language acknowledging the preservation and rehabilitation of existing historic resources.

As suggested by the commenter, the Broadway Community Design Overlay (CDO) is being incorporated into the Downtown Plan. Many of the relevant regulations in the document are incorporated into the New Zoning Code. For example, similar to the standards in the Broadway CDO, new infill buildings in the historic core that exceed 12 stories in height, will be required to step-back 30 feet from the front property line to ensure compatibility with the general datum line currently present in the area, and ensuring that the prevailing streetwall of 10 to 12 story buildings that defines the Broadway Theater and Commercial National Register District, Spring Street National Register District, and adjacent Hills Street eligible historic district remains visually prominent. The Downtown Plan also includes a mandatory discretionary process wherever demolition or other work is proposed that would compromise the eligibility status of Contributing features within any of the aforementioned designated or eligible historic districts. In addition, the Downtown Plan includes an array of zoning standards such as horizontal and

vertical banding; differentiation of the facade into base, middle and top; entrances with focal features, frequent entrances, etc., to ensure new buildings continue to reinforce the character defining features of the historic core.

The allocation of developmental potential throughout the Plan Area as expressed in FAR and height are reflective of a thoughtful growth strategy to meet the overarching objectives of the Plan, primarily to accommodate substantial growth in Downtown; concentrate housing and jobs near transit and in areas that already have high intensity of development; promote compatible development that reinforces neighborhood identity through height limits, where appropriate, and Form and Frontage zoning standards tailored to neighborhood characteristics. Nevertheless, the DEIR concludes that the Proposed Project would result in a significant and unavoidable impact related to historical resources. Please see the discussion under Impact 4.4-1 in Section 4.4, *Cultural Resources*, of the DEIR, for additional detail.

LETTER NO. 6

Derek Galey, Latham & Watkins LLP

Response 6-1

The commenter suggests that the DEIR should incorporate the 670 Mesquit Project into the environmental assessment of either the Downtown Plan itself, as part of the cumulative impacts, or as part of Alternative 3. The commenter also suggests that 670 Mesquit project was not considered in the cumulative analysis for the Proposed Project.

As described in the DEIR, the Proposed Project does not directly entail construction of individual development, and therefore, any individual development project, including 670 Mesquit are not part of the Proposed Project. However, 670 Mesquit would be part of cumulative projects as the application was already accepted by the city and vesting rights have been obtained. Cumulative analysis for projects at the scale of a community plan typically do not rely on a project list for cumulative impact analysis but instead consider the overall growth projections. See page 4.04 of DEIR Section 4.0, *Environmental Analysis*.

The commenter does not offer any evidence to show that specifically not calling out a project as part of the cumulative analysis for the Proposed Project or Alternative 3 would make a difference to any of the cumulative impact conclusions. Therefore, the commenter's suggestion to update the Proposed Project to include the 670 Mesquit project as part of the cumulative project list does not raise any issues related to environmental impacts. The DEIR is a Program EIR that analyzes the potential environmental effects of all growth in the Downtown Plan Area through 2040, including specific projects such as the 670 Mesquit Project. The growth forecasts considered in the DEIR include 99,000 new housing units in the Downtown Plan area as well as 176,000 new residents and 86,000 new jobs. These forecasts fully account for the 670 Mesquit Project, which includes 308 residences, 944,000 square feet of office space, 136,000 of retail space, and 236 hotel rooms. Please see Section 4.12, *Population, Housing, and Employment*, of the DEIR on pages 5-37 to 5-52.

Response 6-2

The commenter again suggests that the FEIR should incorporate the 670 Mesquite project in its review. Please see Response 6-1 above. The 670 Mesquite project has been accounted for in the growth forecasts considered in the DEIR. In addition, please see **Master Response No. 1 – General Comments and Non-CEQA Issues**. No further response is required because the comments express an opinion or general statement related to the Proposed Project, and do not relate to the adequacy of the analysis included in the DEIR. The commenter's statements will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

LETTER NO. 7

John Given, Law Office of John P. Given

Response 7-1

The commenter suggests that the DEIR misleads the public in suggesting there will be future environmental review on all development, including development made ministerial by the Proposed Project. The commenter notes that future development may be exempt from future environmental review if developers build in appropriate zones and, therefore, development would not undergo environmental review.

It is true that future development in the Downtown Plan Area may not be subject to additional environmental review under CEQA if the subsequent approval is ministerial. Ministerial approvals are exempt from CEQA. PRC Section 21080(b)(1). The statement quoted on page 3-3, is accurate. The Proposed Project will not directly result in development. The Proposed Project does not include any development proposals. The commenter has not identified any statement in the DEIR that indicates future ministerial projects will be subject to CEQA review.

The DEIR analyzes to the extent reasonably possible, the impacts that will result from reasonably anticipated development from the Proposed Project, including future ministerial projects. The comment does not identify any specific analysis in the DEIR that lacks substantial evidence. No further response is necessary.

Notwithstanding the above, it should be noted that all projects allowed by the Proposed Project, including ministerial projects, would be subject to the zoning standards and environmental protection measures established under the Project. These regulatory features set forth specific regulations that mitigate environmental impacts identified by this EIR as development occurs.

Response 7-2

The commenter suggests that the DEIR does not adequately address the impacts that displaced industrial development may have on the environment and requests that these be analyzed in the FEIR. The commenter states that the FEIR will be incomplete and inadequate if this is not done.

It is possible that the owners of some established industrial uses may choose to relocate to other areas of the Los Angeles region, either as a result of economic and market trends that are occurring separate and apart from the Project, or as a result of changing conditions in the Downtown Plan Area. However, as discussed under Impact 4.10-2 starting on page 4.10-29 of the Land Use and Planning section of the DEIR, although some zones would prohibit the reconstruction of certain heavy industrial uses, the Downtown Plan retains General Plan designations that continue to accommodate, and in some instances prioritize, existing industrial land uses and no provision of the Downtown Plan requires the relocation of industrial facilities. Moreover, even if the owners of industrial facilities elect to relocate, neither the destination of such facilities nor the nature of any replacement facilities can be predicted with any degree of certainty. Thus, any analysis of impacts associated with any relocated facilities

would be speculative. Per Section 15145 of the CEQA Guidelines, lead agencies are not to engage in speculation in CEQA documents. The comment does not present substantial evidence to support the claim that industrial uses will be displaced, and that said displacement will cause industries to move to other parts of the city and region. Industrial operators relocate their facilities for a variety of reasons. Certain industries have relocated to other portions of the Southern California region, such as food distributors relocating to the Inland Empire. This type of trend is a result of market forces rather than specific regulatory restrictions applied in the Project Area.

The Downtown Plan includes a number of strategies to reinforce the industrial and jobs production emphasis in the eastern portions of the Plan Area. To maintain this existing opportunity for existing and future industrial uses, the Plan retains permissions for heavy industrial activities in areas where transit access is limited, street designations facilitate goods movement, allow for the movement of large equipment and distribution, and manmade features such as freeways create distance from the heavy industrial activities and nearby residential, or other sensitive uses. Industrial mixed-use zones are applied in areas that are transitioning from rail-oriented conventional industrial districts to mixed-use areas that facilitate a range of employment-focused land uses and emerging industries including light manufacturing, distribution, production, artisanal manufacturing, and garment manufacturing among others. These areas also allow for complementary commercial uses such as office, retail, and services, which are needed to support the broader range of employment focused uses described above.

The Downtown 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 (I1 and I2 Use Districts) would prohibit residential uses and limit commercial uses to activities that are compatible with and support industrial uses. Areas generally buffered by freeways will be zoned to allow heavy industrial uses (I2 Use District) to minimize potential health risks of these uses on other neighborhoods, where a number of people live and work, whereas other areas within the Production designation will allow for a broader range of industrial-focused land uses (I1 Use District). To promote the development of employment-focused districts, , including emerging lighter industrial employment sectors, the Plan proposes Hybrid Industrial and Markets designations. The zoning allowed within these designations (IX1, IX2, IX3, and IX4 Use Districts) would allow for a flexible mix of uses to support a variety of employment opportunities including light industrial, commercial, live/work, and limited residential uses – consistent with the policies to provide land for the retention and attraction of new industries but prohibit heavy industrial uses that pose health risks. Allowing for the introduction of commercial and limited residential uses in these areas would support the development of new industry clusters, while retaining existing industrial and commercial employment uses. Moreover, the Hybrid Industrial and markets designation only allows residential uses when a minimum portion of the building is reserved for light manufacturing, artisanal manufacturing, and/or office uses. Zoning districts applied in Hybrid Industrial and Markets areas would sustain viable 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.

Response 7-3

The commenter suggests that the FEIR should analyze the environmental impacts of shade and shadows in the Arts District and on the Los Angeles River.

Shade and shadows are not specified as potentially significant environmental effects in Appendix G of the CEQA Guidelines. Nevertheless, the DEIR considers shade/shadows under Impact 4.1-3 in Section 4.1, *Aesthetics*. While increased shadows are noted throughout that impact discussion, shadows associated with new development would not conflict with City design policies and would not result in significant effects under CEQA. The discussion of the Hybrid Industrial area on page 4.1-69 acknowledges that [t]he average building heights and associated shadows would increase in this area due to the higher permitted FAR. The discussion does not specify that taller buildings in this portion of the Downtown Plan Area could cast shadows onto portions of the Arts District or on the Los Angeles River so the third paragraph under Hybrid Industrial on page 4.1-69 has been revised to read as follows:

The average building heights and associated shadows would increase in this area due to the higher permitted FAR. Shadows from taller buildings could be cast onto portions of the Arts District or onto adjacent portions of the channelized Los Angeles River. Along the River, maximum base story heights would range from five to 15 stories, and maximum bonus story heights would range from five to 18 stories. This would result in a more intense urban visual character that some may perceive as an adverse change from existing conditions. However, it is anticipated that the general visual character of areas with these designations would generally be improved by reasonably anticipated development from the Downtown Plan due to the addition of active pedestrian amenities and resources, and the addition of points of visual interest with creative, flexible building structures in industrial areas.

This clarification does not change the DEIR findings or conclusions relative to shade and shadows as the fact that shadows could be cast onto areas and facilities does not represent a conflict with any adopted design policy. It should also be noted that the portion of the Los Angeles River that is adjacent to the Downtown Plan Area is channelized and lacks native biological habitats that could be adversely affected by increased shading. Additionally, existing railway tracks separates the river from most portions of the Plan Area boundary on the east further reducing shade impacts to the river from future buildings. Furthermore, the Los Angeles River Master Plan does not indicate that this segment of the Los Angeles River has been envisioned for re-naturalization, nor does it suggest that building intensity of any particular scale would be contrary to the fundamental goals of the Master Plan. As described in the DEIR, shade and shadows can provide beneficial impacts such as respite from the sun, reduce heat and related impacts, and enhance public spaces. The commenter does not offer substantial

evidence that there will be an impact to the public from additional shade or shadows and no further response is required.

Response 7-4

The commenter suggests that the DEIR fails to adequately analyze the impact of the Downtown Plan and New Zoning Code on historical resources, noting that much of the Arts District is considered an “Eligible-but-not-Designated Resource” and that the Arts District contains many designated Historic Cultural Monuments.

Under Threshold 4.4-1 in Section 4.4, *Cultural Resources*, the DEIR concludes that impacts to historical resources would be significant and unavoidable. The DEIR provides that “[w]ithin the Plan Area, there are 130 state- and/or federally-designated historical resources, including three historic districts, and 138 designated HCMs.” Moreover, as noted by the commenter, the DEIR identifies the “eligible but not designated resources” in the area from SurveyLA. See Figure 4.4-1f on 4.4-22. The Downtown Plan does not call for the removal or alteration of historical resources, development on or adjacent to sites containing historical resources that occurs through the duration of the Downtown Plan’s implementation may cause either direct or indirect effects. Direct effects include “demolition or alteration of a historical resource’s physical characteristics that convey its historical significance,” while indirect effects include “creating a visually incompatible structure to a historical structure[.]” Despite these impacts, “[t]he provisions in the Cultural Heritage Ordinance [would] reduce impacts to historic properties in the City[.]” Furthermore, “[i]n addition to the citywide Cultural Heritage Ordinance the Downtown Plan includes a number of policies and zoning strategies intended to encourage the protection, rehabilitation, and reuse of existing historical resources in the Downtown Plan Area[.]”

The Downtown Plan’s CPIO (Appendix G) outlines procedural requirements for Eligible Historic Resources within Subarea D, that generally encompasses the Arts District neighborhood, including the Downtown Los Angeles Industrial Historic District and those identified as a contributor to a historic district or individual resource by SurveyLA. These requirements 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 not compromise its eligibility. Specifically, projects that comply with the Secretary of the Interior’s Standards for Rehabilitation are permitted a ministerial approval process per the CPIO. Projects that do not comply with the Secretary of the Interior’s Standards for Rehabilitation are required to undergo discretionary approval and are subject to CEQA. Please see **Master Response No. 2 – Historic Resources**.

The commenter is correct that the DEIR does not explicitly call out the Downtown Los Angeles Historic District by name under the analysis of Proposed Project impacts; nevertheless, as the commenter acknowledges, Figure 4.4-1f of the DEIR (page 4.4-21 of Section 4.4, *Cultural Resources*) identifies this potential district, as well as eight others, and the analysis acknowledges the potential significant impacts to historical resources, including historic districts that could occur over the plan horizon.

Response 7-5

The commenter states that a lack of visual evidence of existing photos and simulations of future conditions for the Arts District Area and the River to show how shadows and massing will impact the area, decisionmakers and the public are deprived and suggest the DEIR impact conclusions are not supported. Additionally, the commenter suggests the DEIR statement that future development would likely benefit the visual character is not supported with evidence and is speculation.

Pages 4.1-61 through 4.1-67 of the DEIR include a series of figures that depict conceptually what future development could look like in the context of existing development within the Plan Area. It is true, these do not contain visual simulations specific to the Hybrid Industrial area. Based on the size and scale of the Plan Area, it was not found feasible to simulate all changes to the Plan Area from the Proposed Project. However, it was also found to not be necessary, as the simulations included in the DEIR demonstrate what the visual effects from changes to massing occur. Additionally, pages 4.1-69 and 4.1-70 in Section 4.1, *Aesthetics*, of the DEIR include specific discussion of the Hybrid Industrial area. Under “Hybrid Industrial” on page 4.1-69, the DEIR states “it is anticipated that the general visual character of areas with these designations would generally be improved by reasonably anticipated development from the Downtown Plan due to the addition of active pedestrian amenities and resources, and the addition of points of visual interest with creative, flexible building structures in industrial areas.” Furthermore, page 4.1-70 states that “[n]ew development would be designed with contextual form and frontage regulations, to be compatible with existing visual character.”

Shade and shadow effects are also described in the DEIR (see Response 7-3). The DEIR provides at page 4.1-70:

The taller buildings could potentially increase shade effects along public spaces, such as public rights-of-way (i.e., sidewalks and roadways) or parks. These shade effects are characteristics that are commonly found in an urban environment. The increased shade effects also can be considered beneficial, particularly during warmer seasons and sunny days, by providing cooling and cover from high heat days. Additionally, shade effects could make an urban environment more pedestrian friendly. Thus, the potential increase in shade and shadows are not expected to substantially degrade the existing visual character or quality of the CPA.

The commenter has not provided substantial evidence supporting a finding that a significant impact will occur from degradation of the visual character. The commenter has not explained why simulations are necessary for the City to satisfy its obligations under CEQA to make a good faith effort to disclose the environmental effects of the Proposed Project.

Moreover, the Proposed Project includes many standards to protect and enhance the visual character of the Plan Area, including the Arts District area and along the Los Angeles River. Through the use of objective and mandatory zoning standards, proposed zoning Form and Frontage Districts facilitate contextual building placement, massing, and facade design-whether facing a street, alley, river, or located in a historic setting. Forms

Districts that are applied along the river have standards calibrated specifically to ensure the larger parcels are broken down into smaller “human scale” blocks to encourage east/west pedestrian circulation and view corridors towards the River. The MM1 form district stipulates a 160-foot maximum building width with a 15-foot minimum building break, and the MB2 form district stipulates a 280-foot maximum building width with a 25-foot minimum building break. The MM1 and MB2 form districts require a 20-foot setback along river-oriented property in order to ensure river yards are in proportion with the scale of development anticipated along Downtown’s river-fronting lots. All river fronting lots in Downtown are separated by rail infrastructure 200-feet or more in width, significantly reducing the direct impact of taller buildings potentially looming over the river channel. Additionally, the Plan’s zoning strategy applies a five-story height limit for the rail properties directly abutting the river and generally a 15-story height limit for the properties between the rail lines and Santa Fe Avenue.

Another zoning tool is the application of the Daylight Factory/River (CDR1) frontage district along the Plan’s river-fronting properties. The CDR1 frontage includes standards that ensure buildings are oriented toward the river by providing river-fronting entrances, a minimum amount of facade transparency, facade articulation, parking setbacks, and a requirement that 75 percent of the surface of a property’s rear setback area along the River is landscaped with plants and trees included in the RIO’s list of native and Watershed Wise vegetation. This strategy is intended to result in a Downtown riverfront made up of engaging building frontages with appropriately landscaped outdoor spaces that help soften and green the existing hardscaped industrial character of the Downtown riverside. These zoning tools seek to reinforce the character of the neighborhood and ensure visual access to the Los Angeles River.

Remaining portions of the Arts District are proposed to be zoned with the Daylight Factory (CDF1) frontage district, which, similar to CDR1 described above, requires minimum building transparency requirements, fenestration depth and placement requirements, exterior material requirements, and floor-to-ceiling minimum height requirements, collectively intended to ensure that infill construction is complementary to the prevailing pattern of so-called daylight factories within the Arts District.

Thus, contrary to what the commenter suggests, the DEIR and proposed zoning tools provide information in support of and the rationale behind the conclusion that Downtown Plan Area development would generally improve visual conditions in the Downtown Plan Area and in the Hybrid Industrial area specifically.

Response 7-6

The commenter suggests that the City should consider whether some of all of the best practices laid out in Appendices B-E of the Draft Community Plan Implementation Overlay (CPIO) in Appendix G should be mandatory requirements. Please see Response 7-3, 7-4, and 7-5 which offer detailed description of the many mandatory requirements set forth by the Project to address the preservation and rehabilitation of historic resources within the Arts District, as well as the zoning standards that address context-oriented building design for future development projects. The Historic Cultural Neighborhoods Best Practices, Appendix C of the CPIO is an

advisory set of qualitative design guidance that is intended to complement the many and varied objective and mandatory development standards described in 7-3, 7-4, and 7-5. With respect to impacts to historical resources, the Proposed Project does not introduce any features that would preclude implementation of, or alter existing policies or procedures related to historical resources. In addition, the Proposed Project incorporates standards that will assist in protecting eligible historical resources, in addition to the existing Regulatory Framework in place for the protection of designated historical resources. 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. However, zoning Frontage District requirements are objective development standards, and thus comply with Senate Bill 330. Additionally, please see **Master Response 2 – Historic Resources**.

Response 7-7

The commenter suggests that the DEIR’s Cultural Resources analysis is incomplete and inadequate due to the discrepancy between what is considered mandatory development requirements between the Community Plan Implementation Overlay (CPIO) in Appendix G and the DEIR. The commenter’s suggestion that the requirements discussed DEIR are voluntary is incorrect. As described in the DEIR, new future developments in Hybrid Industrial designated areas are subject to many varied objective design standards regarding articulation, entrances, entry-features and transparencies as well as allowable materials that would reinforce the historic industrial character of this area. These are part of the Form and Frontage District requirements under the New Zoning Code & therefore mandatory. The CPIO includes a set of design best practices that are separate and apart from the above zoning regulations. These design best practices are more subjective in nature and are not mandatory per Senate Bill 330, which prohibits cities from requiring new non-objective design standards. They serve as advisory “best practices” (CPIO Appendix C) that are intended to complement, on a voluntary basis, the numerous mandatory development standards described within 7-5.

In addition, as discussed in Response 7-3 and 7-6, the CPIO sets forth mandatory procedures to address the preservation of identified eligible historic resources (e.g., resources identified in SurveyLA as potentially eligible as an HCM). The commenter has noted only the advisory best practices of CPIO Appendix C, without noting the other requirements described or referenced herein Please see Response 7-3, 7-4, 7-5, and 7-6 and refer to **Master Response 2 – Historic Resources for a discussion of the façade zoning regulations**.

Response 7-8

The commenter suggests that the City should require the non-mandatory best practices identified in Appendix C for the Arts District area to be imposed as a mitigation measure, even if those mitigation measures will not lower the impact to below significant. As discussed in **Master Response 2 – Historic Resources**, the Plan introduces a range of regulations to protect historical resources, including requiring a building permit to be approved for any replacement project before demolition occurs to avoid preemptive demolition of potentially eligible historic resources; procedural requirements 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; and providing written pre-demolition notice to abutting property owners and occupants, the applicable City Council Office, and the Certified Neighborhood Council Office representing the site prior to the issuance of a permit for the demolition of a building over 45 years old, and posting a public notice of application for demolition on a placard at the site at least 60 days prior to the date of issuance. In addition, the Downtown Plan includes mandatory Zoning Frontage Districts for the Historic Core and Arts District that include more detailed development standards addressing building materials and architectural features, the arrangement and depth of fenestration, and floor-to-ceiling heights, 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 Downtown Plan also incentivizes preservation and continued use of existing buildings through the Adaptive Reuse incentives and Transfer of Development Rights (TDR) programs.

Senate Bill 330 prohibits cities from adopting new non-objective design guidelines. Many of the objective design standards that were part of the Downtown Design Guide, and the community design overlays have been incorporated into the New Zoning Code provisions (Appendix P), such as Form District, Frontage, or Development Standards. These are objective development standards, and thus comply with Senate Bill 330. Non-objective standards, that cannot be mandatory requirements due to SB 330 have been memorialized as best practices in the CPIO appendix (Appendix G). The Best Practices documents offer ideas on how new developments can respond, respect, and contribute to the distinct historic cultural neighborhoods of Downtown and complement the regulations in the zoning code. The proposed best practices are non-objective in nature, relating to the way proposed new development would respond to existing context in a non-quantifiable and situational manner, and thus cannot be incorporated as objective regulatory standards.

As described above, additional mitigation measures beyond the programs, zoning tools and incentives described above to reduce potential impacts to historic resources are not as they place additional burdens and barriers on urgently needed housing. Furthermore, the application of Appendix C as a mandatory mitigating obligation would fail to address the concerns stated about preservation of historic resources, or appropriate infill building design to the degree of specificity already set forth by the zoning form and frontage districts as described in 7-3, 7-4, 7-5, and 7-6. Additional regulations suggested by the commenter to control the number of buildings permitted to take advantage of development bonuses within a certain distance of one another or within a particular area would burden new development, including urgently needed housing and would contradict the primary objectives of the Plan to accommodate growth close to transit and civic resources, and as such are found to be infeasible.

Based on the above, the impact is identified as significant and unavoidable. Additionally, please see Responses 7-3, 7-4, 7-5, and 7-6 above.

Response 7-9

The commenter suggests that the Land Use analysis in the DEIR is incomplete, suggesting that the Downtown Plan is inconsistent with the City's industrial policy, as expressed in the General Plan Framework and other policy documents.

The commenter is correct that, as detailed throughout the comment, the City has relatively limited industrial land and policy objectives expressed in the General Plan Framework and other City planning documents is to generally preserve industry, and that industrial properties throughout the City are in many cases used for other purposes, such as commercial activity and housing. It is also true that, as noted by the commenter, the Downtown Plan would reduce the overall acreage in the Downtown Plan Area dedicated to industrial land uses. As noted by the commenter and illustrated in Tables 4.10-1 and 4.10-2 in Section 4.10, *Land Use and Planning*, of the DEIR, the overall acreage of land designated for industrial activity is proposed to drop from 1,520 acres to 1,372 acres. This represents about a 10 percent reduction in industrially-designated land in the Downtown Plan Area. In addition, some land currently designated "Heavy Industrial" is proposed to be redesignated "Hybrid Industrial" and "Markets". However, contrary to what the commenter suggests, these designation changes would not eliminate allowances for industrial activity, but rather are merely aimed at accommodating the evolving nature of industrial activities. Moreover, the higher development potential with higher FARs allowed under these designations as compared to the current "Heavy Industrial" and other designations would offset the reduction in overall industrially-designated land. As noted on page 4.10-21 of Section 4.10,

The Downtown Plan 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 Downtown Plan will enable higher intensity of employment uses within these areas, while accommodating limited residential uses in proximity to job-generating uses.

In addition, the contention that allowing non-industrial uses in some industrial land use categories would necessarily result in the loss of industrial activity is inaccurate. Residential and commercial uses are currently allowed in industrial areas. For example, live/work housing is permitted in existing buildings, and offices, commercial services, retails, and restaurant uses are permitted in the current M2 and M3 industrial zones. The Hybrid Industrial designation only allows residential uses when a minimum of 1.5:1 FAR is reserved for specified light manufacturing, artisanal manufacturing, and/or office uses, and where residential uses are designed to specific live/work obligations that require the provision of additional productive space, commercial building

occupancy standards, and minimum average unit sizes among others. In addition, unlike the current M3 zoning, the proposed Production designation (I1 and I2) would not allow any residential uses and would limit retail and restaurant uses. Allowing non-industrial uses does not require land owners to convert industrial lands to other uses, it merely provides this option in case an individual owner determines that industrial activity is no longer viable. In other words, it merely allows individual property owners wider latitude in determining what use is most appropriate for their land based on market conditions. If demand for industrial land remains high, it is anticipated that industrial activity will remain viable and most, if not all owners of industrial lands in the Downtown Plan Area will continue to use their properties for industrial activity. Per the 2007 industrial study cited by the commenter (Los Angeles Department of City Planning and Community Redevelopment Agency, Los Angeles' Industrial Land: Sustaining a Dynamic City Economy, Dec. 2007), the City identified industrial areas within Downtown, and specifically portions of the Arts District, as appropriate, for conversion to additional mixed-uses, and discussed how more nuanced allowances for emerging employment sectors, and uses that can better support such uses, are necessary to ensure a long term employment focus in the Arts District while more conventional and historic industries such as food processing, cold storage, and distribution have begun to locate elsewhere within the Southern California region. Examining both market and economic trends, as well as existing land uses, the 2007 study recommended that some portions of the Arts District transition to allow conventional commercial and residential uses, while others transition to allow limited residential uses while maintaining an industrial employment focus, and others retain a solely industrial employment focus. Given that this study was conducted 15 years ago, there have continued to be shifts in both market trends, as well as on-the-ground land uses, that have informed the more contemporary mix of land uses proposed by the Project. In addition, as part of the Downtown Plan, City staff performed analysis that resulted in the Plan policy recommendations, which included trends and employment distribution, among others.

Finally, as for the contention that loss of industrial land represents a significant impact that the DEIR fails to address, as discussed above, the Downtown Plan would not result in an overall reduction in industrial capacity. Moreover, although individual property owners may choose to close or relocate industrial facilities over time, such closures and relocations would not be a result of the Downtown Plan, but rather of market conditions.

The commenter is correct about the Plan's partial inconsistency with a few of the policies in the Framework Element. As acknowledged in the DEIR, allowing new residential uses would potentially be in conflict with Framework Element Policy 3.14.4 which encourages the City to "limit the introduction of new commercial and other nonindustrial uses in existing commercial manufacturing zone to uses which support the primary industrial function of the location in which they are located." Additionally, it may be in conflict with the language in the Framework Element that calls to "preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents."

However, these policies were not adopted to avoid or mitigate a significant environmental impact. Moreover, as described in the DEIR,

“a conflict between a project and an applicable plan is not necessarily a significant environmental impact under CEQA unless the inconsistency would result in an adverse physical change to the environment. Generally, Community Plan updates reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies (Governor’s Office of Planning and Research 2017). Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan’s overall goals and objectives, but need not be in perfect conformity with every plan policy.”

The commenter’s suggestion that the Plan’s proposed zoning for Hybrid Industrial and Markets are not supported by appropriate studies as required by the Framework Element when industrial land is proposed for conversion to other uses is not accurate. As part of the Community Plan update process, the city did an evaluation of existing conditions, current land use trends, and conducted extensive public outreach to arrive at the proposed zoning designated as Hybrid Industrial, Markets and Production, and these are described further below.

Stakeholder comments during the early phases of the Proposed Project 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.

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

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).

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 Project’s approach to the industrial portions of the Downtown Plan Area. 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, proposed under the New Zoning Code 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.

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 a minimum 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.

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 redesignation 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. 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.

Accordingly, these planning efforts, which informed the Downtown Plan's proposal related to industrial land, reflect "appropriate study" as intended in the Framework Element.

The commenter has suggested that the project should be adapted to "ensure projects requesting development bonuses maintain at least 1.5 FAR for productive uses, exclusive of square footage maintained as private work space within live/work dwelling units." It should be noted that this is already a feature of the Project, and that all projects within the IX4 Use District are required to provide a minimum of 1.5:1 FAR for specified productive uses. In addition, the amendments to the Framework Element further clarify the intent and ensure consistency with the Downtown Plan.

In summary, contrary to what the commenter suggests, the Downtown Plan would continue to accommodate industrial activity and, compared to current community plans, better recognize the evolving nature of industry. Protection of Hybrid Industrial areas from conversion to residential or retail uses is an objective of the Downtown Plan. In addition, FAR for the Arts District has increased from 1.5 to 6:1. Consequently, while some industrial acreage is lost, the increase in FAR would allow for more floor area which could offset the loss and offer a net gain in industrial floor area. The commenter has not demonstrated with that relocation of industrial activity would occur in the Plan Area or offered a methodology to predict the same. There is no evidence to suggest that the Downtown Plan would create the loss of industrial activity that would create the need for construction of new industrial facilities elsewhere and, therefore, there would be no significant environmental impact related to industrial land under CEQA.

Response 7-10

The commenter suggests that the DEIR is inadequate and incomplete because it does not address Article 13 of the New Zoning Code (Appendix P). As mentioned on page 3-54 of the Project Description, the update of Article 13 (Administration) is being undertaken through a separate effort. This effort, known as the Processes and

Procedures Ordinance (CPC 2016-3182-CA), is anticipated before City Council for an adoption vote in the Fall of 2022 ([Council File 12-0460-S4](#)), and was found to be exempt from CEQA pursuant to PRC Section 15061 (b) (3) and CEQA Guidelines, Section 15308 (Class 8). Per Environmental Case No. ENV-2016-3183-CE, “the Processes and Procedures Ordinance modifies administrative procedures for the processing of entitlement requests and appeals and has no effect on the physical environment.” The Processes and Procedures Ordinance establishes Chapter 1A (the New Zoning Code) and centralizes administrative procedures for both the current Zoning Code, Chapter 1 (General Provisions and Zoning) of the LAMC and the New Zoning Code (Chapter 1A) of the LAMC within Article 13 (Administration) of the New Zoning Code.

As described in the Project Description of the DEIR, the increased Project Review (same as the current Site Plan Review in Chapter 1 of the LAMC) thresholds were considered and analyzed in the DEIR. Since it is too speculative to identify which projects would participate in the Community Benefits program at this time, the DEIR as a conservative analysis assumed all projects on a property zoned with Development Standards District 5 with a bonus floor area ratio would access the increased project review threshold. Otherwise, the DEIR analyzes reasonably anticipated development from the Proposed Project. The City does not find that that reasonably anticipated development would be different if the Process and Procedures Ordinance, which generally provides the administrative process for approving development, was included in the Proposed Project.

Response 7-11

The commenter states that neither the proposed zoning code nor the DEIR explain or analyze how the subsequent use of approved community facilities will be assured to be no more impactful than the approved use such that it will not later cause a potentially significant environmental impact. The City has an incentive program that awards a project additional FAR if one or more community facilities or an alternate facility listed in Section 9.3.4, *Community Facilities*, in Article 9, *Public Benefits System*, is provided. The City requires a covenant from the project proponent stating that they will lease the space to the community facility for a minimum of 55 years. After 55 years, the only allowed uses for the space are those that are allowed by the Zoning Code and potential uses are therefore accounted for in the DEIR analysis. In addition, if the space is vacated prior to the required 55-year minimum occupancy, the developer is required to locate another qualifying tenant to avoid being charged a fee. Subsequent to the release of the DEIR and the current draft of the Downtown Plan, the covenant length was revised from 10 years to 55 years.

Response 7-12

The commenter suggests that the City should incorporate long-range planning to protect the Los Angeles River as a scenic resource and disagrees with the DEIR that development would not directly or indirectly affect the river.

The commenter’s opinion regarding the need to better plan for the future of the Los Angeles River is noted. However, as required by CEQA, the DEIR analyzes the impacts of the Proposed Project compared to current conditions. As discussed in Section 4.3, *Biological Resources*, and elsewhere in the DEIR, although the Los Angeles River is identified as a “wetland”, the portion of the Los Angeles River in and adjacent to the Downtown Plan Area is channelized and lacks native biological habitat. In addition, no component of the Downtown Plan would involve any direct disturbance of the river.

The City established the River Improvement Overlay (RIO) along the entire river corridor running through City boundaries. The RIO provides additional development standards aimed at generating more open spaces, habitat appropriate landscaping, and improved design of fencing along the Los Angeles River. The Downtown Plan proposes to remove the RIO (Appendix J) in its current form as a zoning overlay and embed most of its development standards through regulations of the new zoning system. The Downtown Plan also takes the opportunity to build upon the RIO standards by applying more tailored design and building orientation standards that build upon what the RIO standards currently regulate, particularly through Form and Frontage District standards.

The New Zoning Code (Appendix P) proposes Mid-Rise Medium 1 (MM1) and Mid-Rise Broad 2 (MB2) to be applied along the river and have standards calibrated specifically to ensure the larger parcels are broken down into smaller “human scale” blocks to encourage east/west pedestrian circulation and view corridors towards the river. The MM1 form district stipulates a 160-foot maximum building width with a 15-foot minimum building break, and the MB2 form district stipulates a 280-foot maximum building width with a 25-foot minimum building break. Both form districts require setbacks along river-oriented property lines (generally those property lines that align with the edge of the river corridor), consistent with the strategy applied by the RIO. As for height limits, due to the river fronting lots in Downtown that are separated by rail infrastructure 200-feet or more in width, the direct impact of taller buildings potentially looming over the river channel is significantly reduced, therefore, the Plan’s zoning strategy applies a five-story height limit for the rail properties directly abutting the river and generally a 15-story height limit for the properties between the rail lines and Santa Fe Avenue.

Another key component of the Downtown Plan’s river strategy is the application of the Daylight Factory/River (CDR1) frontage district along the Plan’s river fronting properties. The CDR1 frontage includes standards that ensure buildings are oriented toward the river by providing river-fronting entrances, a minimum amount of facade transparency, facade articulation, parking setbacks, and a requirement that 75 percent of the surface of a property’s rear setback area along the river is landscaped with plants and trees included in the RIO’s list of native and Watershed Wise vegetation. Applicable development regulations and measures to protect sensitive biological resources in the existing RIO have been incorporated into Frontage Districts and development standard rules of the New Zoning Code. This strategy is intended to facilitate a Downtown riverfront comprised of engaging building frontages and accessible outdoor spaces.

Broadly, the Proposed Project puts forward numerous zoning strategies that support a contextual place along the L.A. River.

Based on the current condition of the Los Angeles River, there is no evidence of the potential for Downtown Plan Area development to result in significant biological resource impacts and compliance with proposed standards would ensure that Downtown Plan Area development would not conflict with future efforts to revitalize the river. Also, please see Response 7-3, 7-4, and 7-5 above.

Response 7-13

The commenter again suggests that the DEIR is incomplete and inadequate for the reasons previously noted. Please see Responses 7-1 through 7-12 above.

LETTER NO. 8

Beth P. Gordie, Latham & Watkins LLP

Response 8-1

The commenter asks that the Los Angeles aerial rapid transit gondola project (“LA ART”) be acknowledged in the Downtown Plan and the FEIR.

The attachment of the NOP for the LA ART project provided by the commenter is acknowledged but is not relevant to the adequacy of the EIR. Please see **Master Response No. 1 – General Comments and Non-CEQA Issues**. The request to include acknowledgement of LA ART in the Downtown Plan has been forwarded to the City for consideration. The comments do not relate to significant environmental issues or the adequacy of the analysis included in the DEIR. Please see Response 8-3 below for specific additions of LA ART to be included in the FEIR.

Response 8-2

The commenter provides a brief overview of the LA ART project and its consistency with the Downtown Plan goals regarding transit and improving connectivity, sustainable transportation options, land use that supports transit access, reduction in greenhouse gas emissions, improving air quality, and finally mobility and connectivity. Please see **Master Response No. 1 – General Comments and Non-CEQA Issues**. The comment does not raise any new significant environmental issues or address the adequacy of the environmental analysis in the DEIR.

Response 8-3

The commenter states that the FEIR should include the LA ART project as a future transportation improvement in a manner similar to how the DEIR discusses the California High Speed Rail.

The following passage on page 3-9 of Chapter 3, *Project Description*, has been amended to read as follows:

The Central City Community Plan was last updated in 2003 and the Central City North Community Plan was last updated in 2000. Since then, substantial changes have occurred, most notably, completion of the Los Angeles County Metropolitan Transportation Authority (Metro) Gold and Expo Lines, and implementation of the Metro Bike share system; approval and construction of large-scale commercial and residential developments; development of future plans and infrastructural improvements that need to be accommodated, such as the Los Angeles Streetcar, Metro Regional Connector, Aerial Rapid Transit Gondola, and High Speed Rail²; and new growth forecasts through the year 2040, released by SCAG. The proposed update to the Downtown Plan responds to these new conditions and aims to maximize associated benefits from these large scale infrastructure improvements.

The following passage on page 3-13 of Chapter 3, *Project Description*, has been amended to read as follows:

Los Angeles Union Station is in the northeastern portion of the Downtown Plan Area, bounded by Alameda Street, Cesar Chavez Avenue, Vignes Street, and the U.S. 101. East of Union Station is the Los Angeles River and to the west is the City's historic Olvera Street and El Pueblo de Los Angeles State Historic Park, as well as the Civic Center. Union Station is the City's principal transportation hub, home to local, regional, and national transit providers, and the planned site for the Los Angeles Aerial Rapid Transit Gondola and California High Speed Rail (HSR) Los Angeles station.

The following passage on page 4.10-3 of Section 4.10, *Land Use and Planning*, has been amended to read as follows:

Civic Center, El Pueblo, and Union Station. ... *Union Station is the City's principal transportation hub, home to local, regional, and national transit providers, and the planned sites for the Los Angeles Aerial Rapid Transit Gondola and California High Speed Rail (HSR) Los Angeles station.*

Text amendments to include LA ART does not identify or raise any new significant environmental issues or address the adequacy of the analysis included in the DEIR.

LETTER NO. 9

Simon Ha, AIA, Chairman of the Board of Directors, Skid Row Housing Trust

November 11, 2020

Response 9-1

The commenter requests that the City more fully evaluate the environmental, social, and economic impacts of restrictive zoning on housing in the FEIR. As noted on page 4.12-14 of Section 4.12, Population, Housing, and Employment, the “[l]oss of affordable housing and displacement of low-income renters is a social and economic impact, which is not a CEQA impact unless it results in an indirect physical impact.”³ Additionally, “[t]he CEQA Guidelines require a lead agency to consider the reasonably foreseeable indirect environmental consequences of a project’s economic or social impacts. To require an analysis of the indirect physical impacts, the social and economic impacts must be supported by substantial evidence. An EIR would be required to analyze reasonably foreseeable, not speculative impacts, resulting from social and economic impacts.”⁴ What the commenter is suggesting is speculative.

³ *Porterville Citizens for Responsible Hillside Dev. v City of Porterville* (2007) 157 CA4th 885, 903 (claimed impact of new homes on existing home values is economic impact).

⁴ *CEB, Practice under the California Environmental Quality Act, Section 6.36; Public Resources Code Section 21065; Friends of Davis v. City of Davis* (2000) 83 Cal.App.4th 1004, 1020 (rejecting an argument that an initial study was required to analyze speculative physical impacts resulting from competition with retail tenant).

LETTER NO. 10

Karin Liljegren, FAIA, Principal and Founder, Omgivning Architecture and Interiors

Response 10-1

The commenter recommends that Los Angeles City Planning distinguish between historical and non-historical adaptive reuses by using additional incentives for historical projects. No further response is required because the comments express an opinion or general statement related to the Proposed Project, and do not relate to the adequacy of the analysis included in the DEIR. Please see **Master Response No. 2 – Historic Resources** for discussion of the DEIR analysis of impacts to historical resources. The commenter’s statements will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

Response 10-2

The commenter states that the historical core FAR requirements do not align with the existing context and recommends a base FAR of 12:1 to promote a more consistent street frontage. Please see **Master Response No. 2 – Historic Resources**. No further response is required because the comments express an opinion or general statement related to the Proposed Project, and do not relate to the adequacy of the analysis included in the DEIR. The commenter’s statements will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

Response 10-3

The commenter states that the Downtown Plan should include height and massing restrictions to new development and advocates for more flexibility regarding articulation and fenestration standards, and an increased base FAR to prevent proportionally awkward buildings. Please see **Master Response No. 2 – Historic Resources**. No further response is required because the comments express an opinion or general statement related to the Proposed Project, and do not relate to the adequacy of the analysis included in the DEIR. The commenter’s statements will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

LETTER NO. 11

Karin Liljegen, FAIA, Principal and Founder, Omgivning Architecture and Interiors

December 4, 2020

Response 11-1

The commenter provides a brief historical overview, the progress of Downtown Los Angeles, and the theme of their following comments. The attachment detailing the commenter's questions and corresponding responses from DCP staff is acknowledged but is not relevant to the adequacy of the EIR. Please see **Master Response No. 1 – General Comments and Non-CEQA Issues**. No further response is required because the comments express an opinion or general statement related to the Proposed Project, and do not relate to the adequacy of the analysis included in the DEIR. The commenter's statements will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

Response 11-2

The commenter recommends that Los Angeles City Planning distinguish between historical and non-historical adaptive reuses project by using additional incentives for historic projects. Please see **Master Response No. 1 – General Comments** and **Master Response No. 2 – Historic Resources**. No further response is required because the comments express an opinion or general statement related to the Proposed Project, and do not relate to the adequacy of the analysis included in the DEIR. The commenter's statements will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

Response 11-3

The commenter states that the historical core FAR requirements do not align with the existing context and recommends a base FAR of 12:1 to promote a more consistent street frontage. Please see **Master Response No. 1 – General Comments and Non-CEQA Issues** and **Master Response No. 2 – Historic Resources**. No further response is required because the comments express an opinion or general statement related to the Proposed Project, and do not relate to the adequacy of the analysis included in the DEIR. The commenter's statements will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

Response 11-4

The commenter states that the Downtown Plan should include height and massing restrictions to new development and advocates for an increased base FAR to prevent proportionally awkward buildings. Please see **Master Response No. 1 – General Comments** and **Master Response No. 2 – Historic Resources**. No further response is required because the comments express an opinion or general statement related to the Proposed Project, and do

not relate to the adequacy of the analysis included in the DEIR. The commenter's statements will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

LETTER NO. 12

Mark Chatoff, President, California Flower Mall, Inc

Response 12-1

The commenter states support for Alternative 3 in the DEIR. The support is noted. The comment does not raise any new significant environmental issues or address the adequacy of the environmental analysis in the DEIR. Please see **Master Response No. 3 – “Increased Development Potential Alternative” (Alternative 3)**.

LETTER NO. 13

Jessica Lall/Michael Shilstone, Director of Economic Development, Central City Association of Los Angeles

Response 13-1

The commenter states support for the adoption of DEIR Alternative 3. Please see Master Response No. 3 – “Increased Development Potential Alternative” (Alternative 3).

Response 13-2

The commenter states support for Alternative 3 to best prepare for the increased housing needs of the Downtown area. The support is noted and will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project. Please see **Master Response No. 3 – “Increased Development Potential Alternative” (Alternative 3)**. The comment does not raise any new significant environmental issues or address the adequacy of the environmental analysis in the DEIR.

Response 13-3

The commenter states general support for the Downtown Plan and Alternative 3 of the DEIR. The support is noted and will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project. Please see **Master Response No. 3 – “Increased Development Potential Alternative” (Alternative 3)**. The comment does not raise any new significant environmental issues or address the adequacy of the environmental analysis in the DEIR.

Response 13-4

The commenter asks the City to provide administrative processes that are CEQA-exempt for deviations and relief mechanisms. Please see **Master Response No. 1 – General Comments and Non-CEQA Issues**. The comment does not raise any new significant environmental issues or address the adequacy of the environmental analysis in the DEIR.

The commenter suggests that the DEIR is insufficient to comment on because it does not address Article 13 of the New Zoning Code (Appendix P). As mentioned on page 3-54 of the Project Description, the update of Article 13 (Administration) is being undertaken through a separate effort. This effort, known as the Processes and Procedures Ordinance (CPC 2016-3182-CA), is anticipated before City Council for an adoption vote in the Fall of 2022 ([Council File 12-0460-S4](#)), and was determined to be exempt from CEQA pursuant to PRC Section 15061 (b) (3) and CEQA Guidelines, Section 15308 (Class 8). Per Environmental Case No. ENV-2016-3183-CE, “the Processes and Procedures Ordinance modifies administrative procedures for the processing of entitlement requests and appeals and has no effect on the physical environment.” The Processes and Procedures Ordinance establishes Chapter 1A (the New Zoning Code) and centralizes administrative procedures for both the current

Zoning Code, Chapter 1 (General Provisions and Zoning) of the LAMC and the New Zoning Code (Chapter 1A) of the LAMC within Article 13 (Administration) of the New Zoning Code.

The City does not find that the analysis or impact conclusions in the DEIR would be different if the Process and Procedures Ordinance, which generally provides the administrative process for approving development, was included in the Proposed Project. The commenter has not provided substantial evidence supporting a significant impact will occur if the Process and Procedures Ordinance was included as part of Proposed Project, and no further response is required.

LETTER NO. 14

Rena Masten Leddy, Executive Director, LA Fashion District

Response 14-1

The commenter states support for Alternative 3 within the DEIR to address the ongoing housing crisis and SCAG/RHNA mandates.

The support is noted and will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project. Please see **Master Response No. 3 – “Increased Development Potential Alternative” (Alternative 3)**. The comment does not raise any new significant environmental issues or address the adequacy of the environmental analysis in the DEIR.

LETTER NO. 15

Patricia Berman and Ryan Afari, DLANC President and DLANC Planning & Land Use Committee Chair, Downtown Los Angeles Neighborhood Council

Response 15-1

The comment provides an introduction and mentions a previously submitted letter. Responses 15-2 through 15-4 address the commenter's specific concerns on the Proposed Project and the environmental analysis in the DEIR.

The comment is noted. Please see **Master Response No. 1 – General Comments and Non-CEQA Issues**. No further response is required because the comment does not raise any new significant environmental issues or address the adequacy of the environmental analysis included in the DEIR.

Response 15-2

The commenter states conditional support for the adoption and implementation of the Downtown Plan based on comments included in their comment letter.

The conditional comment is noted. Please see **Master Response No. 1 – General Comments and Non-CEQA Issues**. No further response is required because the comment does not raise any new significant environmental issues or address the adequacy of the environmental analysis included in the DEIR.

Response 15-3

The commenter states support for DEIR Alternative 3.

The support is noted and will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project. Please see **Master Response No. 3 – “Increased Development Potential Alternative” (Alternative 3)**. The comment does not raise any new significant environmental issues or address the adequacy of the environmental analysis in the DEIR.

Response 15-4

The commenter advocates for the addition of more open space and parks to accommodate anticipated growth.

As the comment noted, Threshold 4.14-1 in Section 4.14, *Recreation*, of the DEIR states that reasonably anticipated development from the Downtown Plan would increase the use of existing park and recreational facilities in and adjacent to the Downtown Plan Area, resulting in significant and unavoidable Project impacts. The anticipated substantial population growth that would result from implementation of the Downtown Plan by 2040 could accelerate the deterioration of existing parks in and around the Downtown Plan Area. As shown in Figure 4.14-1, all existing recreational facilities in and near the Downtown Plan Area are within the service radius of proposed land uses that support residential development. Thus, Downtown Plan development and associated

population growth and park use would contribute to the deterioration of the existing and planned recreational facilities listed in Table 4.14-1. Under the Downtown Plan, the citywide Parks Dedication and Fee Update per Ordinance 184505 will remain and continue to provide a funding stream for the for the purpose of acquiring new parkland or to fund capital improvements at existing parks and recreational facilities, as they now exist.

While the Parks Dedication and Fee Update ordinance stipulate fees that are impactful on a citywide level, its benefits would most commonly be applied to funding capital improvements at existing parks and recreational facilities due to the infeasibility of acquiring an abundance of new parkland considering the scarcity of undeveloped land in the Downtown Plan Area and increasing need for housing development. Furthermore, the Downtown Plan does not designate land or facilities for parks that the City or other governmental agencies do not own. Such a proposal is infeasible and undesirable as it would reduce available land for urgently needed housing and desirable job generating uses and potentially would require the City to purchase such lands and be an undesirable use of City funds that are needed for other public purposes or to purchase park space in other areas suffering park deficits. The City finds that the current planning process to determine which property should be purchased and dedicated to park uses under the DRP administration is the appropriate process to determine how to use limited park funds. To address an expanding need for open space, parks, and recreation facilities, the Downtown Plan offers development incentives for projects that provide publicly accessible open space, or community facilities, or that pay into a Community Benefits Fund, which serves to fund such spaces. The incentives proposed under the Proposed Project have been calibrated with the benefit of expert economic analysis, to ensure feasibility of use.

LETTER NO. 16

Daniel Gehman

Response 16-1

The commenter states support for Alternative 3 of the DEIR.

The support is noted and will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project. Please see **Master Response No. 3 – “Increased Development Potential Alternative” (Alternative 3)**. The comment does not raise any new significant environmental issues or address the adequacy of the environmental analysis in the DEIR.

LETTER NO. 17

Allan M. Harris and Cheryl Younger

Response 17-1

The commenter states that the City should create a City Hall Historic District comprised of three buildings. The City recently completed SurveyLA, which identified four eligible Historic Districts within the Downtown Plan area. SurveyLA uses a professionally established methodology to describe historical contexts and the backdrop in which an individual or district would be considered eligible for listing at the local, State, or Federal level. SurveyLA did not identify that the aforementioned resources collectively comprise an eligible historic district, though each of the references sites are currently designated as individual resources. The totality of SurveyLA's findings have been considered, both in terms of the policy recommendations of the Downtown Plan, as well as the relevant impact analysis under the Cultural Resources Section of DEIR. Furthermore, procedural requirements outlined in the CPIO to ensure eligibility of Eligible Historic Resources would include individual resources or contributors to a historic district identified through any future historical resource survey, completed subsequent to the effective date of the CPIO, as long as it is completed by a person meeting the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and accepted as complete by the Director, in consultation with the Office of Historic Resources. Moreover, as discussed in the DEIR, in Impact 4.4-1 discussion, there are other protections for HCMs, including the need for independent CEQA review for even ministerial permits that propose to alter or demolish an HCM. (DEIR at 4.4-35 to 36.) Please refer to **Master Response No. 2- Historic Resources**.

Response 17-2

The commenter states that the City should consider what the optimal population and density for Downtown should be to avoid the deterioration of quality of life. Please see **Master Response No. 1 – General Comments and Non-CEQA Issues**. No further response is required because the comments express an opinion or general statement related to the Proposed Project, and do not relate to the adequacy of the analysis included in the DEIR and the commenter has not explained how the proposed analysis relates to the adequacy of the DEIR. The commenter's statements will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

Response 17-3

The commenter states support for height restrictions to preserve community character and appropriate air quality. As discussed in Section 4.1, *Aesthetics*, the proposed form districts and associated development guidelines would aim to minimize the effects of land use and zone changes on the existing character of neighborhoods and districts in the Downtown Plan Area and would also be intended to enhance overall visual character and quality.

Air quality impacts are discussed in Section 4.2, *Air Quality*, and climate change impacts are discussed in Section 4.7, *Greenhouse Gas Emissions*. As discussed in Section 4.2, the Proposed Project would have less than significant impacts relating to air quality plans and odors. The Downtown Plan component of the Project would have significant and unavoidable project and cumulative impacts relating to a cumulatively considerable net increase of criteria pollutants, including releasing emissions that exceed quantitative thresholds for ozone precursors (NO_x and VOC) and related to the exposure of sensitive receptors to substantial TAC emissions from truck trips associated with operation of distribution centers. It can be reasonably assumed that taller buildings would incrementally reduce average temperatures within the Plan Area due to increased shadows, which may incrementally reduce the production of ozone in the Plan Area. With respect to air quality and air flow, the approved SCAQMD methodology does not specifically address air flow as it relates to taller buildings within highly urbanized areas. In addition, although it is true that the presence of taller buildings could alter air flow patterns within the Plan Area, such changes would not create air pollutant concentrations that exceed federal and state standards or increase overall emissions within the Plan Area. As discussed under Impact 4.2-3, the primary pollutant of concern with respect to air flow in congested urban areas is CO generated by high traffic volumes and engine idling at roadway intersections. The analysis of potential CO impacts concludes that no Plan Area intersection would experience CO concentrations exceeding state or federal standards even with increased traffic associated with future Plan Area development. Based on these facts, no significant impacts related to changes of temperature or air flow in the Downtown Plan Area are anticipated.

Response 17-4

The commenter states support for height restrictions among buildings near City Hall to preserve the City's skyline and its viewshed. The Downtown Plan and the DEIR analysis are mindful of the implication of increasing development potential near Los Angeles City Hall. The new zoning code contains a "City Hall Height Restriction" for Form Districts applied in and around the Civic Center. This tool is intended to maintain the prominence of the historic Los Angeles City Hall by ensuring that the height of the tower remains significantly taller than any other building surrounding City Hall. Instituting the height restriction maintains the view corridor for City Hall throughout the Plan Area.

Response 17-5

The commenter provides an exhibit that supports their request that the Higgins Building along with the additional buildings listed be designated Traditional Core, instead of Transit Core, in the Downtown Plan. Please refer to **Master Response No. 2 - Historic Resources** and Response 17-8 below.

Response 17-6

The commenter provides an exhibit that supports the request to create a City Hall Historic District in Response 17-1. The commenter also requests the zoning designation for the buildings included in the proposed district

change to the Traditional Core designation. The City recently completed SurveyLA, which identified four eligible Historic Districts within the Downtown Plan area. SurveyLA uses a professionally established methodology to describe historical contexts and the backdrop in which an individual or district would be considered eligible for listing at the local, State, or Federal level. SurveyLA did not identify that the aforementioned resources collectively comprise an eligible historic district, though each of the reference's sites are currently designated as individual resources and maintain that historic resource designation independent of the zoning designation applied by the Plan. The totality of SurveyLA's findings have been considered, both in terms of the policy recommendations of the Downtown Plan, as well as the relevant impact analysis under the Cultural Resources Section of DEIR. Please refer to **Master Response No. 2 - Historic Resources**.

LETTER NO. 18

Susan Hunter

Response 18-1

The commenter states that census data should be used to confirm community population and population decline in Downtown. In regards to the commenter's statement about the population decline, the comment is unclear as to the source of the data that states population decline is occurring in Downtown and is compounded by COVID-19. Using SCAG's 2016 long-range RTP/SCS as the source, which is updated every four years, the City of Los Angeles as a whole is projected to grow by 17 percent in population during this time (4,609,000/3,950,000), which over the course of 23 years, is approximately 0.7 percent growth per year. Table 3-4 in Chapter 3, *Project Description*, shows the population growth forecast of the Plan Area from the baseline year of 2017 to 2040. The City's methodology for determining the reasonably expected growth in population, housing and employment is further discussed in **Appendix B: Methodology Population, Housing and Employment**. Furthermore, the 2020 census reported 81,752 number of people within the Plan Area which is an increase of 7.5 percent since 2017, demonstrating a population growth in the Plan Area. This increase only demonstrates that there was growth in the plan area between 2017 and 2020. The DEIR analysis assumes growth between the base year and the horizon year, and does consider incremental growth year by year. As such, the number of people in 2020 census report is not inconsistent with the growth projections made in the DEIR and as such is not significant new information under CEQA Guidelines Section 15088.5, and would not trigger new significant impacts than what was analyzed in the DEIR. No further response is required because the comments express an opinion or general statement related to the Proposed Project, and do not relate to the adequacy of the analysis included in the DEIR. The commenter's statements will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project.

Response 18-2

The commenter states that the community's housing needs are much less since 2015 and that the City has incorrectly tabulated housing built as they have not taken into account current housing development. The commenter also suggests that the Plan doesn't include suitable alternatives in the event population declines.

Table 4.12-6 in Section 4.12 Population, Housing and Employment summarizes population, housing, and jobs estimates for the Downtown Plan Area under existing (2017) and 2040 conditions with and without the Downtown Plan. The housing count shown for existing (2017) baseline conditions accounts for housing built between the years of 2015 and 2017, but does not account for housing built since 2017. The Downtown Plan 2040 estimates are based on the reasonably anticipated development for the area, rather than the maximum allowable build-out, which would not be realistic and is not supported. The analysis in the DEIR takes a conservative approach as it analyzes reasonably anticipated housing built from the years 2017 to 2040 (approximately 23 years)

rather than reasonably anticipated housing built from the present to 2040 (approximately 18 years). The commenter does not provide substantial evidence suggesting that the 2017 estimate or the DEIR analysis and conclusions are inaccurate.

The DEIR analyzes two alternative- the Reduced Development Alternative (Alternative 1) and the no project Alternative (Alternative 4). These alternatives present reduced development potential in comparison to the Proposed Project. However, as described in Chapter 5 of the DEIR, these alternatives do not meet the primary objectives to the same degree as does the Proposed Project.

Response 18-3

The commenter states the Downtown Plan allows for corruption of elected officials, bars low-income families and people of color and not based on realistic projections of growth. Please see Response 18-1 which includes reference to **Appendix B: Methodology Population, Housing and Employment** in the DEIR.

The comment does not provide substantial evidence suggesting the need for new analysis in the EIR or that the DEIR impact conclusions are inaccurate. Please also see **Master Response No. 1 – General Comments and Non-CEQA Issues**.

LETTER NO. 19

Phyllis Ling

Response 19-1

The commenter suggests that more mitigation to potentially damaged Zanja Madre should be developed by consulting with a historical society and requiring archeological monitoring.

Mitigation Measures 4.4-2(a), 4.4-2(b), and 4.4-2(c) in Section 4.4, *Cultural Resources*, of the DEIR provides specific noticing, investigative, and remedial requirements for ministerial and discretionary projects throughout the Downtown Plan Area to ensure that any potential impacts to archaeological resources associated with future Downtown Plan Area developments is identified and, as necessary, avoided. In addition, Mitigation 4.4-2(d), which applies to any project within 500 feet of the currently mapped known segment so of the Zanja Madre, includes specific requirements for any potential disturbance of the Zanja Madre System, including the development of documentation meeting standards and guidelines established the Historic American Engineering Record (HAER) prior to any alteration or demolition activity and the development of specific treatments based on potential California Register or eligibility criteria or as a unique archaeological resource. The areas subject this mitigation are mapped in the Environmental Protection Measures Handbook.

Assessment, documentation, and treatment of resources will be undertaken by a qualified archaeologist and will be conducted as appropriate in coordination with interested and knowledgeable individuals, including non-profit historic groups.

Please reference the **Environmental Protection Measures Handbook, Section III. Cultural Resources Standards (CR1A-2) – Archaeological Resources** for applicability threshold and standards in the protection of the Zanja Madre System. Pursuant to regulations here, projects are required to incorporate this mitigation measure as part of the Plan Check submittal and notify contractor of the requirement to comply

As noted in the DEIR, proposed mitigation measures would reduce impacts to a less than significant level. Based on this determination, additional mitigation for the Zanja Madre System is not necessary.

LETTER NO. 20

Laurie Sale

Response 20-1

The commenter states support for DEIR Alternative 3.

Please see Master Response No. 1 – General Comments and Non-CEQA Issues and Master Response No. 3 – “Increased Development Potential Alternative” (Alternative 3). The support is noted and will be forwarded to the decision-makers for their consideration prior to taking any action on the Proposed Project. No further response is required because the comment does not raise any new significant environmental issues or address the adequacy of the environmental analysis included in the DEIR.

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10 REVISIONS, CLARIFICATIONS AND CORRECTIONS TO THE DRAFT EIR

As required by California Environmental Quality Act (CEQA) Guidelines Section 15088, this chapter provides corrections or clarifications of certain statements in the Draft Environmental Impact Report (DEIR). The correction(s) and/or addition(s) do not constitute significant new information, as defined by CEQA Guidelines Section 15088.5, because none would result in new significant impacts or a substantial increase in the severity of any impact already identified in the DEIR. New information is not significant unless the DEIR changes in a way that deprives the public of a meaningful opportunity. Specifically, Section 15088.5(a) defines significant new information which requires recirculation to be any of the following:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
4. The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043).

Corrections or information has been added to the DEIR pursuant to CEQA Guidelines Section 15132, as part of the preparation of the Final EIR (FEIR). Additions to the text of the DEIR are shown by underline and deletions from the text of the DEIR are shown by ~~striketrough~~ unless otherwise described. Where mitigation measures are replaced in their entirety with a new measure that mirrors a City Environmental Protection Measure (EPM), only the underlined replacement measure is provided herein; the measure from the DEIR that has been replaced is not shown in ~~striketrough~~ text. Where mitigation measures are replaced or revised, the replacement or revised measures are listed under the relevant impact section; however, the revisions also apply to mitigation measure listed in the *Executive Summary*. As noted above, the following corrections and additions included herein involve minor modifications that clarify or amplify information contained in the DEIR and none would result in new significant impacts from those identified in the DEIR impact analysis or conclusions.

SECTION 1.0, INTRODUCTION

Page 1-5 – Revise the first sentence of the second paragraph under “Environmental Review Process” to read as follows:

Pursuant to CEQA Guidelines Section 15082, the City filed a Notice of Preparation (NOP) with the State Clearinghouse in the Office of Planning and Research (State Clearinghouse No. ~~2016041093~~ 2017021024) as an indication that an EIR would be prepared.

SECTION 3.0, PROJECT DESCRIPTION

Page 3-13 – Revise the third paragraph under “Civic Center, El Pueblo, and Union Station” to read as follows:

Los Angeles Union Station is in the northeastern portion of the Downtown Plan Area, bounded by Alameda Street, Cesar Chavez Avenue, Vignes Street, and the U.S. 101. East of Union Station is the Los Angeles River and to the west is the City’s historic Olvera Street and El Pueblo de Los Angeles State Historic Park, as well as the Civic Center. Union Station is the City’s principal transportation hub, home to local, regional, and national transit providers, and the planned site for the Los Angeles Aerial Rapid Transit Gondola and California High Speed Rail (HSR) Los Angeles station.

SECTION 4.1, AESTHETICS

Page 4.1-69 – Revise the second paragraph under “Hybrid Industrial” to read as follows:

Future development in Hybrid Industrial designated areas would be subject to zoning requirements regarding articulation, entrances, entry-features and transparencies as well as allowable materials that would reinforce the historic industrial character of this area. ~~The zoning would require new development to be constructed of Type I, II, or IV (concrete, steel, or heavy timber) construction types, to sustain existing development patterns and support integration with the existing built form.~~ Additionally, there are Downtown-wide incentives for adaptive reuse of historic structures to support maintenance of local character.

Page 4.1-69 – Revise the third paragraph under “Hybrid Industrial” to read as follows:

The average building heights and associated shadows would increase in this area due to the higher permitted FAR. Shadows from taller buildings could be cast onto portions of the Arts District or onto adjacent portions of the channelized Los Angeles River. Along the River, maximum base story heights would range from five to 15 stories, and maximum bonus story heights would range from five to 18 stories. This would result in a more intense urban visual character that some may perceive as an adverse change from existing conditions. However, shadows would remain consistent with those of the existing urban environment of the Downtown Plan Area and it is anticipated that the general visual character of areas with these designations would generally be improved by the reasonably anticipate d

development from the Downtown Plan would result ~~in due to~~ the addition of active pedestrian amenities and resources, and ~~the addition of~~ points of visual interest with creative, flexible building structures in industrial areas, which together are anticipated to improve the overall visual character of this area.

SECTION 4.2, AIR QUALITY

Page 4.2-13 – Add the following text as the last bullet point under “South Coast Air Quality Management District”:

Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program – This program aims to reduce NOx and diesel emissions associated with heavy truck trips generated by warehouses, help meet federal standards, and improve public health, especially in communities located near warehouses. WAIRE is a menu-based point system in which warehouse operators are required complete actions off the WAIRE Menu, implement an approved Custom WAIRE Plan, or pay a mitigation fee every year based on the number of trucks trips made to and from the warehouse.

Page 4.2-32 – Add the following at the end of the last paragraph under “Construction”:

Because the Downtown Plan Area includes disadvantaged communities that in some cases may already be subject to various environmental hazards, construction-related air pollutant emissions could disproportionately affect such communities depending on the location and magnitude of construction activity.

Pages 4.2-32 and 4.2-33 – Revise the paragraph under “Distribution Centers” to read as follows:

Distribution Centers

The operation of distribution centers with large truck fleets could also generate TACs from diesel emissions (diesel particulates) that could impact sensitive receptors. Because there are existing historical residential uses (pre-1950) in some parts of the Downtown Plan area, including areas designated as Production, Markets and Hybrid Industrial, which allow for industrial uses, new distribution facilities could potentially be located adjacent to or near sensitive uses. Based on various health studies, air quality modeling, and monitoring studies, the CARB recommends avoiding the siting of new sensitive land uses (e.g., residences, schools, medical facilities) within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU operations exceed 300 hours per week (CARB 2005) in order to avoid substantial health risks from diesel particulates. The CARB also recommends avoiding locating residences and other new sensitive land uses near distribution center entry and exit points. Based on these recommendations, the location of a new distribution center that accommodates more than 100 trucks or 40 TRUs per day and is located within 1,000 feet of an existing

residence or other sensitive land use could result in significant health risks. Health risks, particularly to children whose lungs are still developing and the elderly who may have other serious health problems, may include (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease (see the Air Quality and Health Effects white paper in DEIR, Appendix I). The actual level of risk would depend on a variety of factors that can only be determined once the specifics of a project (e.g., the type, location, and size of the facility and the number of truck trips) are known. In many cases, the preparation of a detailed health risk assessment (HRA) for a specific project may reveal that significant cancer risks would not occur or identify ways in which elevated cancer and other health risks can be avoided. However, absent project-level details, preparation of a meaningful HRA is not possible and it cannot be determined with certainty that significant health risks would not result from a distribution center. Given the proximity of disadvantaged communities that in some cases may already be subject to various environmental hazards to areas designated as Production, Markets and Hybrid Industrial, such communities could be disproportionately affected by new distribution centers depending on their specific location and level of truck activity. Therefore, Although larger existing and new distribution centers in the Plan Area would be subject to the requirements of the SCAQMD's WAIRE Program (which aims to reduce NOx and diesel emissions from warehouse-generated truck trips), TAC-related impacts associated new distribution facilities in the Downtown Plan Area with the potential to accommodate more than 100 trucks or 40 TRUs would be *potentially significant*.

Pages 4.2-27 to 4.2-28 and ES-12 to ES-14 – Replace Mitigation Measure 4.2-2 with the following, which generally includes the same requirements as the measure contained in the DEIR and modified to mirror the language in EPMs AQ 1-1 through 1-8. The applicability of the replacement measure is broader than that of the measure contained in the DEIR as the specific requirements in many cases apply to both discretionary and ministerial projects whereas the measure in the DEIR applied only to discretionary projects. Consistent with applicable EPMs, the revised measure does not include a reference to the use of solar powered electrical equipment as feasible, as is mentioned in the measure included in the DEIR. Removal of the reference to solar power would not preclude the use of solar power for future construction activities and removal of the reference to solar power would not alter the findings or analysis of construction-related air quality emissions as no calculations performed in conjunction with preparation of the DEIR assumed use of solar powered equipment. The impact related to air pollutant emissions during construction of individual Downtown Plan Area developments would remain significant and unavoidable, as reported in the DEIR. Also, note that the revised measure would not necessitate the implementation of certain measures if a project-specific air quality study demonstrates that the project's construction-related air pollutant emissions would not exceed applicable SCAQMD significance thresholds. This update would not increase the significance of air quality impacts relative

to what is described in the DEIR because future project applicants can only forgo implementation of applicable requirements if emissions are shown to be below applicable SCAQMD thresholds and thus less than significant.

4.2-2 Construction Emissions Reduction

The City shall require Plan Area construction-related activity to comply with the following and require the developers to notify any contractors, and include in any agreements with contractors and subcontractors, the following, or equivalent, best management practices in construction specifications:

Dust Control Compliance with SCAQMD Rule 403. For any project whose construction activities involve the use of construction equipment and require a permit from LADBS, consistent with SCAQMD Rule 403, best available dust control measures shall be implemented during ground disturbance activities and active construction operations capable of generating dust.

Equipment Maintenance. For any project whose construction activities involve the use of construction equipment and require a permit from LADBS, maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be maintained per the proof of compliance requirements in Subsection I.D.6 of the Environmental Protection Measures Handbook. All construction equipment shall achieve emissions reductions that are no less than what could be achieved by a Tier 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.

Vehicle Idling Limit and Notification Signs. For any project whose construction activities involve the use of construction vehicles and require a permit from LADBS, vehicle idling during construction activities shall be limited to five minutes as set forth in the California Code of Regulations, Title 13, Section 2449. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits.

Non-Diesel Fueled Electrical Power. For any project whose construction activities involve the use of construction equipment and require a permit from LADBS, electricity from power poles rather than temporary gasoline or diesel-powered generators shall be used To the Extent Available and Feasible.

Emissions Standards for Off-Road Construction Equipment Greater than 50 Horsepower. For any project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve at least 5,000 cubic yards of on-site cut/fill on any given day, all off-road diesel-powered construction equipment equal to or greater than 50 horsepower shall meet the U.S. Environmental Protection Agency's (USEPA) Tier 4 emission standards during construction. Operators shall maintain

records of all off-road equipment associated with Project construction to document that each piece of equipment used meets these emission standards per the proof of compliance requirement in Subsection I.D.6 of the Environmental Protection Measures Handbook. In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

Use of Low Polluting Fuels. For any project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve at least 5,000 cubic yards of on-site cut/fill on any given day, construction equipment less than 50 horsepower shall use low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline). In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

Emission Standards for On-Road Haul Trucks. For any project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve more than 90 round-trip haul truck trips on any given day for demolition debris and import/export of soil, construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of nitrogen oxides (NOX) emissions. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards per the proof of compliance requirements in Subsection I.D.6 of the Environmental Protection Measures Handbook. In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

Routes for On-Road Haul Trucks. For any project whose construction activities involve the use of construction vehicles and require a permit from LADBS, construction contractors shall reroute construction trucks away from congested streets or Sensitive Uses, as feasible. The burden of proving that compliance is infeasible shall be upon the Applicant or Owner. Where avoiding Sensitive Uses and congested streets altogether is infeasible, routing away from Sensitive Uses shall be prioritized over routing away from congested streets.

SECTION 4.3, BIOLOGICAL RESOURCES

Page 4.3-18 and ES-15 to ES-16 – Replace Mitigation Measure 4.3-1(a) with the following, which includes the same requirements as the measure contained in the DEIR and mirrors the language in EPM BR 3-1, Restriction of Ground Disturbance Activity, and associated best management practices, add 4.3-1(c) related to projects near Elysian Park:

4.3-1(a) Biological Resources Reconnaissance Survey and Reporting

If any active bird nest is found during a pre-construction nesting bird survey or is discovered inadvertently during earthwork or construction-related activities, a Qualified Biologist shall be retained by the Applicant or Owner to determine an appropriate avoidance buffer which shall be no less than is necessary to protect the nest, eggs and/or fledglings, from damage or disturbance in consideration of the following factors: the bird species, the availability of suitable habitat within the immediate area, the proposed work activity, and existing disturbances associated with surrounding land uses. The buffer shall be demarcated using bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary of the buffer. All construction personnel shall be notified of the buffer zone and shall avoid entering the protected area. No Ground Disturbing Activities or vegetation removal shall occur within this buffer area until the Qualified Biologist has confirmed that breeding/nesting is complete and the young have fledged the nest and/or that the nest is no longer an Active Nest. The Qualified Biologist shall prepare a report prior to the issuance of any building permit detailing the results of the nesting bird survey and subsequent monitoring, which shall be maintained for at least five years after certificate of occupancy.

4.3-1(b) Notification

All project applicants will be notified of and shall include on their plans an acknowledgement of the requirement to comply with the federal MBTA and CFGC to not destroy active bird nests and of best practices recommended by qualified biologist to avoid impacts to active nests, including checking for nests prior to construction activities during February 1-August 31 and what to do if an active nest is found, including inadvertently during grading or construction activities. Such best practices shall include giving an adequate construction and grading buffer to avoid the active nest during construction, such as the following:

Best Practices for Biological Resources

The following best practices are recognized by biologists to ensure Active Nests are not damaged or disturbed during construction or ground disturbance activities, which is a violation of the Federal Migratory Bird Treaty Act and the State Fish and Game Code. Adherence to these best practices is recommended as applicable and feasible.

Pre-Construction Survey. For any Project requiring a grading permit or removal of a tree or vegetation during the bird nesting season (February 1 to August 31), a pre-construction nesting bird survey of all suitable habitat shall be conducted no more than 10 days prior to the initiation of demolition or tree or vegetation removal to determine if nesting birds are present. The pre-construction nesting bird survey shall be conducted on foot within the Project site boundaries by a Qualified Biologist.

Buffer for Active Nests. If any active bird nest is found during a pre-construction nesting bird survey, a Qualified Biologist shall recommend an avoidance buffer which shall be no less than is necessary to protect the nest, eggs and/or fledglings, from damage or disturbance in consideration of the following factors: the bird species, the availability of suitable habitat within the immediate area, the proposed work activity, and existing disturbances associated with surrounding land uses. The buffer shall be demarcated using bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary of the buffer. All construction personnel shall be notified of the buffer zone and shall avoid entering the protected area. No Ground Disturbing Activities or vegetation removal shall occur within this buffer area until the Qualified Biologist has confirmed that breeding/nesting is complete and the young have fledged the nest and/or that the nest is no longer an Active Nest.

4.3-1(c) Elysian Park

All discretionary projects in the Downtown Plan Area that are within 200 feet of Elysian Park are required to do a preconstruction nesting bird survey of all suitable habitat within a 100-foot buffer around the construction site no more than ten days prior to the initiation of ground disturbance and vegetation removal for any grading or construction activity initiated during the bird nesting season (February 1 -August 31) and to comply with the best practices identified in BIO MM 4.3-1(b).

SECTION 4.4, CULTURAL RESOURCES

Pages 4.4-44 to 4.4-45 and ES-18 – Replace Mitigation Measure 4.4-2(b) with the following, which generally includes the same requirements as the measure contained in the DEIR but is modified to mirror the language in EPM CR 1-1, Inadvertent Discovery (Archaeological Resources):

4.4-2(b) Archaeological Assessment

For any project that requires a permit for grading or excavation, if a possible archaeological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Archaeologist has been retained to evaluate the find in accordance with National Register of Historic Places and California Register of Historical Resources criteria. The Qualified Archaeologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking

and delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Ground Disturbance Activities may continue unimpeded on other portions of the site outside the specified radius.

Any potential archaeological resource or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless the materials have been determined to be non-unique archaeological resources, as defined in Public Resources Code Section 21083.1(h), by the Qualified Archaeologist. The Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g).

Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources should occur as follows:

The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.

When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Archaeologist.

Ground disturbance activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist. A report that describes the resource(s) and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Archaeologist according to current professional standards and maintained for at least five years after certificate of occupancy. If appropriate, the report should also contain the Qualified Archaeologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.

At page 4.4-45 and page ES-18, amend mitigation measure 4.4-2(c) to read as follows:

4.4-2(c) Notification of Intent to Excavate Language

For all projects not subject to mitigation measure 4.4-2(a) or 4.4-2(b) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:

- California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical

interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.”

- The following best practices are recognized by archaeologists and environmental consultants to ensure archaeological resources are not damaged during grading, excavation, or other Ground Disturbance Activities:
 - Records Search. A cultural resources records search should be requested from and conducted by the California Historical Resources Information System’s (CHRIS) South Central Coastal Information Center (SCCIC) located at California State University, Fullerton to determine whether any cultural resources have been previously identified on or within a 0.5-mile radius of the Project site. The results of this records search shall be used as an indicator of the archaeological sensitivity of the Project site.
 - A Qualified Archaeologist shall be retained and use all reasonable methods, consistent with professional standards and best practices, to determine the potential for archaeological resources to be present on the Project site.
 - If the Qualified Archaeologist determines there is a medium to high potential that archaeological resources may be located on the Project site and it is possible that such resources will be impacted by the Project, the Qualified Archaeologist shall advise the Applicant and Owner to retain an Archaeological Monitor to observe all Ground Disturbance Activities within those areas identified as having a medium to high potential in order to identify any resources and avoid potential impacts to such resources.
 - Monitoring. An Archaeological Monitor should monitor excavation and grading activities in soils that have not been previously disturbed in order to identify and record any potential archaeological finds and avoid potential impacts to such resources. In the event of a possible archaeological discovery, the Archaeological Monitor shall notify a Qualified Archaeologist. The Archaeological Monitor has the authority to temporarily halt earthwork activities.
 - Handling, Evaluation, and Preservation. Any archaeological resource materials or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless they have been determined to be nonunique archaeological resources, as defined in Public Resources Code Section 21083.1(h) by a Qualified Archaeologist. A Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g).
 - Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources should occur as follows:

- The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.
- When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Archaeologist.
 - o If recommended by the Qualified Archaeologist, the resource(s) shall be curated by a public, non-profit institution with a research interest in the material, such as the Natural History Museum of Los Angeles County or another appropriate curatorial facility for educational purposes.
 - o Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist.

Pages 4.4-45 to 4.4-46 and ES-20 to ES-21 – Replace Mitigation Measure 4.4-2(d) with the following, which generally includes the same requirements as the measure contained in the DEIR but is modified to mirror the language in EPM CR 2-1, Zanja Madre HAER Documentation.

4.4-2(d) Zanja Madre HAER Documentation

Any project that requires a permit for grading or excavation and that is located within one mile of the currently known and mapped segments of the Zanja Madre system shall comply with the following:

Projects within 500 feet of the currently mapped known segments of the Zanja system (see Appendix S) have increased likelihood of encountering segments of the Zanja system during construction. The Zanja system includes the Zanja Madre and its outbranching secondary segments. If possible segments of the Zanja system are uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Archaeologist has been retained to inspect and evaluate the find. The Qualified Archaeologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking and delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Ground Disturbance Activities may continue unimpeded on other portions of the site outside the specified radius.

At a minimum, and even if avoided, should the find be determined to be related to the Zanja system, the Qualified Archaeologist shall prepare a memo and complete all relevant State of California Department of Parks and Recreation (DPR) 523 forms documenting the find.

If the Qualified Archaeologist, having evaluated the find, determines that the find retains integrity, documentation consistent with the standards and guidelines established the Historic American Engineering

Record (HAER) shall be undertaken and transmitted to the Library of Congress before any alteration, demolition, construction, or removal activity may occur within the determined avoidance area. Documentation shall include narrative records, measured drawings, and photographs in conformance with HAER Guidelines. The found segments shall also be mapped using Geographic Information Systems (GIS) or 3D mapping technology in order to contribute to the existing record of the location and extent of the Zanja system as a whole. At minimum, GIS data shall include the geographic coordinates and depth of all portions of the find. All records, including geographic data, georeferenced photographs, and information about the depth of the find shall be submitted to City Planning. Report documentation and GIS files shall additionally be provided to the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton.

In addition to HAER documentation, if determined appropriate by the Qualified Archaeologist, one or more of the following specific treatments shall be developed and implemented based on potential California Register eligibility criteria or the significance of the find as a unique archaeological resource:

Treatment Under Criterion 1: Treatment shall include interpretation of the Zanja system for the public. The interpretive materials may include, but not be limited to, interpretive displays of photographs and drawings produced during the HAER documentation, signage at the Zanja Madre alignment, relocating preserved segments in a publicly accessible display, or other visual representations of Zanja alignments through appropriate means such as a dedicated internet website other online-based materials. At a minimum, the interpretive materials shall include photographs and drawings produced during the HAER documentation and signage. These interpretive materials shall be employed as part of Project public outreach efforts that may include various forms of public exhibition and historic image reproduction. Additionally, the results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or with identified non-profit historic groups interested in the subject matter. The interpretive materials shall be prepared at the expense of the Project applicant, by professionals meeting the Secretary of the Interior's Professional Qualifications Standards in history or historical archaeology. The development of the interpretive materials shall consider any such materials already available to the public so that the development of new materials would add to the existing body of work on the historical Los Angeles water system, and to this end, shall be coordinated, to the extent feasible and to the satisfaction of the Department of City Planning, in consultation with the Office of Historic Resources. The interpretive materials shall include a consideration of the Zanja segment located on the Project Site in relation to the entire Zanja system. The details of the interpretive materials, including the content and format, and the timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning, in consultation with the Office of Historic Resources.

Treatment Under Criterion 2: No additional work; archival research about important persons directly associated with the construction and use of the Zanja system would be addressed as part of HAER documentation.

Treatment Under Criterion 3: No additional work; HAER documentation is sufficient.

Treatment Under Criterion 4: No additional work; archaeological data recovery and HAER documentation are sufficient.

Treatment as a unique archaeological resource, as defined by PRC Section 21083.2(g): Same as Criterion 1 treatment.

Page 4.4-48 – Revise the “Historical Resources” cumulative impacts statement as follows to clarify the impact statement for the New Zoning Code:

Historical Resources

Cumulative development throughout Los Angeles could involve demolition or alteration of historical resources. The nature and magnitude of such impacts would depend on the nature and location of individual future developments so it would be speculative to try to predict the specific level of cumulative impact that may occur as the City continues to develop. ~~Nevertheless, it is conservatively projected that Downtown Plan Area development could result in the alteration or loss of some historical resources, with potentially significant cumulative impacts.~~

As discussed under Impact 4.4-1, the Downtown Plan could similarly involve the loss of historical resources throughout the Downtown Plan Area. Although the Downtown Plan includes a number of policies aimed at the preservation of historical resources, the loss of such resources remains a possibility. Based on this information, the Downtown Plan could foreseeably have cumulatively considerable contributions to a significant cumulative impact to historical resources. The New Zoning Code would only apply to the Downtown Plan Area at this time. Therefore, although the New Zoning Code would not contribute to the Downtown Plan impact, it would be speculative to predict what impact, if any, the New Zoning Code may have in other areas of the City. ~~Based on this information, the Downtown Plan could foreseeably have cumulatively considerable contributions to a significant cumulative impact to historical resources.~~ As discussed above, the New Zoning Code would not repeal, amend, and conflict with existing regulations intended to avoid impacts to historical resources, such as the City’s 35 existing HPOZs. The New Zoning Code also retains and expands standards for adaptive reuse projects to facilitate and encourage the conversion and retention of existing or historically significant buildings to preserve the City’s architectural and cultural past while reducing vacant space and energy that goes into new construction. The New Zoning Code includes Frontage standards that ~~would~~ could be applied to ensure that new development is compatible with the

existing neighborhood character. Additionally, the New Zoning Code enables the application of Conservation Districts, intended to maintain areas of the City that are listed in an historical resources survey as eligible to be designated historic resources, and to assure that individual surveyed historic resources retain sufficient integrity to help ensure their eligibility for future designation. These standards would be tailored specific to the area and incorporated into the zone module to ensure application.

The potential for impacts to historical resources from individual developments is site-specific and depends on the location and nature of each individual development proposal. All future development projects would continue to be subject to existing federal, state, and local requirements and discretionary projects may be subject to project-specific mitigation requirements as outlined herein. It is anticipated that cumulative impacts to historical resources can be avoided through implementation of regulatory compliance measures (existing rules for HCM, HPOZ) and project design features (CPIO, and implementation of Proposed Project policies) on a project-by-project basis, but alteration or demolition of historical resources remains a possibility throughout the Downtown Plan Area and Citywide.

Based on the above, the incremental effect of the Downtown Plan on historical resources would be cumulatively considerable and cumulative impacts to historical resources in the Downtown Plan Area would be ***significant and unavoidable***.

The Proposed Project does not intend to implement the new Zoning Code outside of the Downtown Plan Area and therefore, any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Due to the modularity of the New Zoning Code, it is not known where or to what extent future development may impact historical resources. The New Zoning Code will strengthen existing protection of historical resources by continuing to provide and expanding upon incentives and preservation tools, such as through adaptive reuse of historic structures and the introduction of Conservation Districts. Based on this, the cumulative impacts of the New Zoning Code on historical resources would be ***less than significant***.

SECTION 4.6, GEOLOGY AND SOILS

Pages 4.6-38 and ES-24 – Replace Mitigation Measure 4.6-6(b) with the following, which expands upon the requirements in the measure contained in the DEIR and is modified to mirror the language in EPM CR 3-1, Inadvertent Discovery (Paleontological Resources):

4.6-6(b) Treatment of Paleontological Resources

For any project that requires a permit for grading or excavation, if a probable paleontological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Paleontologist has been retained to evaluate the find in accordance with the Society

of Vertebrate Paleontology’s Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Temporary flagging shall be installed around the find in order to avoid any disturbance from construction equipment. Any paleontological materials that are uncovered shall not be moved or collected by anyone other than a Qualified Paleontologist or his/her designated representative such as a Paleontological Monitor. If cleared by the Qualified Paleontologist, ground disturbance activities may continue unimpeded on other portions of the site. The found deposit(s) shall be treated in accordance with the Society of Vertebrate Paleontology’s Standard Procedures. Ground disturbance activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by Qualified Paleontologist. A report that describes the resource and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Paleontologist according to current professional standards and maintained pursuant to the proof of compliance requirements in Subsection I.D.6 of the Environmental Protection Measures Handbook. If appropriate, the report should also contain the Qualified Paleontologist’s recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.

On page 4.6-38 and page ES-25, amend Mitigation Measure 4.6-6(c) to read as follows:

4.6-6(c) Notification of Intent to Excavate Language

For all projects not subject to 4.6-6(a) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:

- California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.”
- PRC Section 5097.5 provides protection for cultural and paleontological resources, where Section 5097.5(a) states, in part, that: “No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.”
- California Code of Regulations, Title 14, Section 4307 states that “no person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value.” Section 1427 “recognizes that California’s archaeological resources are endangered by urban development and

population growth and by natural forces...Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor. It is a misdemeanor to alter any archaeological evidence found in any cave, or to remove any materials from a cave.”

- ~~• Best practices to ensure unique geological and paleontological resources are not damaged include but are not limited to the following steps:~~

 - ~~○ Prior to excavation and grading activities a qualified paleontologist prepares a resource assessment using records from the Natural History Museum of Los Angeles County.~~
 - ~~○ If in the assessment, the soil is identified as potentially containing paleontological resources, a qualified paleontologist monitors excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any paleontological finds during construction.~~
 - ~~○ If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until a qualified paleontologist has evaluated the find in accordance with federal, state, and local guidelines.~~
 - ~~○ If fossils are discovered, a qualified paleontologist shall recover them. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist would have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Handline and disposition of fossils is done at the direction and guidance of a qualified paleontologist.~~
 - ~~○ Personnel of the project would not collect or move any paleontological materials or associated materials.~~
 - ~~○ If cleared by the qualified paleontologist, construction activity would continue unimpeded on other portions of the project site.~~
 - ~~○ Construction activities in the area where resources were found would commence once the identified resources are properly assessed and processed by a qualified paleontologist and if construction activities were cleared by the qualified paleontologist.~~
- The following best practices are recognized by paleontologists and environmental consultants to ensure paleontological resources are not damaged during construction or Ground Disturbance Activities:

A paleontological resources records search shall be requested from and conducted by the Natural History Museum of Los Angeles County to determine whether any paleontological resources have been previously identified on or near the Project site. The results of this records search shall be used as an indicator of the paleontological sensitivity of the Project site.

A Qualified Paleontologist shall be retained and use all reasonable methods, consistent with professional standards and best practices, to determine the potential for paleontological resources to be present on the Project site.

If the Qualified Paleontologist determines there is a high potential that paleontological resources may be located on the Project site and it is possible that such resources will be impacted by the Project, the Qualified Paleontologist or his/her designated representative such as a Paleontological Monitor shall observe all Ground Disturbance Activities within those areas identified as having an undetermined or high potential in order to identify any resources and avoid potential impacts to such resources. In the event of a possible paleontological discovery, the Qualified Paleontologist or Paleontological Monitor shall have the authority to temporarily halt earthwork activities within an appropriate radius of the find, as determined by the Qualified Paleontologist, necessary to protect the resource or other potential resources on or near the Project site. Temporary flagging shall be installed around the find in order to avoid any disturbance from construction equipment.

Prior to the start of construction, the Qualified Paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.

If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), all work should cease in the area of the find until a Qualified Paleontologist has evaluated the find in accordance with federal, state, and local guidelines, including the Society of Vertebrate Paleontology's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP, 2010).

If fossils are discovered, a Qualified Paleontologist shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist has the authority to temporarily direct, divert or halt construction activity to ensure the fossil(s) can be removed in a safe and timely manner. Handling and disposition of fossils is done at the direction and guidance of a Qualified Paleontologist.

Personnel of the Project should not collect or move any paleontological materials or associated materials.

If cleared by the Qualified Paleontologist, construction activity may continue unimpeded on other portions of the Project site.

Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a Qualified Paleontologist, and the Qualified Paleontologist clears the site for construction activity.

SECTION 4.8, HAZARDS AND HAZARDOUS MATERIALS

Pages 4.8-51 and ES-28 to ES-29 – Amend Mitigation Measure 4.8-4(a) and 4.8-4(b) to read as follows, which expand on the requirements of the measure included in the DEIR and are modified to mirror the language in EPMs HM 1-1 and HM 1-2. In addition, delete mitigation measure 4.8-4(c), since 4.8-4(a) and 4.8-4(b) are now expanded to apply for all projects requiring grading, excavation, or building permit from LADBS:

4.8-4(a) Unanticipated Hazards

For any project that requires a grading, excavation, or building permit from LADBS, in the event that suspected Hazardous Materials, contamination, debris, or other features or materials that could present a threat to human health or the environment are discovered during earthwork or construction, such activities shall cease immediately until the affected area is evaluated by a Qualified Environmental Professional. If the Qualified Environmental Professional determines that a hazard exists, a remediation plan shall be developed by the Qualified Environmental Professional in consultation with the appropriate regulatory agency, and the remediation identified shall be completed. Work shall not resume in the affected area until appropriate actions have been implemented in accordance with the remediation plan, to the satisfaction of the regulatory agency.

A report that describes the Hazardous Materials, contamination or debris and its disposition, shall be prepared by the Qualified Environmental Professional, according to current professional standards and maintained for at least five years after certificate of occupancy is issued.

4.8-4(b) Environmental Site Assessment(s)

The site assessment requirements that follow apply to any project that requires a grading, excavation, or building permit from LADBS and which is:

- Located on or within 500 feet of a Hazardous Materials site listed in any of the following databases:
 - State Water Resources Control Board GeoTracker (refer to <https://geotracker.waterboards.ca.gov/>);
 - DTSC EnviroStor (refer to <https://www.envirostor.dtsc.ca.gov/public/>);
 - DTSC Hazardous Waste Tracking System (refer to <https://hwts.dtsc.ca.gov/>);
 - LAFD Certified Unified Program Agency (refer to the active, inactive, and historical inventory lists at <https://www.lafd.org/fire-prevention/cupa/public-records/>);
 - Los Angeles County Fire Department Health Hazardous Materials Division (refer to the active and inactive facilities, site mitigation, and California Accidental Release Prevention inventory lists at <https://fire.lacounty.gov/public-records-requests/>);
 - SCAQMD Facility Information Detail (refer to <https://xappprod.aqmd.gov/find/>); or
- Located on or within 500 feet of a Hazardous Materials site designated as a Resource Conservation and Recovery Act (RCRA) Small Quantity Generator or Large Quantity Generator (refer to the USEPA Envirofacts database at <https://enviro.epa.gov/index.html>); or
- Located in an Oil Drilling District (O) or located on or within 50 feet of a property identified as having an oil well or an oil field (active or inactive) by the California Geologic Energy Management Division (refer to <https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx>); or

- Located on land currently or previously designated with an industrial use class or industrial zoning, in whole or in part; or
- Located on land currently or previously used for a gas station or dry cleaning facility.

Or:

- The Applicant or Owner are aware or have reason to be aware that the Project site was previously used for an industrial use, gas station or dry cleaner.

And:

- The site has not been previously remediated to the satisfaction of the relevant regulatory agency/agencies for any contamination associated with the above uses or site conditions.

A Phase I Environmental Site Assessment shall be prepared by a Qualified Environmental Professional in accordance with State standards/guidelines and current professional standards, including the American Society for Testing and Materials' (ASTM) Standard Practice for Environmental Site Assessments, to evaluate whether the site, or the surrounding area, is contaminated with hazardous substances from any past or current land uses, including contamination related to the storage, transport, generation, or disposal of toxic or Hazardous Waste or materials.

If the Phase I identifies a Recognized Environmental Condition (REC) and/or if recommended in the Phase I, a Phase II Environmental Site Assessment shall also be prepared by a Qualified Environmental Professional. The Phase I and/or Phase II Environmental Site Assessment(s) shall be maintained for at least five years after the certificate of occupancy is issued and made available for review and inclusion in the case file by the appropriate regulatory agency, such as the State Water Resources Control Board, the State Department of Toxic Substances Control, or the LAFD Hazard Mitigation Program. Any remediation plan recommended in the Phase II Environmental Site Assessment or by the appropriate regulatory agency shall be implemented and, if required, a No Further Action letter shall be issued by the appropriate regulatory agency prior to issuance of any permit from LADBS, unless the regulating agency determines that remedial action can be implemented in conjunction with excavation and/or grading. If oversight or approval by a regulatory agency is not required, the Qualified Environmental Professional shall provide written verification of compliance with and completion of the remediation plan, such that the site meets the applicable standards for the proposed use, which shall be maintained for at least five years after certificate of occupancy.

SECTION 4.9, HYDROLOGY AND WATER QUALITY

Page 4.9-1 – Revise the first two sentences of the first paragraph under “Environmental Setting: to read as follows:

Los Angeles has a mild climate with an annual average monthly maximum temperature of 75 degrees Fahrenheit based on the period of 1995-2020. temperature of 63.8 degrees Fahrenheit with an average high temperature of approximately 71.7 degrees Fahrenheit and an average low temperature of approximately 55.9 degrees Fahrenheit. Average annual precipitation of the region averages approximately 13.77 18.67 inches, with over 92 percent of this total amount typically occurring during the period of November through April (all from City of Los Angeles, 2020 UWMP). Precipitation occurs during the months of October through April, averaging approximately 2.6 inches per month (US Climate Data 2017).

Page 4.9-35 – Add the following to the list of References:

Los Angeles, City of, 2020 Urban Water Management Plan. Adopted May 25, 2021.

SECTION 4.10, LAND USE AND PLANNING

Page 4.10-47 – Immediately following Table 4.10-3, add the following:

Post the publication of the DEIR for the Proposed Project, the City adopted the 2011-2029 housing Element. The Housing Element (i.e., The Plan to House LA) embodies the City’s housing goals and policies and identifies the more detailed strategies the City will implement to achieve them. One of the primary goals of the Housing Element is to encourage a range of housing opportunities for all income groups and identifies Downtown Plan as a significant part of its rezoning program to provide housing, including affordable housing to meet the RHNA allocations for the city.

The Proposed Downtown Plan accommodates housing opportunities for a range of income levels, including mixed-income and affordable housing. The Downtown Plan would increase development potential in targeted areas, allowing the Plan Area to accommodate additional housing units pursuant to SCAG’s RHNA allocation and growth projections, thereby implementing the goals of the Housing Element. Therefore, the Proposed Downtown Plan would be consistent with the City’s 2021-2029 Housing Element.

In addition to the above, the City updated its Safety Element to incorporate new State legislative requirements in 2021. The 2021 update maintains the approach of including high level goals and objectives that consider multiple types of hazards but incorporates goals, policies, objectives, and feasible implementation measures that place a greater emphasis on wildfires, flooding, and climate change. Because the City addresses climate change adaptation and resilience in other policy documents, such as Resilient Los Angeles, and LA's Green New Deal (Sustainability pLAn), the 2021 update incorporated relevant policies from these other plans into the Safety Element, centralizing information in the City’s General Plan and providing a framework for updates to other implementing documents, allocation of resources, and actions required of City staff and collaborating agencies., The update also replaced repetitive descriptions and exhibits in the Safety Element with references to the Local Hazard Mitigation Plan, which was last updated in 2018. Finally, the updated

Safety Element incorporates programs from the 1996 Safety Element, the 2018 Local Hazard Mitigation Plan, the 2020 Floodplain Management Plan, Resilient Los Angeles, LA’s Green New Deal and other related plans into a revised Chapter 4, Implementation.

Reasonably foreseeable development under the Downtown Plan would not increase the potential for wildfire or flooding, nor would it expose development to such hazards given that no portion of the Downtown Plan Area is in a wildfire hazard zone and no Downtown Plan Area development would be within the 100-year flood zone associated with the adjacent Los Angeles River. As discussed in Section 4.7, *Greenhouse Gas Emissions*, of the DEIR, the Downtown Plan would not conflict with City policies or programs related to climate change, which form the basis for the associated updates to the 2021 Safety Element. For these reasons, the Downtown Plan would not conflict with the 2021 Safety Element update.

The November 2021 targeted amendments to the Health Element (i.e the Plan for a Healthy Los Angeles) included minor updates intended to clarify that the Plan for a Healthy Los Angeles and the Health Atlas for the City of Los Angeles are the primary location of environmental justice goals, policies, and implementation programs in the General Plan and meet the requirements of the State law. Edits also update references to other City plans and documents. The Health Atlas component of the health Element, which provides a data-driven snapshot of health issues and outcomes for various communities in Los Angeles was also updated with the most recent data as part of this effort. As such, the Plan would continue to remain consistent with these clarifying amendments to the Health Element.

Page 4.10-3 – Revise the last sentence of the paragraph under “Civic Center, El Pueblo, and Union Station” to read as follows:

Union Station is the City’s principal transportation hub, home to local, regional, and national transit providers, and the planned sites for the Los Angeles Aerial Rapid Transit Gondola and California High Speed Rail (HSR) Los Angeles station.

SECTION 4.11, NOISE

Page 4.11-23 – Add the following at the end of the last paragraph under “Temporary Noise Impacts”:

Because the Downtown Plan Area includes disadvantaged communities that in some cases may already be subject to various environmental hazards, construction-related noise could disproportionately affect such communities depending on the location and magnitude of construction activity.

Pages 4.11-24 to 4.11-25 and ES-33 to ES-34 – Replace and re-number Mitigation Measure 4.11-1 with the following, which generally includes the same requirements as the measure included in the DEIR and is modified

to mirror the language in EPM NV 1-6, which has been drafted to create an enforceable standard based upon MM 4.11-1:

4.11-1(a) Project-Specific Noise Study

The noise study requirement that follows applies to any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics:

1. Two or more subterranean levels;
2. 20,000 cubic yards or more of excavated material
3. Simultaneous use of five or more pieces of construction equipment; or
4. Construction duration (excluding architectural coatings) of 18 months or more.
5. Construction activities involving impact pile driving or the use of 300 horsepower equipment.

A Noise Study prepared by a Qualified Noise Expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified Noise-Sensitive Uses, quantify expected noise levels at these Noise-Sensitive Uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the LAMC. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. The Noise Study shall identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and Owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained for at least five years after certificate of occupancy is issued.

Pages 4.11-25 and ES-34 – Add mitigation measures 4.11-1(b) through 4.11-1(f) as follows to reflect EPMs NV 1-1 through NV 1-5, which are drafted to create enforceable standards based on mitigation measures in DEIR:

4.11-1(b) Noise Shielding and Muffling

For any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS, power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

4.11-1(c) Use of Driven Pile Systems

For any project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS, driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.

4.11-1(d) Enclosure or Screening of Outdoor Mechanical Equipment

For any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS, all outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any off-site Noise-Sensitive Uses.

4.11-1(e) Location of Construction Staging Areas

For any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS, construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors.

4.11-1(f) Temporary Walls

For any project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, noise barriers, such as temporary walls ~~shall~~, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints. ~~shall~~, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot

¹ At a Sound Transmission Class (STC) rating of 25, soft speech can be heard and understood.

be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.

Page 4.11-26 – Add the following at the end of the last paragraph under “Construction Vibration”:

Because the Downtown Plan Area includes disadvantaged communities that in some cases may already be subject to various environmental hazards, construction-related vibration could disproportionately affect such communities depending on the location and magnitude of construction activity.

Pages 4.11-27 to 4.11-28 and ES-34 to ES-36 – Replace Mitigation Measure 4.11-2(a) with the following, which generally includes the same requirements as the measure included in the DEIR and is modified to mirror the language in EPM NV 2-1. The applicability of the revised measure is the same as that of the measure contained in the DEIR except that the replacement measure does not apply to residential developments with under 2,000 square feet of floor area. However, construction of such developments would not involve the use of multiple pieces of heavy equipment or such techniques as pile driving and thus would not create significant vibration impacts. Therefore, this change to the measure’s applicability would not alter the DEIR conclusions or result in an increase in the severity of the significant and unavoidable vibration impact identified in the DEIR.

4.11-2(a) Vibration Control Plan

This measure applies to any project, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet (see reference vibration levels in Appendix S of the Environmental Protection Measures Handbook); (2) require a permit from LADBS; and (3) which occur:

1. Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historical Resources Survey; or
2. Within 15 feet of non-engineered timber and masonry buildings.

Or any Project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic

resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historical Resources Survey.

Prior to demolition, grading/excavation, or construction, a Qualified Structural Engineer shall prepare a survey establishing baseline structural conditions of potentially affected structures and a Vibration Control Plan, which shall include methods to minimize vibration, including, but not limited to:

1. A visual inspection of the potentially affected structures to document (by video and/or photography) the apparent physical condition of the building (e.g., cracks, broken panes, etc.).
2. A shoring design to protect the identified structures from potential damage;
3. Use of drilled piles or a sonic vibratory pile driver rather than impact pile driving, when the use of vibrating equipment is unavoidable;
4. Use of rubber-tired equipment rather than metal-tracked equipment; and
5. Avoiding the use of vibrating equipment when allowed by best engineering practice.

Pages 4.11-28 and ES-36 – Add the following mitigation measure, which mirrors the language in EPM NV 2-2.

4.11-2 (c) Repair of Damage

This measure applies to any project, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet (see reference vibration levels in Appendix S); (2) require a permit from LADBS; and (3) which occur:

1. Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historical Resources Survey; or
2. Within 15 feet of non-engineered timber and masonry buildings.

Or any Project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historical Resources Survey.

In the event of damage to any non-historic building due to construction vibration, as verified by the Qualified Structural Engineer, a letter describing the damage to the impacted building(s) and recommendations for repair shall be prepared by the Qualified Structural Engineer within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the Owner’s or Applicant’s expense, in conformance with all applicable codes.

In the event of vibration damage to any building that is designated or determined to be a historical resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historical Resources Survey, a letter describing the damage to the impacted building(s) and recommendations for repair shall be prepared by the Qualified Historian within 60days of the time when damage occurred. Repairs shall be undertaken and completed, at the Owner’s or Applicant’s expense, in conformance with the California Historical Building Code (Title 24, Part 8) as well as the Secretary of the Interior’s Standards for the Treatment of Historic Properties and associated guidelines, as applicable and as determined by the Qualified Historian.

SECTION 4.12, POPULATION AND HOUSING

Page 4.12-2 - Revise the last paragraph under “Population” to read as follows:

The Downtown Plan Area contains two jails, the Men’s Central Jail and Twin Towers Correctional Facility (a.k.a. Twin Towers Jail or Los Angeles County Jail), and a federal prison, the Metropolitan Detention Center. In 2015, the Men’s Central Jail had an average daily inmate population of 4,195, while the Twin Towers Jail had an average daily inmate population of 3,662, for a combined total average daily inmate population of approximately 8,000 (Los Angeles Sheriff’s Department [LASD] 2016). The Metropolitan Detention Center currently houses 526 inmates (<https://www.bop.gov/locations/institutions/los/>, accessed February 2021).

Page 4.12-13 – Revise the beginning of the first paragraph under “Growth Inducement” to read as follows:

For Threshold 4.12-1, the following criteria related to growth inducement are considered relevant to the Proposed Project:

Page 4.12-20 – Revise the fifth sentence of the last paragraph to read as follows:

As shown in Table ~~4.12-5~~ **4.12-8**, the Downtown Plan Area is expected to accommodate an increase in the number of available housing units in the Downtown Plan Area from approximately 34,000 units to 133,000 units, an increase of 99,000 units.

SECTION 4.13, PUBLIC SERVICES

Page 4.13-16 – Add the following at the end of the second paragraph under “Downtown Plan Area Setting”:

Rates of both violent and property crimes are substantially higher in the Central Area than in the City as a whole and also somewhat higher in the Newton Area, though both violent and property crime rates in the Northeast Area are lower than citywide rates.

SECTION 4.14, RECREATION

Page 4.14-2 – Add the following as the third paragraph under “Downtown Plan Area Existing and Planned Parks”:

The Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment prepared by Los Angeles County in 2016 (https://lacountyparkneeds.org/wp-content/uploads/2016/06/ParksNeedsAssessmentSummary_English.pdf) identifies the Downtown Plan Area and surrounding neighborhoods as having “very high” park needs. This suggests that, as noted above, the Downtown Plan Area has a current shortage of parks and that, as a result, existing parks experience high levels of use. Page 4.14-8 – Revise the third sentence of the second paragraph under “Downtown Plan Impact” to read as follows:

Payment of impact fees and the anticipated implementation of capital improvements at existing park enhancement or maintenance of facilities with funds provided by these fees would help offset the deterioration of existing recreation facilities.

Page 4.14-9 – Revise the last paragraph under “Downtown Plan Impact” to read as follows:

Existing regulations and Downtown Plan policies would provide funding for the provision of new recreational facilities and some Downtown Plan policies would also support the maintenance of existing facilities. However, as discussed in the Setting, existing and planned parks serving the Downtown Plan Area currently fail to meet the City’s four acres per 1,000 residents goal for neighborhood and community parks and already experience high levels of use; therefore, although recreational needs are often met in different ways in highly urban settings (e.g., use of private gymnasiums and recreational facilities, use of public rights-of-way for walking and jogging), the more than threefold increase in population accommodated by the Downtown Plan combined with the constraints on new park development in Downtown Los Angeles (discussed under Impacts 4.14-2 and 4.14-3 below) and high levels of use of existing Downtown Plan Area parks would be expected to substantially increase demands upon existing recreational facilities. All of the parks listed in **Table 4.14-1** could be adversely affected by the increase in population for the Downtown Plan Area, which may cause and accelerate deterioration of those existing parks. Impacts related to the deterioration of existing parks would be *potentially significant*.

Page 4.14-9 – Add the following at the end of the last paragraph under “Downtown Plan Impact”:

Because the Downtown Plan Area includes disadvantaged communities that may already lack park facilities that meet City targets, the addition of more people to the Plan Area could disproportionately affect parks in such communities depending on the magnitude of residential development constructed.

Page 4.14-13 – Revise the “Substantial Deterioration of Existing Parks” cumulative impacts statement to clarify the impact of the New Zoning Code.

Substantial Deterioration of Existing Parks

Future citywide development is expected to increase the City’s residential population from just over 4 million persons in 2017 (DOF 2017) to more than 4.6 million persons in 2040 (SCAG 2016), an increase of about 600,000 residents. This increase would exacerbate the existing need for new or expanded recreational facilities over time. In the absence of new parks, the citywide increase in park demand would be expected to accelerate the deterioration of existing parks, which would be a potentially significant cumulative impact.

As discussed under Impact 4.14-1, the Downtown Plan would result in a potentially significant impact related to the deterioration of existing parks serving the Downtown Plan Area since there is not adequate space to provide sufficient park acreage to meet the projected increase in demand for parks based on the City’s adopted standards. This would constitute a cumulatively considerable contribution to the significant cumulative impact related to park deterioration. The New Zoning Code, on the other hand, would not accommodate any specific development and would only be applied when a community plan is updated or through other discretionary review processes. Regardless, no provision of the New Zoning Code would be expected to increase demand for recreational facilities. Thus, this component of the Proposed Project would not contribute to this significant cumulative impact.

The Downtown Plan would make a substantial contribution to cumulative park impacts; thus, its cumulative impact is *significant and unavoidable*.

Projecting the location and type of future growth as a result of the application of the New Zoning Code outside of the Downtown Plan Area and any impacts (adverse or beneficial) would be speculative at this time; as such the cumulative park impacts of the New Zoning Code would be *less than significant*.

SECTION 4.15, TRANSPORTATION AND TRAFFIC

Page 4.15-55 – Revise the “Hazards Due to a Geometric Design Feature or Incompatible Uses” cumulative impacts statement to clarify the impact of the New Zoning Code.

The Downtown Plan does not include any elements that would promote sharp curves, dangerous intersections, or incompatible uses that could present safety hazards, and promotes policies and programs to

encourage safety of users across all modes. Although the Downtown Plan describes a reasonably expected future and cannot constitute a commitment to any project-specific development, individual projects would be expected to align with the safety principles of the Downtown Plan as well. However, queuing-related safety issues could potentially arise as additional development occurs in the Downtown Plan Area and elsewhere in the region and, although it is anticipated that the City and Caltrans would address any such issues as they arise, it cannot be determined with certainty that queuing-related safety issues would not occur. Thus, cumulative impacts related to freeway off ramp queuing are considered significant and unavoidable and the Downtown Plan may make a cumulatively considerable contribution to freeway safety impacts.

The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would result in hazards due a geometric design feature or incompatible use. For these reasons, cumulative impacts related to transportation safety as a result of design features or incompatible uses would not be significant and the New Zoning Code would not have a substantial contribution to any cumulative impact related to transportation safety.

Cumulative impacts related to queuing-related safety issues for the Downtown Plan are ***significant and unavoidable*** and for the New Zoning Code are ***less than significant***. All other cumulative impacts related to transportation hazards for the Downtown Plan and New Zoning Code are ***less than significant***.

SECTION 4.16, TRIBAL CULTURAL RESOURCES

Pages 4.16-5 to 4.16-6 and ES-40 to ES-41 – Revise Mitigation Measure 4.16-1(a) as follows and update Mitigation Measure 4.16-1(b) to mirror the language in EPM CR 4-1, Inadvertent Discovery (TCRs), which again are drafted to create enforceable standards based on mitigation measures in DEIR:

4.16-1(a) Native American Consultation and Monitoring for Discretionary Projects

For all discretionary projects where excavation could extend below previously disturbed levels, notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in that area. If the potential for tribal resources exists, excavation in previously undisturbed soils shall be monitored by a qualified tribal monitor, if available or a Qualified Archeological Monitor. ~~If tribal resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until an appropriate Tribal Representative has evaluated the find. Construction personnel shall not collect or move any tribal resources. Construction activity may continue unimpeded on other portions of the project site. Any tribal resources shall be treated with appropriate dignity and protected and preserved as appropriate.~~

4.16-1(b) Inadvertent Discovery

For any project that requires a permit for grading or excavation, if a possible tribal cultural resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Tribal Monitor or Archaeological Monitor has been retained to evaluate the find.

Following discovery, the Applicant or Owner shall immediately contact all Native American tribes that have informed the City of Los Angeles they are traditionally and culturally affiliated with the geographic area of the Project, as well as the Department of City Planning, Office of Historic Resources (OHR). If a Qualified Tribal Monitor or Archaeological Monitor determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be a potential tribal cultural resource, in its discretion and supported by substantial evidence, the Applicant and Owner shall provide any affected tribe a reasonable period of time, not less than five business days, to conduct a site visit and make recommendations to the Applicant or Owner and OHR regarding the monitoring of future Ground Disturbance Activities and the treatment and disposition of any discovered tribal cultural resources. The Applicant or Owner shall implement the tribe's recommendations if the Qualified Tribal Monitor or Archaeological Monitor reasonably concludes such recommendations are reasonable and feasible.

Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources should occur as follows:

The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.

When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Tribal Monitor or Qualified Archaeologist.

All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility for educational purposes. If cleared by the Qualified Tribal Monitor or Archaeological Monitor, Ground Disturbance Activities may continue unimpeded on other portions of the site. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed. A report that describes the resource and its disposition, as well as the assessment methodology shall be prepared by the Qualified Tribal Monitor or Archaeological Monitor, according to current professional standards and maintained for at least five years after the certificate of occupancy is issued. A copy of the report shall be submitted to OHR, the South Central Coastal Information Center at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its

Sacred Lands File. If requested by the City, OHR may review and approve any monitoring or mitigation plan prior to implementation.

On page 4.16-6 and page ES-41, renumber Mitigation Measure 4.16-1(b) as 4.16-1(c) and amend the measure to read:

4.16-1(c) Notices for Non-Discretionary Projects.

For all projects not subject to 4.16-1(a) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgment of receipt of the notice from applicants:

Several federal and state laws regulate the treatment of tribal resources and make it a criminal violation to destroy those resources. These include, but are not limited to:

California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.”

Public Resources Code Section 5097.5 (a) states, in part, that:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express written permission of the public agency having jurisdiction over the lands.

~~Best practices to ensure that tribal cultural resources are not damaged include but are not limited to the following steps:~~

~~A qualified tribal monitor or archaeologist qualified to identify tribal resources would monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction.~~

~~If tribal resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until an appropriate Tribal Representative has evaluated the find or, if no Tribal Representative is identified, the qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines.~~

~~The found deposits shall be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the Tribal Representative and in accordance with federal, state, and local guidelines.~~

~~An agreement will be reached with the Tribal Representative to mitigate or avoid any significant impacts to identified tribal cultural resources.~~

~~The location of the find of tribal cultural resources and the type and nature of the find will not be published beyond providing it to public agencies with jurisdiction or responsibilities related to the resources, the qualified archaeologist, and tribal representatives.~~

~~Absent an agreement with the Tribal Representative, as provided in Public Resources code Section 21083.2, archaeological resources should be preserved in place or left in an undisturbed state. When preserving in place or leaving in an undisturbed state is not possible, excavation should not occur unless testing or studies already completed have adequately recovered the scientifically consequential information form and about the resource and this determination is document by a qualified archaeologist.~~

~~Personnel of the project shall not collect or move any archaeological or tribal resources or associated materials, or publish the location of tribal cultural resources.~~

~~Construction activity may continue unimpeded on other portions of the project site if cleared by the Tribal Representative or qualified archaeologist.~~

~~Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a Tribal Representative or, if not Tribal Representative is identified, a qualified archaeologist.~~

The following best practices are recognized by tribal monitors and environmental consultants to ensure that tribal cultural resources are not damaged during grading, excavation, or other Ground Disturbance Activities:

A Sacred Lands File (SLF) records search shall be requested from and conducted by the California Native American Heritage Commission (NAHC) to determine whether cultural resources associated with any Native American tribe(s) with traditional lands or cultural places located within or near the Project site have been previously identified or whether the Project area is considered sensitive for the presence of tribal cultural resources.

All tribes listed on the NAHC's Native American Contact List included with the SLF records search shall be contacted, informed of the Project, and given an opportunity to provide input. If the tribe provides substantial evidence of a potential for discovery of tribal cultural resources within the Project site and requests monitoring of Project excavation, grading or other Ground Disturbance Activities, a Qualified Tribal Monitor or an Archaeological Monitor shall be retained.

The Qualified Tribal Monitor or Archaeological Monitor shall observe all Ground Disturbance Activities within those areas identified in the records search as sensitive for the presence of tribal cultural resources in

order to identify any resources and avoid potential impacts to such resources. In the event of a possible discovery of a tribal cultural resource, the Qualified Tribal Monitor or Archaeological Monitor shall have the authority to temporarily halt earthwork activities within an appropriate radius of the find, as determined by the Qualified Tribal Monitor or Qualified Archaeologist to ensure the find is not damaged or any other potential tribal cultural resources on or near the Project site.

If tribal cultural resources are uncovered, all work should cease in the appropriate radius determined by the Qualified Tribal Monitor or Archaeological Monitor.

Any find should be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the Qualified Tribal Monitor and in accordance with federal, state, and local guidelines.

The location of the tribal cultural resource find and the type and nature of the find should not be published beyond providing the information to public agencies with jurisdiction or responsibilities related to the resources and any affected tribal representatives.

Personnel of the Project should not collect or move any tribal cultural resources or associated materials or publish the location of tribal cultural resources.

Following discovery, the Applicant or Owner shall immediately contact all Native American tribes that have informed the City of Los Angeles they are traditionally and culturally affiliated with the geographic area of the Project, as well as the Department of City Planning, Office of Historic Resources (OHR).

The Applicant and Owner shall provide any affected tribe a reasonable period of time, not less than five business days, to conduct a site visit and make recommendations to the Applicant or Owner regarding the monitoring of future Ground Disturbance Activities and the treatment and disposition of any discovered tribal cultural resources.

The Applicant or Owner shall implement the tribe's recommendations if the Qualified Tribal Monitor or Archaeological Monitor reasonably concludes such recommendations are reasonable and feasible and determined to be supported with substantial evidence.

Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources shall occur as follows:

The find shall be preserved in place or left in an undisturbed state unless the Project would damage the resource.

When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study shall occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Tribal Monitor or Qualified Archaeologist.

All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility.

If cleared by the Qualified Tribal Monitor or Archaeological Monitor, Ground Disturbance Activities may continue unimpeded on other portions of the site. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed.

SECTION 5, ALTERNATIVES

Table 5-22, page 5-67 – Correct the line for Greenhouse Gas Emissions as shown below to be consistent with the analyses of Alternatives 1-4 contained in Chapter 5, pages 5-12 to 5-13, 5-28 to 5-29, 5-44, and 5-57 to 5-58. Alternatives 1, 2, and 4 are inferior to the Proposed Project with respect to Greenhouse Gas Emissions while Alternative 3 is superior.

<u>TABLE 5-22 IMPACT COMPARISON OF ALTERNATIVES</u>				
<u>Issue</u>	<u>Alternative 1: Reduced Development Capacity</u>	<u>Alternative 2: Housing Redistribution</u>	<u>Alternative 3: Increased Development Potential</u>	<u>Alternative 4: No Project</u>
<u>Greenhouse Gas Emissions</u>	=	=	±	=
<p><u>+ Superior to the proposed project (reduced level of impact) - Inferior to the proposed project (increased level of impact) = Similar level of impact to the proposed project Significant and unavoidable impacts are bolded and red. Note that for Alternative 4, impacts would not technically be “significant” under CEQA since that alternative involves continued implementation of the existing Central City and Central City North community plans, impacts are identified as “significant and unavoidable” if the physical effect associated with the alternative would be equivalent to a “significant impact” if the alternative involved a new discretionary action.</u></p>				

11 MITIGATION MONITORING PROGRAM

Public Resources Code (PRC) Section 21081.6 and California Environmental Quality Act (CEQA) Guidelines Section 15097 require adoption of a Mitigation Monitoring Program (MMP) for all projects for which an Environmental Impact Report (EIR) has been prepared. Specifically, PRC Section 21081.6 states:

“...the agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment...[and that the program] ...shall be designed to ensure compliance during project implementation.”

CEQA Guidelines Section 15097 provides guidelines for implementing monitoring and reporting programs. Specific monitoring requirements to be enforced during project implementation must be defined prior to final approval of a project by the decision-maker. Although the Lead Agency (the City of Los Angeles) may delegate monitoring responsibilities to other agencies or entities, the Lead Agency “...remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.”

The MMP (Appendix S) describes the procedures for the implementation of the mitigation measures adopted for the Proposed Project. The MMP for the Proposed Project will be in place through the planning horizon of the Downtown Plan (2040) or until the Plan and EIR are updated again, whichever is later. The City of Los Angeles Department of City Planning (DCP) staff and staff of other City Departments (e.g., Department of Building and Safety [DBS]) are responsible for administering the MMP activities or delegating them to consultants or contractors. The Monitoring or Enforcing Agencies identified herein, at their discretion, may require a project applicant or operator to pay for one or more independent professional(s), with any necessary training and qualifications, to be responsible for preparing, reviewing, or certifying any required report, study, analysis, or certification, or monitoring implementation of mitigation measures (e.g., City building inspector, project contractor, certified professionals, etc., depending on the requirements of the mitigation measures) required of project applicants or operators. Monitors would be hired by the City or by the applicant or operator at the City’s discretion.

Each mitigation measure is identified in Table 11-1 and is categorized by environmental topic and corresponding number, with identification of:

The Implementing Party– this is in most cases, the applicant for individual projects who will be required to implement most of the measures subject to City review and approval.

The Enforcement Agency and Monitoring Agency – this is the agency or agencies that will monitor each measure and ensure that it is implemented in accordance with this MMP.

Monitoring Phase/Monitoring Actions – this is the timeframe that monitoring would occur and the criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.

Many of the mitigation measures are implemented through the adoption of environmental protection measures/standards either through the New Zoning Code EPM Handbook process or through the Downtown Community Plan Implementation Overlay District (CPIO in Appendix G). Others may be implemented through the imposition of conditions of approval subject to the City’s authority to condition the applicable entitlement for any subsequent environmental review pursuant to CEQA Guidelines Sections 15162, 15163, 15164, or 15168, or tiered clearance to the Downtown Community Plan Update/New Zoning Code for Downtown Community Plan EIR, pursuant to the procedures in CEQA Guidelines Section 15152 or streamlining CEQA Clearance as permitted in PRC Sections 21083, 21094.5, 21155-21155.2, 21155.4 or CEQA Guidelines Sections 15183 or 15183.3.

For the mitigation measures implemented through the CPIO or EPM Handbook shall do all of the following:

Adopt environmental standards or protection measures to implement, and that are consistent with, the mitigation measures; and

Require projects to substantially conform with all applicable environmental standards or environmental protection measures, subject to the discretion of the enforcing and monitoring agency; and

Authorize any City implementing, monitoring or enforcing agency, to require the applicant to hire an outside consultant (which may or shall be subject to City approval) to monitor and certify compliance with the environmental standards or protection measures, or develop any other administrative procedures to ensure compliance with the environmental standards or protection measures, including but not limited to requiring the applicant to sign acknowledgement of environmental standards or protection measures and provide affidavit committing to comply with applicable environmental standard or protection measures, and maintain records for certain period of time and hold records available for City inspection to demonstrate compliance.

For the mitigation measures implemented through the CPIO or EPM Handbook may do the following:

Provide for the modification or a deletion of an environmental standard or protection measure subject to the following:

The development project shall be in substantial conformance with the environmental standard contained in CPIO. The Planning Director may determine substantial conformance with the environmental standard in his or her reasonable discretion. If the Planning Director cannot find substantial conformance, an environmental standard may be modified or deleted if the Planning Director, or the decision maker for a subsequent discretionary project related approval, complies with CEQA Guidelines, including sections 15162 and 15164, by preparing an addendum or subsequent environmental clearance

to analyze the impacts from the modifications to or deletion of the environmental standard. Any addendum or subsequent CEQA clearance shall explain why the mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the project design feature or mitigation measure. Under this process, the modification or deletion of a mitigation measure shall not require a modification to any project discretionary approval unless the Planning Director or decisionmaker also finds that the change to the environmental standard requires a modification or other entitlement under the LAMC or other City ordinance or regulation.

Mitigation measures imposed as a condition of approval shall be imposed with a MMP that may include the following provisions:

This MMP shall be enforced throughout all phases of development projects subject to the mitigation measures. The Applicant shall be responsible for implementing each mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each project design feature and mitigation measure has been implemented. The Applicant shall maintain records demonstrating compliance with each project design feature and mitigation measure. Such records shall be made available to the City upon request. Further, specifically during the construction phase (including excavation, grading and demolition) and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by DCP, who shall be responsible for monitoring implementation of mitigation measures during grading and construction activities consistent with the monitoring phase and frequency set forth in this MMP. The Construction Monitor shall also prepare documentation of the Applicant's compliance with the mitigation measures during grading and construction every 90 days. The documentation must be signed by the Applicant and Construction Monitor and be maintained by the Applicant. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures within two business days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency. Until five years after all mitigation measures are fully satisfied, the Applicant and Owner shall maintain all records of mitigation measure compliance (e.g., reports, studies, certifications, verifications, monitoring or mitigation plans) and make the records available for the City's inspection within three business days of the City requesting the records. All records related to grading and construction shall be maintained on the construction site during grading and construction and shall be immediately available for inspection by the City or by the Construction Monitor. The Applicant/Owner shall also sign a Statement of Compliance, in a form approved by the City, prior to issuance of any building permit, committing to compliance with all applicable mitigation measures.

All development projects shall be in substantial conformance with the mitigation measures contained in this MMP. The Enforcement Agency may determine substantial conformance with mitigation measures in the MMP in their reasonable discretion. If the Enforcement Agency cannot find substantial conformance, a mitigation measure may be modified or deleted if the Enforcement Agency, or the decision maker for a subsequent discretionary project related approval, complies with CEQA Guidelines, including sections 15162 and 15164, by preparing an addendum or subsequent environmental clearance to analyze the impacts from the modifications to or deletion of the mitigation measures. Any addendum or subsequent CEQA clearance shall explain why the mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the project design feature or mitigation measure. Under this process, the modification or deletion of a mitigation measure shall not require a modification to any project discretionary approval unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

Table 11-1 Mitigation Monitoring Program

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
Air Quality			
4.2-2 Construction Emissions Reduction			
<p>The City shall require Plan Area construction-related activity to comply with the following and require the developers to notify any contractors, and include in any agreements with contractors and subcontractors, the following, or equivalent, best management practices in construction specifications:</p> <p>Dust Control Compliance with SCAQMD Rule 403. For any project whose construction activities involve the use of construction equipment and require a permit from LADBS, consistent with SCAQMD Rule 403, best available dust control measures shall be implemented during ground disturbance activities and active construction operations capable of generating dust.</p> <p>Equipment Maintenance. For any project whose construction activities involve the use of construction equipment and require a permit from LADBS, maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer’s specifications shall be maintained per the proof of compliance requirements in Subsection I.D.6 of the Environmental Protection Measures Handbook. All construction equipment shall achieve emissions reductions that are no less than what could be achieved by a Tier 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.</p> <p>Vehicle Idling Limit and Notification Signs. For any project whose construction activities involve the use of construction vehicles and require a permit from LADBS, vehicle idling during construction activities shall be limited to five minutes as set forth in the California Code of Regulations, Title 13, Section 2449. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits.</p> <p>Non-Diesel Fueled Electrical Power. For any project whose construction activities involve the use of construction equipment and require a permit from LADBS, electricity from power poles rather than temporary gasoline or diesel-powered generators shall be used To the Extent Available and Feasible.</p> <p>Emissions Standards for Off-Road Construction Equipment Greater than 50 Horsepower. For any project whose construction activities involve the use of construction</p>	Applicant for individual project	DCP, DBS	Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.

¹ The Monitoring Phase/Monitoring Actions are applicable to projects that are subject to the measures as described within each measure.

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
<p>equipment, require a permit from LADBS, and involve at least 5,000 cubic yards of on-site cut/fill on any given day, all off-road diesel-powered construction equipment equal to or greater than 50 horsepower shall meet the U.S. Environmental Protection Agency’s (USEPA) Tier 4 emission standards during construction. Operators shall maintain records of all off-road equipment associated with Project construction to document that each piece of equipment used meets these emission standards per the proof of compliance requirement in Subsection I.D.6 of the Environmental Protection Measures Handbook. In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD’s Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD’s regional and localized construction thresholds.</p> <p>Use of Low Polluting Fuels. For any project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve at least 5,000 cubic yards of on-site cut/fill on any given day, construction equipment less than 50 horsepower shall use low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline). In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD’s Air Quality Handbook may be provided by the Applicant or Owner demonstrating that project construction activities would not exceed the SCAQMD’s regional and localized construction thresholds.</p> <p>Emission Standards for On-Road Haul Trucks. For any project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve more than 90 round-trip haul truck trips on any given day for demolition debris and import/export of soil, construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board’s (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of nitrogen oxides (NOX) emissions. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards per the proof of compliance requirements in Subsection I.D.6 of the Environmental Protection Measures Handbook. In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD’s Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD’s regional and localized construction thresholds.</p> <p>Routes for On-Road Haul Trucks. For any project whose construction activities involve the use of construction vehicles and require a permit from LADBS, construction contractors shall reroute construction trucks away from congested streets or Sensitive Uses, as feasible. The burden of proving that compliance is infeasible shall be upon the Applicant or Owner. Where avoiding Sensitive Uses and congested streets altogether is infeasible, routing away from Sensitive Uses shall be prioritized over routing away from congested streets.</p>			

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
4.2-3 Distribution Facility Health Risk Assessment			
Applicants for distribution centers in the Downtown Plan Area within 1,000 feet of sensitive land uses that require discretionary permits and would accommodate more than 100 truck trips or 40 transport refrigeration units (TRUs) per day shall prepare health risk assessments (HRAs) per SCAQMD and OEHHA guidance to identify the potential for cancer and non-cancer health risks. If cancer risks exceeding SCAQMD standards are identified, the applicant shall identify ways to reduce risks. Methods may include, but are not limited to, limiting the number of trucks/TRUs, locating distribution center entry and exit points as far as possible from sensitive land uses, and routing truck traffic away from sensitive land uses.	Applicant for individual project	DCP	Prior to project approval: review HRA
Biological Resources			
4.3-1(a) Biological Resources Reconnaissance Survey and Reporting			
If any active bird nest is found during a pre-construction nesting bird survey or is discovered inadvertently during earthwork or construction-related activities, a Qualified Biologist shall be retained by the Applicant or Owner to determine an appropriate avoidance buffer which shall be no less than is necessary to protect the nest, eggs and/or fledglings, from damage or disturbance in consideration of the following factors: the bird species, the availability of suitable habitat within the immediate area, the proposed work activity, and existing disturbances associated with surrounding land uses. The buffer shall be demarcated using bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary of the buffer. All construction personnel shall be notified of the buffer zone and shall avoid entering the protected area. No Ground Disturbing Activities or vegetation removal shall occur within this buffer area until the Qualified Biologist has confirmed that breeding/nesting is complete and the young have fledged the nest and/or that the nest is no longer an Active Nest. The Qualified Biologist shall prepare a report prior to the issuance of any building permit detailing the results of the nesting bird survey and subsequent monitoring, which shall be maintained for at least five years after certificate of occupancy.	Applicant for individual project	DBS	Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
4.3-1(b) Notification			
<p>All project applicants will be notified of and shall include on their plans an acknowledgement of the requirement to comply with the federal MBTA and CFGC to not destroy active bird nests and of best practices recommended by qualified biologist to avoid impacts to active nests, including checking for nests prior to construction activities during February 1-August 31 and what to do if an active nest is found, including inadvertently during grading or construction activities. Such best practices shall include giving an adequate construction and grading buffer to avoid the active nest during construction, such as the following:</p> <p>Best Practices for Biological Resources</p> <p>The following best practices are recognized by biologists to ensure Active Nests are not damaged or disturbed during construction or ground disturbance activities, which is a violation of the Federal Migratory Bird Treaty Act and the State Fish and Game Code. Adherence to these best practices is recommended as applicable and feasible.</p> <p>Pre-Construction Survey. For any Project requiring demolition of a structure or removal of a tree or vegetation during the bird nesting season (February 1 to August 31), a pre-construction nesting bird survey of all suitable habitat shall be conducted no more than 10 days prior to the initiation of demolition or tree or vegetation removal to determine if nesting birds are present. The pre-construction nesting bird survey shall be conducted on foot within the Project site boundaries by a Qualified Biologist.</p> <p>Buffer for Active Nests. If any active bird nest is found during a pre-construction nesting bird survey, a Qualified Biologist shall recommend an avoidance buffer which shall be no less than is necessary to protect the nest, eggs and/or fledglings, from damage or disturbance in consideration of the following factors: the bird species, the availability of suitable habitat within the immediate area, the proposed work activity, and existing disturbances associated with surrounding land uses. The buffer shall be demarcated using bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary of the buffer. All construction personnel shall be notified of the buffer zone and shall avoid entering the protected area. No Ground Disturbing Activities or vegetation removal shall occur within this buffer area until the Qualified Biologist has confirmed that breeding/nesting is complete and the young have fledged the nest and/or that the nest is no longer an Active Nest.</p>	DBS	DBS	Prior to issuance of grading permit: review plans for acknowledgement of the requirement to comply with MBTA and CFGC to not destroy active bird nests and best practices to avoid impacts to active nests
<p>4.3-1(c) Elysian Park</p> <p>All discretionary projects in the Downtown Plan Area that are within 200 feet of Elysian Park are required to do a preconstruction nesting bird survey of all suitable habitat within a 100-foot buffer around the construction site no more than ten days prior to the initiation of ground disturbance and vegetation removal for any grading or construction activity initiated during</p>	Applicant for individual project.	DBS	Prior to issuance of grading or building permits submittal of plans with measure on plans; subject to inspection by DBS; enforcement available through LAMC at City discretion.

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
the bird nesting season (February 1-August 31) and to comply with the best practices identified in BIO MM 4.3-1(b).			
Cultural Resources			
4.4-2(a) Archaeological Resources Evaluation and Avoidance/Recovery			
For discretionary projects that are excavating previously undisturbed land or below previously excavated depths, all reasonable methods shall be used to determine the potential that archaeological or tribal cultural resources are present on the project site, including thorough searches of databases and records, surveys, and/or consultation with local tribe(s) with ancestral ties to the project area. If there is a medium to high potential that resources are located on the project site and it is possible that resources will be impacted, a Qualified Archaeologist shall monitor and direct all excavation, grading or other ground disturbance activities to identify any resources and avoid potential impacts to such resources.	Applicant for individual project.	DCP	Prior to discretionary project approval: verify that the applicant has conducted appropriate searches of databases and records, surveys, and/or consultation with local tribe(s) with ancestral ties to the project area and, as needed, identified methods to avoid impacts to significant archaeological resources.
4.4-2(b) Archaeological Assessment			
For any project that requires a permit for grading or excavation, if a possible archaeological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Archaeologist has been retained to evaluate the find in accordance with National Register of Historic Places and California Register of Historical Resources criteria. The Qualified Archaeologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking and delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Ground Disturbance Activities may continue unimpeded on other portions of the site outside the specified radius. Any potential archaeological resource or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless the materials have been determined to be non-unique archaeological resources, as defined in Public Resources Code Section 21083.1(h), by the Qualified Archaeologist. The Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g). Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources should occur as follows:	Applicant for individual project	DBS	Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
<p>The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.</p> <p>When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Archaeologist.</p> <p>Ground disturbance activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist. A report that describes the resource(s) and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Archaeologist according to current professional standards and maintained for at least five years after certificate of occupancy. If appropriate, the report should also contain the Qualified Archaeologist’s recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.</p>			
4.4-2(c) Notification of Intent to Excavate Language			
<p>For all projects not subject to mitigation measure 4.4-2(a) or 4.4-2(b) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants: California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.”</p> <p>The following best practices are recognized by archaeologists and environmental consultants to ensure archaeological resources are not damaged during grading, excavation, or other Ground Disturbance Activities:</p> <ul style="list-style-type: none"> ○ Records Search. A cultural resources records search should be requested from and conducted by the California Historical Resources Information System’s (CHRIS) South Central Coastal Information Center (SCCIC) located at California State University, Fullerton to determine whether any cultural resources have been previously identified on or within a 0.5-mile radius of the Project site. The results of this records search shall be used as an indicator of the archaeological sensitivity of the Project site. ○ A Qualified Archaeologist shall be retained and use all reasonable methods, consistent with professional standards and best practices, to 	DBS	DCP, DBS	Prior to issuance of excavation or grading permits: verify receipt of acknowledgement from applicant.

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
<p>determine the potential for archaeological resources to be present on the Project site.</p> <ul style="list-style-type: none"> ○ If the Qualified Archaeologist determines there is a medium to high potential that archaeological resources may be located on the Project site and it is possible that such resources will be impacted by the Project, the Qualified Archaeologist shall advise the Applicant and Owner to retain an Archaeological Monitor to observe all Ground Disturbance Activities within those areas identified as having a medium to high potential in order to identify any resources and avoid potential impacts to such resources. ○ Monitoring. An Archaeological Monitor should monitor excavation and grading activities in soils that have not been previously disturbed in order to identify and record any potential archaeological finds and avoid potential impacts to such resources. In the event of a possible archaeological discovery, the Archaeological Monitor shall notify a Qualified Archaeologist. The Archaeological Monitor has the authority to temporarily halt earthwork activities. ○ Handling, Evaluation, and Preservation. Any archaeological resource materials or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless they have been determined to be nonunique archaeological resources, as defined in Public Resources Code Section 21083.1(h) by a Qualified Archaeologist. A Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g). ○ Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources should occur as follows: <p>The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.</p> <p>When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Archaeologist.</p> <p>If recommended by the Qualified Archaeologist, the resource(s) shall be curated by a public, non-profit institution with a research interest in the material, such as the Natural History</p>			

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
<p>Museum of Los Angeles County or another appropriate curatorial facility for educational purposes.</p> <p>Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist.</p>			
4.4-2(d) Zanja Madre HAER Documentation			
<p>Any projects that require a permit for grading or excavation and that is located within one mile of the currently known and mapped segments of the Zanja Madre system (as shown in Appendix S to FEIR) shall comply with the following:</p> <p>Projects within 500 feet of the currently mapped known segments of the Zanja system (see Appendix S) have increased likelihood of encountering segments of the Zanja system during construction. The Zanja system includes the Zanja Madre and its outbranching secondary segments. If possible, segments of the Zanja system are uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Archaeologist has been retained to inspect and evaluate the find. The Qualified Archaeologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking and delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Ground Disturbance Activities may continue unimpeded on other portions of the site outside the specified radius.</p> <p>At a minimum, and even if avoided, should the find be determined to be related to the Zanja system, the Qualified Archaeologist shall prepare a memo and complete all relevant State of California Department of Parks and Recreation (DPR) 523 forms documenting the find.</p> <p>If the Qualified Archaeologist, having evaluated the find, determines that the find retains integrity, documentation consistent with the standards and guidelines established the Historic American Engineering Record (HAER) shall be undertaken and transmitted to the Library of Congress before any alteration, demolition, construction, or removal activity may occur within the determined avoidance area. Documentation shall include narrative records, measured drawings, and photographs in conformance with HAER Guidelines. The found segments shall also be mapped using Geographic Information Systems (GIS) or 3D mapping technology in order to contribute to the existing record of the location and extent of the Zanja system as a whole. At minimum, GIS data shall include the geographic coordinates and depth of all portions of the find. All records, including geographic data, georeferenced photographs, and information about the depth of the find shall be submitted to City Planning. Report</p>	<p>Applicant for individual project</p>	<p>DBS DCP, Office of Historic Resources (OHR)</p>	<p>During grading/construction: field as needed, verify that field verify that work is halted to assess possible archaeological resources and avoidance buffers are demarcated and enforced.</p> <p>Once find has been determined to be related to the Zanja system: review and approve the memo and all relevant DPR 523 forms documenting the find.</p> <p>Once find has been determined to retain integrity: review and approve the documentation that is consistent with HAER standards and guidelines. Submit documentation to the Library of Congress, SCCIC, and DCP prior to any alteration, demolition, construction, or removal activity within the avoidance area.</p> <p>Verify that appropriate treatments determined by the archaeologist for the find are implemented.</p>

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
<p>documentation and GIS files shall additionally be provided to the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton.</p> <p>In addition to HAER documentation, if determined appropriate by the Qualified Archaeologist, one or more of the following specific treatments shall be developed and implemented based on potential California Register eligibility criteria or the significance of the find as a unique archaeological resource:</p> <p>Treatment Under Criterion 1: Treatment shall include interpretation of the Zanja system for the public. The interpretive materials may include, but not be limited to, interpretive displays of photographs and drawings produced during the HAER documentation, signage at the Zanja Madre alignment, relocating preserved segments in a publicly accessible display, or other visual representations of Zanja alignments through appropriate means such as a dedicated internet website other online-based materials. At a minimum, the interpretive materials shall include photographs and drawings produced during the HAER documentation and signage. These interpretive materials shall be employed as part of Project public outreach efforts that may include various forms of public exhibition and historic image reproduction. Additionally, the results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or with identified non-profit historic groups interested in the subject matter. The interpretive materials shall be prepared at the expense of the Project applicant, by professionals meeting the Secretary of the Interior’s Professional Qualifications Standards in history or historical archaeology. The development of the interpretive materials shall consider any such materials already available to the public so that the development of new materials would add to the existing body of work on the historical Los Angeles water system, and to this end, shall be coordinated, to the extent feasible and to the satisfaction of the Department of City Planning, in consultation with the Office of Historic Resources. The interpretive materials shall include a consideration of the Zanja segment located on the Project Site in relation to the entire Zanja system. The details of the interpretive materials, including the content and format, and the timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning, in consultation with the Office of Historic Resources.</p> <p>Treatment Under Criterion 2: No additional work; archival research about important persons directly associated with the construction and use of the Zanja system would be addressed as part of HAER documentation.</p> <p>Treatment Under Criterion 3: No additional work; HAER documentation is sufficient.</p> <p>Treatment Under Criterion 4: No additional work; archaeological data recovery and HAER documentation are sufficient.</p> <p>Treatment as a unique archaeological resource, as defined by PRC Section 21083.2(g): Same as Criterion 1 treatment.</p>			

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Geology and Soils			
4.6-6(a) Paleontological Resources			
<p>For all discretionary projects that are excavating earth for two or more subterranean levels within previously undisturbed land or below previously excavated depths within native soils, a determination shall be made using all reasonable methods to determine the potential that paleontological resources are present on the project site, including through searches of databases and records, and surveys. If there is a medium to high potential that paleontological resources are located on the project site and it is possible that these resources will be impacted, monitoring will be conducted for all excavation, grading or other ground disturbance activities to identify any resources and avoid potential impacts to such resources as follows:</p> <p>Paleontological Worker Environmental Awareness Program (WEAP). Prior to the start of construction, the Qualified Paleontologist or paleontological monitor shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is(are) scientifically significant, the paleontological monitor shall complete the next two steps.</p> <p>Fossil Salvage. The Qualified Paleontologist or designated paleontological monitor shall recover intact fossils. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any fossils shall be handled and deposited consistent with a mitigation plan prepared by the paleontological monitor.</p> <p>Paleontological Resource Construction Monitoring. Additional ground disturbing construction activities (including grading, trenching, foundation work and other excavations) in undisturbed sediments, below five feet, with high paleontological sensitivity shall be monitored on a full-time basis by a Qualified Paleontologist or designated paleontological monitor during initial ground disturbance. If the paleontological monitor determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall be reinstated if any new or unforeseen deeper ground disturbances are required.</p>	Applicant for individual project	DCP, DBS	Prior to project approval: verify that the applicant has conducted surveys and searches of databases and records and as needed, identified methods to avoid impacts to significant paleontological resources; measures on plans.

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4.6-6(b) Treatment of Paleontological Resources			
<p>For any project that requires a permit for grading or excavation, if a probable paleontological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Paleontologist has been retained to evaluate the find in accordance with the Society of Vertebrate Paleontology’s Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Temporary flagging shall be installed around the find in order to avoid any disturbance from construction equipment. Any paleontological materials that are uncovered shall not be moved or collected by anyone other than a Qualified Paleontologist or his/her designated representative such as a Paleontological Monitor. If cleared by the Qualified Paleontologist, Ground Disturbance Activities may continue unimpeded on other portions of the site. The found deposit(s) shall be treated in accordance with the Society of Vertebrate Paleontology’s Standard Procedures. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by Qualified Paleontologist. A report that describes the resource and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Paleontologist according to current professional standards and maintained for at least five years after certificate of occupancy. If appropriate, the report should also contain the Qualified Paleontologist’s recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.</p>	<p>Applicant for individual project</p>	<p>DBS</p>	<p>Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion. If resources found and have been properly assessed and processed: review and approve the report that documents assessment, processing of resources, and recommending actions.</p>
4.6-6(c) Notification of Intent to Excavate Language			
<p>For all projects not subject to 4.6-6(a) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants: California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.” PRC Section 5097.5 provides protection for cultural and paleontological resources, where Section 5097.5(a) states, in part, that: “No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.”</p>	<p>DBS</p>	<p>DBS</p>	<p>Prior to issuance of excavation or grading permits: verify receipt of acknowledgement from applicant.</p>

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<p>California Code of Regulations, Title 14, Section 4307 states that “no person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value.” Section 1427 “recognizes that California’s archaeological resources are endangered by urban development and population growth and by natural forces...Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor. It is a misdemeanor to alter any archaeological evidence found in any cave, or to remove any materials from a cave.”</p> <p>The following best practices are recognized by paleontologists and environmental consultants to ensure paleontological resources are not damaged during construction or Ground Disturbance Activities:</p> <p>A paleontological resources records search shall be requested from and conducted by the Natural History Museum of Los Angeles County to determine whether any paleontological resources have been previously identified on or near the Project site. The results of this records search shall be used as an indicator of the paleontological sensitivity of the Project site.</p> <p>A Qualified Paleontologist shall be retained and use all reasonable methods, consistent with professional standards and best practices, to determine the potential for paleontological resources to be present on the Project site.</p> <p>If the Qualified Paleontologist determines there is a high potential that paleontological resources may be located on the Project site and it is possible that such resources will be impacted by the Project, the Qualified Paleontologist or his/her designated representative such as a Paleontological Monitor shall observe all Ground Disturbance Activities within those areas identified as having an undetermined or high potential in order to identify any resources and avoid potential impacts to such resources. In the event of a possible paleontological discovery, the Qualified Paleontologist or Paleontological Monitor shall have the authority to temporarily halt earthwork activities within an appropriate radius of the find, as determined by the Qualified Paleontologist, necessary to protect the resource or other potential resources on or near the Project site. Temporary flagging shall be installed around the find in order to avoid any disturbance from construction equipment.</p> <p>Prior to the start of construction, the Qualified Paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.</p> <p>If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), all work should cease in the area of the find until a Qualified Paleontologist has evaluated the find in accordance with federal, state, and local guidelines, including the</p>			

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<p>Society of Vertebrate Paleontology’s Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP, 2010).</p> <p>If fossils are discovered, a Qualified Paleontologist shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist has the authority to temporarily direct, divert or halt construction activity to ensure the fossil(s) can be removed in a safe and timely manner. Handling and disposition of fossils is done at the direction and guidance of a Qualified Paleontologist.</p> <p>Personnel of the Project should not collect or move any paleontological materials or associated materials.</p> <p>If cleared by the Qualified Paleontologist, construction activity may continue unimpeded on other portions of the Project site.</p> <p>Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a Qualified Paleontologist, and the Qualified Paleontologist clears the site for construction activity.</p>			
Hazards and Hazardous Materials			
4.8-4(a) Unanticipated Hazards			
<p>For any project that requires a grading, excavation, or building permit from LADBS, in the event that suspected Hazardous Materials, contamination, debris, or other features or materials that could present a threat to human health or the environment are discovered during earthwork or construction, such activities shall cease immediately until the affected area is evaluated by a Qualified Environmental Professional. If the Qualified Environmental Professional determines that a hazard exists, a remediation plan shall be developed by the Qualified Environmental Professional in consultation with the appropriate regulatory agency, and the remediation identified shall be completed. Work shall not resume in the affected area until appropriate actions have been implemented in accordance with the remediation plan, to the satisfaction of the regulatory agency.</p> <p>A report that describes the Hazardous Materials, contamination or debris and its disposition, shall be prepared by the Qualified Environmental Professional, according to current professional standards and maintained for at least five years after certificate of occupancy is issued.</p>	<p>Applicant for individual project</p>	<p>DBS</p> <p>Other enforcement agencies as applicable: SWRQCB, DTSC, LACoFD, LAFD</p>	<p>Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.</p> <p>If materials found and have been properly evaluated: review and approve the remediation plan and verify that the appropriate regulatory agency/agencies have approved the plan. Verify receipt</p>

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			of any needed agency sign off on remediation plan.
4.8-4(b) Environmental Site Assessment(s)			
<p>The site assessment requirements that follow apply to any project that requires a grading, excavation, or building permit from LADBS and which is: Located on or within 500 feet of a Hazardous Materials site listed in any of the following databases:</p> <ul style="list-style-type: none"> ○ State Water Resources Control Board GeoTracker (refer to https://geotracker.waterboards.ca.gov); ○ DTSC EnviroStor (refer to https://www.envirostor.dtsc.ca.gov/public); ○ DTSC Hazardous Waste Tracking System (refer to https://hwts.dtsc.ca.gov); ○ LAFD Certified Unified Program Agency (refer to the active, inactive, and historical inventory lists at https://www.lafd.org/fire-prevention/cupa/public-records); ○ Los Angeles County Fire Department Health Hazardous Materials Division (refer to the active and inactive facilities, site mitigation, and California Accidental Release Prevention inventory lists at https://fire.lacounty.gov/public-records-requests); ○ SCAQMD Facility Information Detail (refer to https://xappprod.aqmd.gov/find); or <p>Located on or within 500 feet of a Hazardous Materials site designated as a Resource Conservation and Recovery Act (RCRA) Small Quantity Generator or Large Quantity Generator (refer to the USEPA Envirofacts database at https://enviro.epa.gov/index.html); or Located in an Oil Drilling District (O) or located on or within 50 feet of a property identified as having an oil well or an oil field (active or inactive) by the California Geologic Energy Management Division (refer to https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx); or Located on land currently or previously designated with an industrial use class or industrial zoning, in whole or in part; or Located on land currently or previously used for a gas station or dry cleaning facility. Or: The Applicant or Owner are aware or have reason to be aware that the Project site was previously used for an industrial use, gas station or dry cleaner.</p>	Applicant for individual project	DBS, Los Angeles Fire Department (LAFD) Other enforcement agencies as applicable: SWRQCB, DTSC, LACoFD	<p>Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.</p> <p>Prior to issuance of grading, excavation, or building permits: review and approve the Phase I Environmental Site Assessment (ESA). If no recognized environmental conditions (REC) are identified, no further documentation is required.</p> <p>If the Phase I ESA identifies a REC and/or if recommended in the Phase I ESA, review and approve a Phase II ESA.</p> <p>If the Phase II ESA indicates the need for remediation, review and approve a remediation plan. If oversight or approval from a regulatory agency is required, verify agency sign off on remediation plan and that a No Further Action letter has been issued.</p>

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<p>And: The site has not been previously remediated to the satisfaction of the relevant regulatory agency/agencies for any contamination associated with the above uses or site conditions.</p> <p>A Phase I Environmental Site Assessment shall be prepared by a Qualified Environmental Professional in accordance with State standards/guidelines and current professional standards, including the American Society for Testing and Materials' (ASTM) Standard Practice for Environmental Site Assessments, to evaluate whether the site, or the surrounding area, is contaminated with hazardous substances from any past or current land uses, including contamination related to the storage, transport, generation, or disposal of toxic or Hazardous Waste or materials.</p> <p>If the Phase I identifies a Recognized Environmental Condition (REC) and/or if recommended in the Phase I, a Phase II Environmental Site Assessment shall also be prepared by a Qualified Environmental Professional. The Phase I and/or Phase II Environmental Site Assessment(s) shall be maintained for at least five years after certificate of occupancy is issued and made available for review and inclusion in the case file by the appropriate regulatory agency, such as the State Water Resources Control Board, the State Department of Toxic Substances Control, or the LAFD Hazard Mitigation Program. Any remediation plan recommended in the Phase II Environmental Site Assessment or by the appropriate regulatory agency shall be implemented and, if required, a No Further Action letter shall be issued by the appropriate regulatory agency prior to issuance of any permit from LADBS, unless the regulating agency determines that remedial action can be implemented in conjunction with excavation and/or grading. If oversight or approval by a regulatory agency is not required, the Qualified Environmental Professional shall provide written verification of compliance with and completion of the remediation plan, such that the site meets the applicable standards for the proposed use, which shall be maintained for at least five years after certificate of occupancy.</p>			<p>If oversight or approval from a regulatory agency is not required, review and approve the written verification of compliance with and completion of the remediation plan.</p>
Noise			
4.11-1(a) Project-Specific Noise Study			
<p>The noise study requirement that follows applies to any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics: Two or more subterranean levels; 20,000 cubic yards or more of excavated material;</p>	<p>Applicant for individual projects</p>	<p>DBS</p>	<p>Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at</p>

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<p>Simultaneous use of five or more pieces of construction equipment; or Construction duration (excluding architectural coatings) of 18 months or more. Construction activities involving impact pile driving or the use of 300 horsepower equipment.</p> <p>A Noise Study prepared by a Qualified Noise Expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified Noise-Sensitive Uses, quantify expected noise levels at these Noise-Sensitive Uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the LAMC. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. The Noise Study shall identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and Owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained <u>for at least five years after certificate of occupancy is issued.</u></p>			<p>least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.</p>
4.11-1(b) Noise Shielding and Muffling			
<p>For any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS, power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers’ standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer’s specifications.</p>	<p>Applicant of individual project</p>	<p>DBS</p>	<p>Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.</p>
4.11-1(c) Use of Driven Pile Systems			

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<p>For any project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS, driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.</p>	<p>Applicant of individual project</p>	<p>DBS</p>	<p>Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.</p>
4.11-1(d) Enclosure or Screening of Outdoor Mechanical Equipment			
<p>For any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS, all outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any off-site Noise-Sensitive Uses.</p>	<p>Applicant of individual project</p>	<p>DBS</p>	<p>Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.</p>

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4.11-1(e) Location of Construction Staging Areas			
For any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS, construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors.	Applicant of individual project	DBS	Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.
4.11-1(f) Temporary Walls			
For any project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, noise barriers, such as temporary walls (minimum ½-inch thick plywood), sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.	Applicant of individual project	DBS	Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.
4.11-2(a) Vibration Control Plan			
This measure applies to any project, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet (see reference vibration levels in Appendix S - Environmental Protection Measures Handbook); (2) require a permit from LADBS; and (3) which occur:	Applicant of individual project	DBS	Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at

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<p>Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey; or</p> <p>Within 15 feet of non-engineered timber and masonry buildings.</p> <p>Or any Project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey.</p> <p>Prior to demolition, grading/excavation, or construction, a Qualified Structural Engineer shall prepare a survey establishing baseline structural conditions of potentially affected structures and a Vibration Control Plan, which shall include methods to minimize vibration, including, but not limited to:</p> <p>A visual inspection of the potentially affected structures to document (by video and/or photography) the apparent physical condition of the building (e.g., cracks, broken panes, etc.).</p> <p>A shoring design to protect the identified structures from potential damage;</p> <p>Use of drilled piles or a sonic vibratory pile driver rather than impact pile driving, when the use of vibrating equipment is unavoidable;</p> <p>Use of rubber-tired equipment rather than metal-tracked equipment; and</p> <p>Avoiding the use of vibrating equipment when allowed by best engineering practice.</p>			<p>least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.</p>
4.11-2(b) Best Management Practices for Vibration			
<p>For projects that are not required to comply with Mitigation Measure 4.11-2(a), the City shall notify developers of the following best management practices to reduce damage to vibration-sensitive uses:</p> <p>Impact pile drivers shall be avoided to eliminate excessive vibration levels. Drilled piles or the use of a sonic vibratory pile driver are alternatives that shall be utilized where geological conditions permit their use.</p> <p>Construction activities shall involve rubber-tired equipment rather than metal-tracked equipment.</p>	<p>DBS</p>	<p>DBS</p>	<p>Prior to construction: verify that developers have been notified of best management practices to reduce damage to vibration-sensitive uses.</p>

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<p>The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment when allowed by best engineering practices.</p>			
<p>4.11-2(c) Repair of Damage</p>			
<p>This measure applies to any project, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet (see reference vibration levels in Appendix S); (2) require a permit from LADBS; and (3) which occur:</p> <p>Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey; or</p> <p>Within 15 feet of non-engineered timber and masonry buildings.</p> <p>Or any Project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey.</p> <p>In the event of damage to any non-historic building due to construction vibration, as verified by the Qualified Structural Engineer, a letter describing the damage to the impacted building(s) and recommendations for repair shall be prepared by the Qualified Structural Engineer within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the Owner's or Applicant's expense, in conformance with all applicable codes.</p> <p>In the event of vibration damage to any building that is designated or determined to be a historical resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey, a letter describing the damage to the impacted building(s) and recommendations for repair shall be prepared by the Qualified Historian within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the Owner's or Applicant's expense, in conformance with the</p>	<p>Applicant of individual project</p>	<p>DCP, DBS</p>	<p>Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.</p> <p>During repairs: repairs to historical buildings are undertaken and completed in conformance with the California Historical Building Code and the Secretary of the Interior's Standards for the Treatment of Historic Properties.</p>

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
California Historical Building Code (Title 24, Part 8) as well as the Secretary of the Interior’s Standards for the Treatment of Historic Properties and associated guidelines, as applicable and as determined by the Qualified Historian.			
Tribal Cultural Resources			
4.16-1(a) Native American Consultation and Monitoring for Discretionary Projects			
For all discretionary projects where excavation could extend below previously disturbed levels, notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in that area. If the potential for tribal resources exists, excavation in previously undisturbed soils shall be monitored by a qualified tribal monitor.	DCP, Applicant for individual project	DCP, OHR; DBS, California Native American tribes	Prior to project approval: verify that required notification to California Native American tribes has been conducted; as needed, impose condition monitoring by Tribal monitor if needed; DBS to ensure requirement on plans; subject to enforcement under LAMC at City discretion.
<p>4.16-1(b) Inadvertent Discovery</p> <p>If a possible tribal cultural resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Tribal Monitor or Archaeological Monitor has been retained to evaluate the find.</p> <p>Following discovery, the Applicant or Owner shall immediately contact all Native American tribes that have informed the City of Los Angeles they are traditionally and culturally affiliated with the geographic area of the Project, as well as the Department of City Planning, Office of Historic Resources (OHR). If a Qualified Tribal Monitor or Archaeological Monitor determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be a potential tribal cultural resource, in its discretion and supported by substantial evidence, the Applicant and Owner shall provide any affected tribe a reasonable period of time, not less than five business days, to conduct a site visit and make recommendations to the Applicant or Owner and OHR regarding the monitoring of future Ground Disturbance Activities and the treatment and disposition of any discovered tribal cultural resources. The Applicant or Owner shall implement the tribe’s recommendations if the Qualified Tribal Monitor or Archaeological Monitor reasonably concludes such recommendations are reasonable and feasible.</p>	Applicant for individual project	DBS, DCP/OHR	Prior to issuance of grading or building permits submittal of plans with measure on plans, collection of acknowledgement by owner and notice to contractors; subject to inspection by DBS; maintenance of records of compliance for at least five years after issuance of certificate of occupancy; enforcement of violations available through LAMC at City discretion.

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
<p>Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources should occur as follows: The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.</p> <p>When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Tribal Monitor or Qualified Archaeologist.</p> <p>All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility for educational purposes. If cleared by the Qualified Tribal Monitor or Archaeological Monitor, Ground Disturbance Activities may continue unimpeded on other portions of the site. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed. A report that describes the resource and its disposition, as well as the assessment methodology shall be prepared by the Qualified Tribal Monitor or Archaeological Monitor, according to current professional standards and maintained for at least five years after the certificate of occupancy is issued. A copy of the report shall be submitted to OHR, the South Central Coastal Information Center at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File. If requested by the City, OHR may review and approve any monitoring or mitigation plan prior to implementation.</p>			
4.16-1(c) Notices for Non-Discretionary Projects			
<p>For all projects not subject to 4.16-1(a) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgment of receipt of the notice from applicants: Several federal and state laws regulate the treatment of tribal resources and make it a criminal violation to destroy those resources. These include, but are not limited to:</p> <ul style="list-style-type: none"> o California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.” <p>Public Resources Code Section 5097.5 (a) states, in part, that:</p>	DBS	DBS	Prior to issuance of excavation or grading permits: verify receipt of acknowledgement from applicant.

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
<ul style="list-style-type: none"> ○ No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express written permission of the public agency having jurisdiction over the lands. <p>The following best practices are recognized by tribal monitors and environmental consultants to ensure that tribal cultural resources are not damaged during grading, excavation, or other Ground Disturbance Activities:</p> <ul style="list-style-type: none"> ○ A Sacred Lands File (SLF) records search shall be requested from and conducted by the California Native American Heritage Commission (NAHC) to determine whether cultural resources associated with any Native American tribe(s) with traditional lands or cultural places located within or near the Project site have been previously identified or whether the Project area is considered sensitive for the presence of tribal cultural resources. ○ All tribes listed on the NAHC’s Native American Contact List included with the SLF records search shall be contacted, informed of the Project, and given an opportunity to provide input. If the tribe provides substantial evidence of a potential for discovery of tribal cultural resources within the Project site and requests monitoring of Project excavation, grading or other Ground Disturbance Activities, a Qualified Tribal Monitor or an Archaeological Monitor shall be retained. ○ The Qualified Tribal Monitor or Archaeological Monitor shall observe all Ground Disturbance Activities within those areas identified in the records search as sensitive for the presence of tribal cultural resources in order to identify any resources and avoid potential impacts to such resources. In the event of a possible discovery of a tribal cultural resource, the Qualified Tribal Monitor or Archaeological Monitor shall have the authority to temporarily halt earthwork activities within an appropriate radius of the find, as determined by the Qualified Tribal Monitor or Qualified Archaeologist to ensure the find is not damaged or any other potential tribal cultural resources on or near the Project site. ○ If tribal cultural resources are uncovered, all work should cease in the appropriate radius determined by the Qualified Tribal Monitor or Archaeological Monitor. 			

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
<ul style="list-style-type: none"> ○ Any find should be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the Qualified Tribal Monitor and in accordance with federal, state, and local guidelines. ○ The location of the tribal cultural resource find and the type and nature of the find should not be published beyond providing the information to public agencies with jurisdiction or responsibilities related to the resources and any affected tribal representatives. ○ Personnel of the Project should not collect or move any tribal cultural resources or associated materials or publish the location of tribal cultural resources. ○ Following discovery, the Applicant or Owner shall immediately contact all Native American tribes that have informed the City of Los Angeles they are traditionally and culturally affiliated with the geographic area of the Project, as well as the Department of City Planning, Office of Historic Resources (OHR). ○ The Applicant and Owner shall provide any affected tribe a reasonable period of time, not less than five business days, to conduct a site visit and make recommendations to the Applicant or Owner regarding the monitoring of future Ground Disturbance Activities and the treatment and disposition of any discovered tribal cultural resources. ○ The Applicant or Owner shall implement the tribe’s recommendations if the Qualified Tribal Monitor or Archaeological Monitor reasonably concludes such recommendations are reasonable and feasible and determined to be supported with substantial evidence. ○ Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources shall occur as follows: The find shall be preserved in place or left in an undisturbed state unless the Project would damage the resource. When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study shall occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Tribal Monitor or Qualified Archaeologist. <ul style="list-style-type: none"> ○ All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility. 			

Mitigation Measure/Condition of Approval	Implementing Party	Enforcement and Monitoring Agency	Monitoring Phase and Monitoring Actions ¹
<ul style="list-style-type: none"> ○ If cleared by the Qualified Tribal Monitor or Archaeological Monitor, Ground Disturbance Activities may continue unimpeded on other portions of the site. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed. 			

Appendix A

General Plan Framework Amendments

The Framework Element is amended as follows:

1. In Chapter 1 of Framework Element add the following language before the heading “Internal General Plan Consistency” on page I-7 to read:

Appendix A: LAMC Chapter 1A Land Use Designations Table

This Appendix identifies new Land Use Designations available for Community Plan updates and describes the relationship between the Framework Element, the new Land Use Designations, and the new Citywide Zoning Ordinance, codified as Chapter 1A of the Los Angeles Municipal Code.

2. In Chapter 3 of Framework Element under the Land Use section, Industrial policies, add the following language after policy 3.14.9 to read:

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.

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.

3. In Chapter 3 of the Framework Element on page 3-6 above the heading “Specific Plans,” add the following language to read:

3. As part of the Community Plan Update Process new zones will be applied using Chapter 1A of the LAMC consistent with new land use designations that implement Framework Element policies and goals to create centers, boulevards and neighborhoods that clearly differentiate their functional role, uses, density, and physical form and character. Appendix A of the Framework Element serves as a guide for areas where the land use designations and zones will be applied and how the new designations implement and correlate to Framework Element policies.

On page 3-32 amend the language under “*Definition*” to read as follows (additions underlined and deletions ~~struckthrough~~):

It is the intent of the General Plan Framework to preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City’s residents. As indicated in the *Economic Development* Chapter of the Framework Element, some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses. Where such lands are to be converted, their appropriate use shall be the subject of future planning studies that ensures consistency with Framework Element policies. Policies provide for the consideration of a broader array of uses within the industrial zones than has traditionally been acceptable to facilitate the clustering of uses, which may include retail, that support the basic industries or the location of industries in the same area where the waste products of one can be recycled as a resource for another (“industrial ecology”) or a campus-like cluster of related uses.

4. In Chapter 3 of the Framework under Community Plans remove the following language:

3. Though not a community plan, the recently completed Downtown Strategic Plan serves as an updated guide for new development in the Central City area.

5. In Chapter 3 of the Framework under Downtown Center amend the following language (additions underlined and deletions ~~struckthrough~~):

~~The adopted Downtown Strategic Plan provides direction and guidance for the area's continued development and evolution. While its policies provide for both business retention and attraction and seek to maintain the area's economic role in the regional economy, the Element emphasizes the development of new housing opportunities and services to enliven the downtown and capitalize on the diversity of the City's population. The Central City Community Plan should be amended guided by this Element.~~

~~The Framework Element reflects the Strategic Plan's goals and maintains the Downtown Center as the primary economic, governmental, and social focal point of Los Angeles, while increasing its resident community. In this role, the Downtown Center will continue to accommodate the highest development densities in the City and function as the principal transportation hub for the region.~~

~~3.11.2 Revise the Central City Community Plan guided by the Downtown Strategic Plan. (P1)~~

3.11.2 Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, and recreational facilities.

6. In Chapter 3 of the Framework under Downtown Center amend the following language (additions underlined and deletions struckthrough):

3.11.1 Encourage the development of land uses and implement urban design improvements guided by the Downtown Community~~Strategic~~ Plan.

7. In Table 3-1 of the Framework under Downtown Center amend the following language (additions underlined and deletions struckthrough):

Uses as recommended by the Downtown Community~~Strategic~~ Plan

Densities as defined by the community plan, ~~as may be amended to reflect the Downtown Strategic Plan~~

As defined by the community plan, ~~as may be amended to reflect the Downtown Strategic Plan~~

8. Add the following Appendix A to the Framework Element:

Appendix A: LAMC Chapter 1A Land Use Designations Table

This appendix establishes new land use designations and describes the relationship between the Framework Element, the new land use designations, and the new Citywide Zoning Ordinance, codified at Chapter 1A of the Los Angeles Municipal Code.

General Plan Land Use Designation Descriptions

Transit Core

Transit Core areas are 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. The residential density of the Transit Core is limited by floor area.

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 to High-Rise. 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. The residential density of the Traditional Core is limited by floor area.

Community Center

Community Centers 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 to Moderate-Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density is limited by floor area.

Villages

Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form is Low-Rise to Mid-Rise. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density is limited by floor area.

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. The building form is Low-Rise and buildings are typically oriented toward the street. The residential density of Medium Neighborhood Residential is limited by floor area.

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 to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally is limited by floor area.

Markets

Markets are bustling centers of commercial activity, each with its own mini-economy of specialized commercial uses, including wholesale. The building form generally ranges from Mid-Rise to Moderate-Rise. Adaptive-reuse and rehabilitation of structures and warehouses maintain the built environment and support sustainable development. Uses also include retail, limited housing, and goods movement activities. The residential density is limited by floor area.

Production

Production areas preserve and sustain industrial activity while serving as a regional jobs base. The building form ranges from Very Low-Rise to Mid-Rise. Site layout and development in these areas are flexible to accommodate goods movement, loading, and distribution needs. Uses include heavy industrial and evolving and innovative industries, such as light assembly and manufacturing, clean technology, incubators, and research and development facilities. Housing is generally not permitted in Production areas but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.

Open Space

Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. Open Space is characterized by Very Low-Rise Form Districts. The Open Space designation does not allow residential uses.

Public Facilities

Public Facilities areas serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form varies in size and structure, ranging from Low-Rise to High-Rise, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis.

Relationship of Framework Element and New Land Use Designations

The General Plan Framework summarizes key land use issues and identifies opportunities. The Long Range Land Use Diagram (General Plan Framework, Figures 3-1 through 3-4) depicts where land use categories are appropriate, and broadly identifies what intensities and densities, heights, and general uses are contained within those categories. This Appendix expands on existing land use categories and introduces new Land Use categories, creating Land Use Designations to guide and correspond to the City's New Zoning Code adopted through Chapter 1A of the Los Angeles Municipal Code (LAMC). The Land Use Designations in Appendix A and the City's New Zoning Code will implement the objectives and policies of the Framework Element, including but not limited to 3.1.5, 3.2.1, 3.2.2, 3.2.4, 3.4, and 3.4.1, 3.4.3, by creating a more flexible and refined zoning tools and land use categories that will better allow amendments to community plans to create categories that reflect local conditions, parcel characteristics and public input, and facilitate the local communities identification of uses, densities and design characteristics for development and public streetscape; will help provide a pattern of development consisting of distinct districts, centers boulevards and neighborhoods that are differentiated by their functional role, scale and character; establish patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations; and establish incentives for the accomodation of growth and development in the districts, centers and mixed-use boulevards targeted for growth.

Land Use Designations are introduced in Appendix A to differentiate those areas in the city that have adopted and implemented Chapter 1A of the LAMC and those that have not. These Land Use Designations shall only be for use and reference for properties where zoning districts established in LAMC Chapter 1A are adopted and implemented. This includes the following Community Plan or Specific Plan Areas:

- Downtown Community Plan Area

The Appendix A1 Land Use Designations and LAMC Chapter 1A zoning standards shall be used in updates to community plans consistent with the Framework Element objectives and policies, including those found in Chapter 3. For purposes of Tables 3-3, 3-5, 3-9, and their associated policies, the following Appendix A Land Use Designations shall be consistent with the "Land Use Designations" in those tables. However, the appropriate uses and intensities for the Framework Element Land Use Categories is not limited to the Appendix A Land Use Designations identified in the table below under the "Land Use Designation" column, but shall be determined at the time of a Community Plan update consistent with the Framework Element's intent to be a guiding document.

Zoning Correspondence

The new land use designations are implemented through the Zoning Code, codified at Chapter 1A of the LAMC. The Zoning Code establishes Form Districts, Use Districts, and Density Districts. The following summarizes the general use, form, and density district correspondence for the Land Use designations which should guide Community Plan Updates. Specific floor area ratio, height, and density allowances are determined through the Community Plan update process.

Form Districts established in LAMC Chapter 1A Article 2 are organized into the following categories: High-Rise, Moderate-Rise, Mid-Rise, Low-Rise, Very Low-Rise, House, Estate, and Rural Form Districts. Within each category, there may be various individual Form Districts with unique limitations, including but not limited to FAR and Height Limits. The tables below provide guidance for the categories of Form Districts that correspond to each General Plan Land Use Designation. For more details on the Form District structure, see LAMC Chapter 1A Sec. 2A.1.5.

Use Districts established in LAMC Chapter 1A Article 5 are organized into the following categories: Open Space, Agricultural, Residential, Residential-Mixed, Commercial-Mixed, Commercial, Industrial-Mixed, Industrial, and Public Use Districts. Within each category, there may be various individual Use Districts with unique limitations and regulations, including but not limited to permitted uses and operating standards. The tables below provide guidance for the categories of Use Districts that correspond to each General Plan Land Use Designation.

Density Districts established in LAMC Chapter 1A Article 6 regulate the number of household living units or group living units that are permitted on a lot. The tables below provide guidance for the categories of Density Districts that correspond to each General Plan Land Use Designation.

When using LAMC Chapter 1A, please see the following table for Framework Land Use Category: Downtown Center (Implements Objective 3.11 3.12.1)

<u>Appendix A General Plan Land Use Designation</u>	<u>Corresponding Form Districts</u>	<u>Corresponding Use Districts</u>	<u>Corresponding Density Districts</u>
Transit Core	High Rise	Commercial-Mixed	FA
Traditional Core	High Rise, Moderate-Rise	Commercial-Mixed	FA

When using LAMC Chapter 1A, refer to the following Table 3-5a in place of Framework Element Table 3-5.

Table 3-5a Framework Land Use Category: Community Centers (Implements Policy 3.9.1)

<u>Appendix A General Plan Land Use Designation</u>	<u>Corresponding Form Districts</u>	<u>Corresponding Use Districts</u>	<u>Corresponding Density Districts</u>
Community Center	Moderate-Rise, Mid-Rise, Low-Rise*	Commercial-Mixed	FA
Villages	Mid-Rise*, Low-Rise*	Commercial-Mixed	FA

*Denotes where Form Districts with a Height Limit in Stories or Feet may correspond, but those that are limited solely by FAR may not.

When using LAMC Chapter 1A, refer to the following Table 3-3a in place of Framework Element Table 3-3.

Table 3-3a Framework Land Use Category: Multi-Family Residential (Implements Policy 3.7.1)

<u>Appendix A General Plan Land Use Designation</u>	<u>Corresponding Form Districts</u>	<u>Corresponding Use Districts</u>	<u>Corresponding Density Districts</u>
Medium Neighborhood Residential	Low-Rise*	Residential-Mixed, Residential	FA

*Denotes where Form Districts with a Height Limit in Stories or Feet may correspond, but those that are limited solely by FAR may not.

When using LAMC Chapter 1A, refer to the following Table 3-9a in place of Framework Element Table 3-9.

Table 3-9a Framework Land Use Category: Industrial (Implements policy 3.14.2)

<u>Appendix A General Plan Land Use Designation</u>	<u>Corresponding Form Districts</u>	<u>Corresponding Use Districts</u>	<u>Corresponding Density Districts</u>
Hybrid Industrial	Mid-Rise, Low-Rise	Industrial Mixed	FA
Markets	Moderate-Rise, Mid-Rise	Industrial Mixed	FA
Production	Mid-Rise*	Industrial	N

*Denotes where Form Districts with a Height Limit in Stories or Feet may correspond, but those that are limited solely by FAR may not.

When using LAMC Chapter 1A, please see the following table for Framework Land Use Category: Open Space (Implements policy 6.4.1)

<u>Appendix A General Plan Land Use Designation</u>	<u>Corresponding Form Districts</u>	<u>Corresponding Use Districts</u>	<u>Corresponding Density Districts</u>
Open Spaces	Very Low-Rise	Agricultural, Open Space	1L

When using LAMC Chapter 1A, please see the following table for Framework Land Use Category: Public and Institutional (Implements policy 3.1.2)

<u>Appendix A General Plan Land Use Designation</u>	<u>Corresponding Form Districts</u>	<u>Corresponding Use Districts</u>	<u>Corresponding Density Districts</u>	<u>Corresponding Special Districts</u>
Public Facilities	High-Rise, Moderate-Rise, Mid-Rise, Low-Rise	Public	FA	
Public Facilities Freeways				FWY

Appendix B

Mobility Plan 2035 Amendments

Introduction

Street Designations are established in the General Plan Circulation Element, called the Mobility Plan 2035. The Downtown Community Plan Update includes updates to the enhanced network throughout the Downtown Plan Area. The updated enhanced networks can be found in the following table and attached maps.

The Mobility Plan recognizes the various modes of travel that need to be accommodated on streets (such as walking, biking, and driving). To achieve consistency with the Proposed Plan, the General Plan Amendments will include updates to a number of enhanced networks that prioritize specific modes of travel for improvement. These updates depict multiple networks of streets prioritized for bicycle, transit, and vehicle movement, named Bicycle Enhanced Network and Transit Enhanced Network. No changes are proposed for the Vehicle Enhanced Network.

Make the following amendments to the Mobility Map of the Mobility Element (Mobility Plan 2035) of the General Plan to reclassify networks within the Downtown Plan Area:

Proposed Amendment to the Mobility Plan 2035
CPC-2017-432-CPU, CPC-2014-1582-CA

Reclassifications of Enhanced Networks in the Mobility Plan 2035

The following table includes all updated street segments ON THE ENHANCED NETWORK from the Central City and Central City North Community Plan Areas

RED, bold text Shows segments that have suggested BEN or TEN changes

Street South/West End North/East End			Existing BEN Suggested BEN		Existing TEN Suggested TEN	
Hope St	Pico Blvd	6th St		Tier 3 BL		
Grand Ave	7th St	5th St		Protected BL		
Olive St	7th St	5th St		Protected BL		
Hill St	10 FWY	4th St	Tier 3 BL	(remove)		Comprehensive
Broadway	10 FWY	Temple St			Comprehensive	Moderate Plus
Broadway	Temple St	College St			Comprehensive	Moderate Plus
Spring St	Ord St	College St	Tier 2 BL	(remove)		
Main St	Venice Blvd	9th St	Protected BL	Protected BL	Moderate Plus	Moderate
Los Angeles St	2nd St	Temple St	Tier 2 BL	Protected BL		
Los Angeles St	Temple St	Alameda St	Tier 2 BL	Protected BL		
San Pedro St	10 FWY	1st St		Protected BL	Moderate	Moderate
San Pedro St	1st St	Temple St		Protected BL		
Central Ave	2nd St	1st St	Protected BL	Tier 2 BL	Moderate	Moderate
Mateo St	Olympic Blvd	7th St		Tier 3 BL		
Santa Fe Ave	Washington Blvd	4th St		Tier 3 BL		
Santa Fe Ave	4th St	2nd St	Tier 2 BL	Tier 2 BL		
College St	Hill St	Spring St		Tier 3 BL		
College St	Spring St	Main St		Tier 3 BL		
Cesar E Chavez Ave	Beaudry Ave	Spring St	Protected BL	Tier 2 BL	Moderate Plus	Moderate Plus
Cesar E Chavez Ave	Spring St/New High		Tier 2 BL	(remove)	Moderate Plus	Comprehensive
1st St	110 FWY	Hill St	Tier 2 BL	Tier 2 BL	Moderate Plus	Comprehensive
1st St	110 FWY	Spring St	Tier 2 BL	Tier 2 BL	Moderate Plus	Comprehensive
1st St	Spring St	San Pedro St	Protected BL	Protected BL	Moderate Plus	Moderate
1st St	San Pedro St	Alameda St	Protected BL	Protected BL	Moderate Plus	Moderate
3rd St	Los Angeles St	Alameda St	Protected BL	Tier 2 BL		
4th St	Spring St	Los Angeles St		Protected BL		
4th St	Los Angeles St	San Pedro St		Protected BL		
4th St	San Pedro St	Alameda St		Protected BL		
4th St	Alameda	4th Pl		Protected BL		
4th St	4th Pl	Mission Rd/LA River		Protected BL		
5th St	110 FWY	Figuroa St			Comprehensive	Moderate Plus

Proposed Amendment to the Mobility Plan 2035
 CPC-2017-432-CPU, CPC-2014-1582-CA

5th St	Figueroa St	Flower St			Comprehensive	Moderate Plus
5th St	Flower St	Hill St			Comprehensive	Moderate Plus
5th St	Hill St	Broadway			Comprehensive	Moderate Plus
5th St	Broadway	Central Ave		Tier 2 BL	Comprehensive	Moderate Plus
6th St	110 FWY	Flower St			Comprehensive	Moderate Plus
6th St	Flower St	Broadway			Comprehensive	Moderate Plus
6th St	Broadway	Central Ave		Tier 2 BL	Comprehensive	Moderate Plus
6th St	Central Ave	Mission Rd/LA River	Protected BL	Protected BL	Comprehensive	Moderate Plus
7th St	Central Ave	Mission Rd/LA River	Tier 2 BL	Protected BL		
9th St	Main St	San Pedro St			Moderate Plus	Moderate
Olympic Blvd	San Pedro St	Central Ave			Moderate Plus	Moderate
Olympic Blvd	Central Ave	LA River	Tier 3 BL	Tier 3 BL	Moderate Plus	Moderate
12th St	Figueroa St	Flower St		Protected BL		
Venice Blvd	Figueroa St	Main St	Tier 2 BL	Tier 2 BL	Comprehensive	Moderate Plus

Data Table Title Dictionary

TITLE EXPLANATION

Street *Street name of the segment*

South/West End *Beginning point of the segment piece from either the southern or western end*

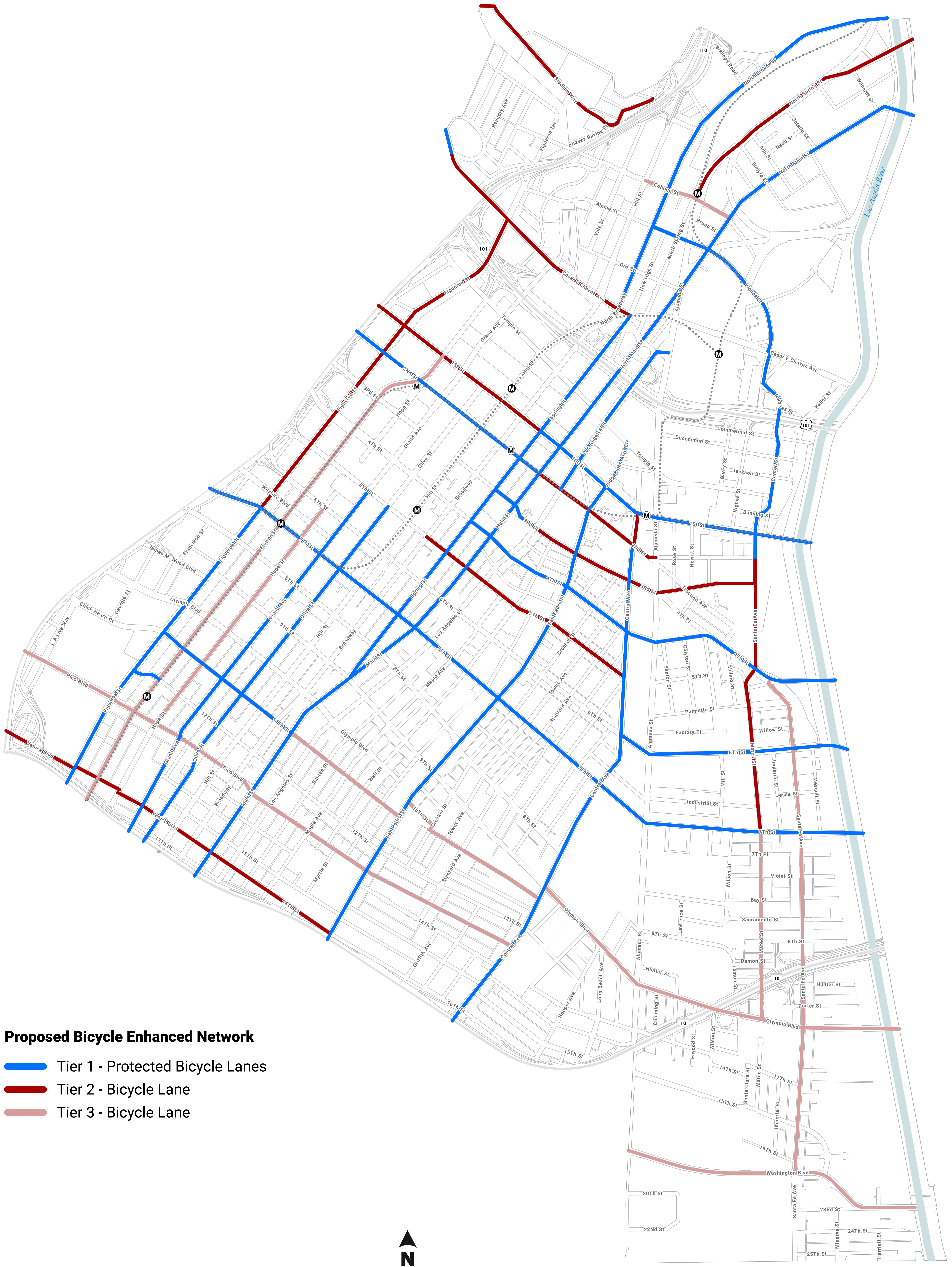
North/East End *Beginning point of the segment piece from either the northern or eastern end*

Existing BEN *Designations from the Mobility Plan 2035 Bicycle Enhanced Network*

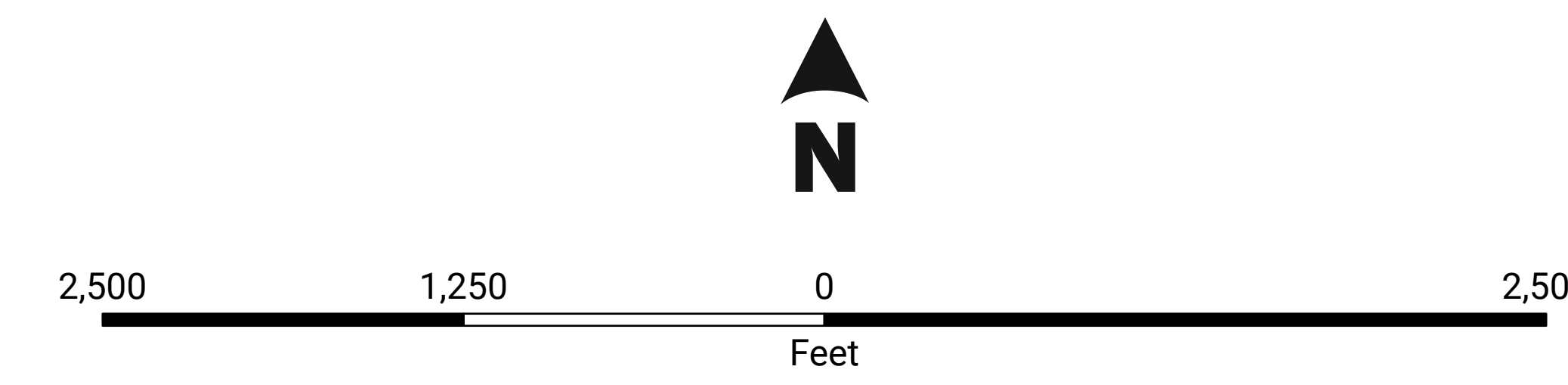
Suggested BEN *Suggested changes to the designations from the Mobility Plan 2035 Bicycle Enhanced Network*

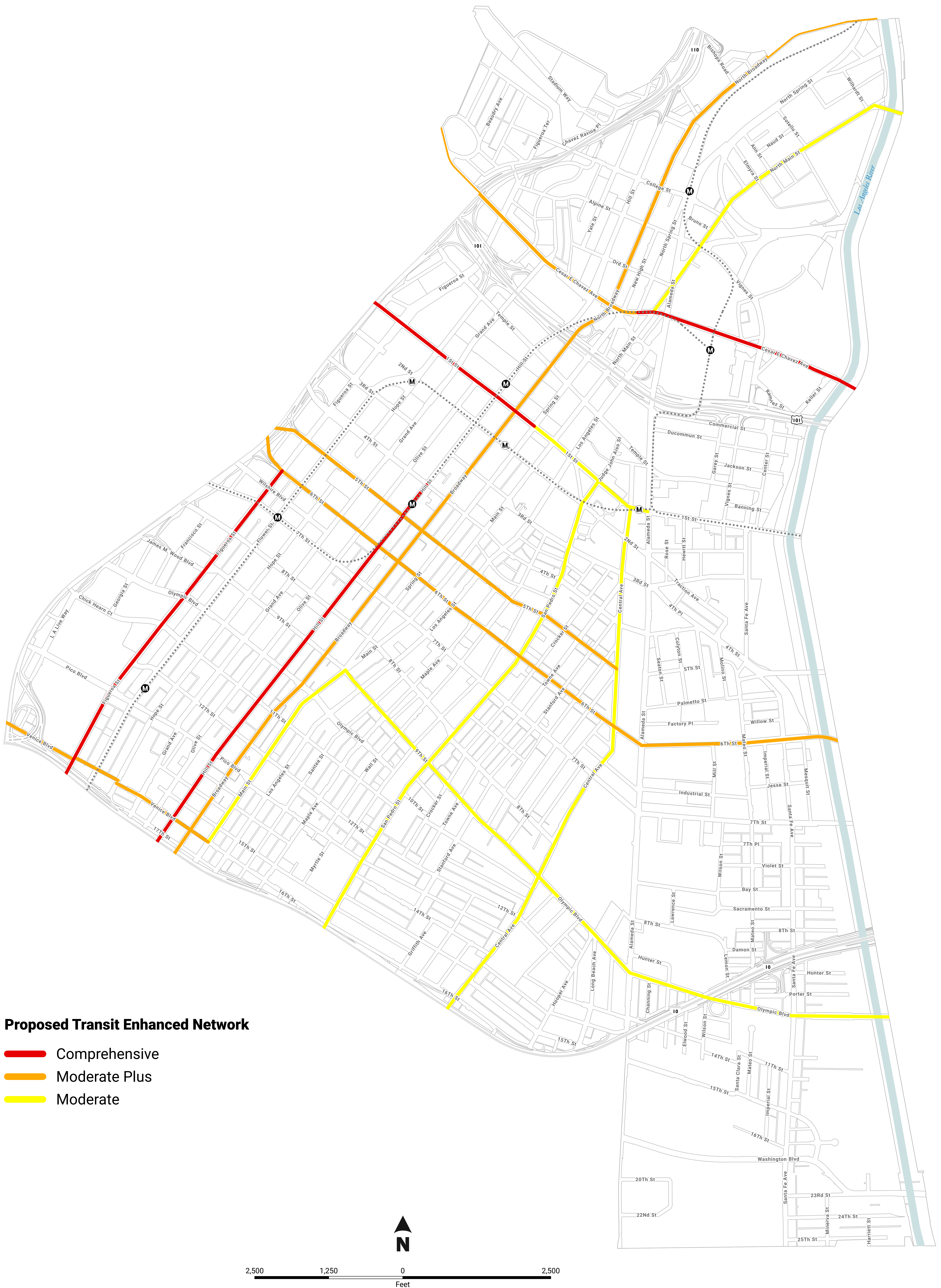
Existing TEN *Designations from the Mobility Plan 2035 Transit Enhanced Network*

Suggested TEN *Suggested changes to the designations from the Mobility Plan 2035 Transit Enhanced Network*



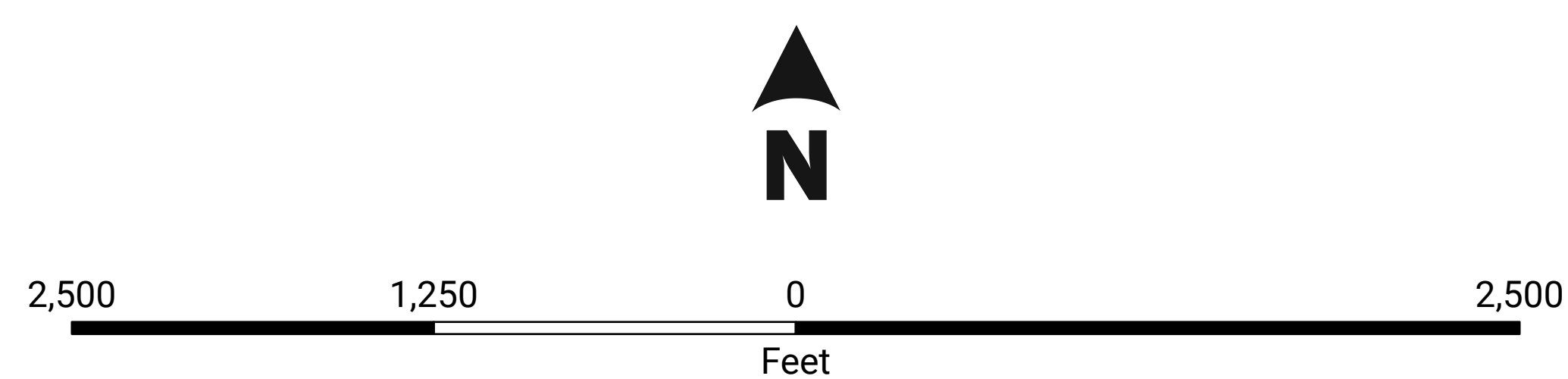
- Proposed Bicycle Enhanced Network**
- █ Tier 1 - Protected Bicycle Lanes
 - █ Tier 2 - Bicycle Lane
 - █ Tier 3 - Bicycle Lane

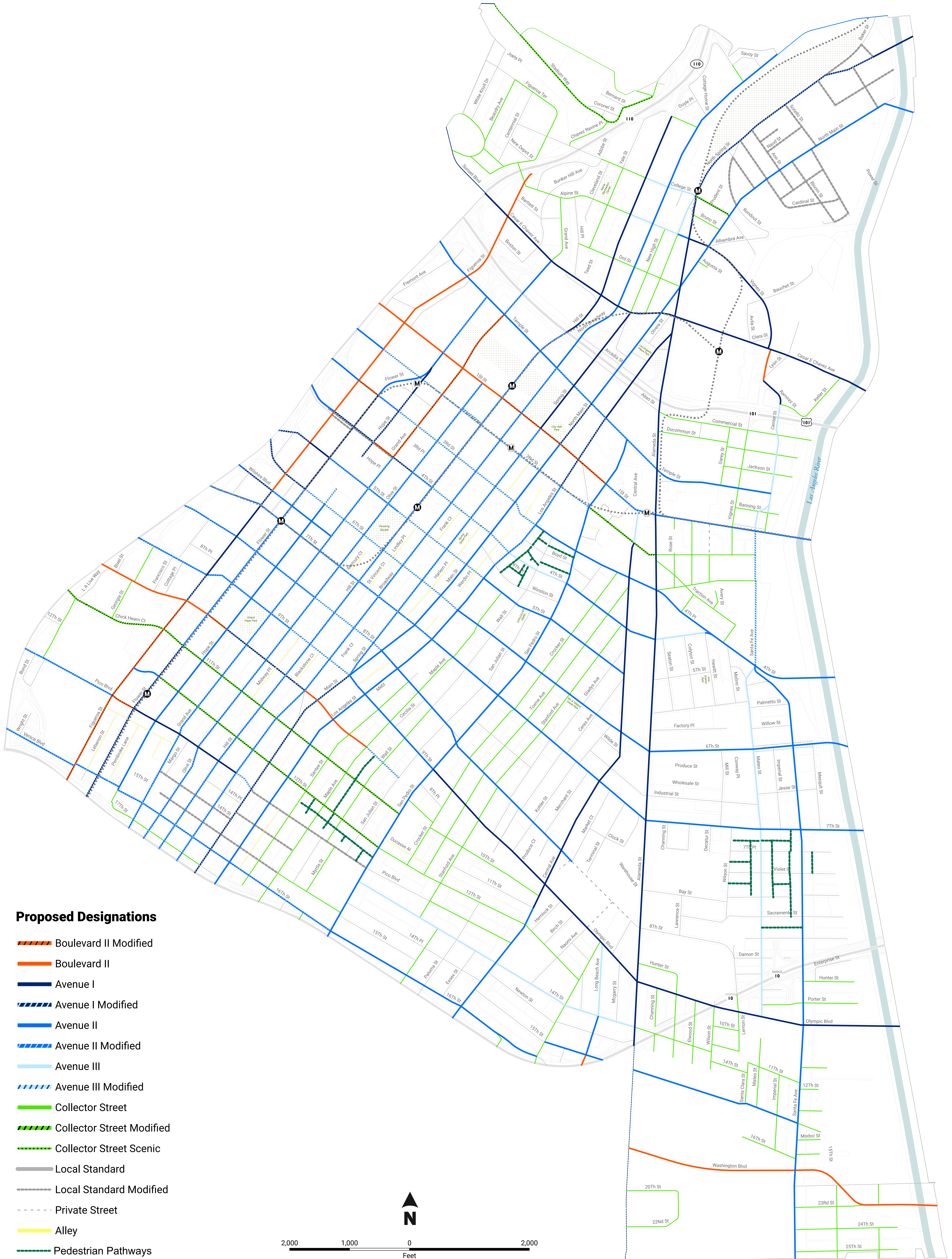










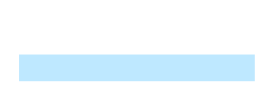









Proposed Transit Enhanced Network

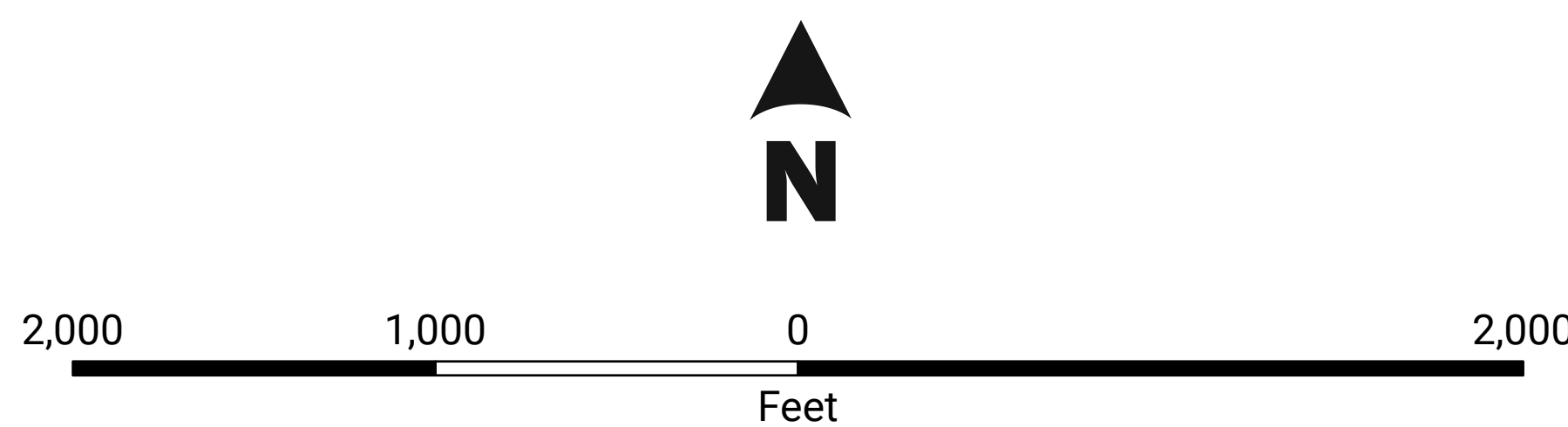
- █ Comprehensive
- █ Moderate Plus
- █ Moderate





Proposed Designations

-  Boulevard II Modified
-  Boulevard II
-  Avenue I
-  Avenue I Modified
-  Avenue II
-  Avenue II Modified
-  Avenue III
-  Avenue III Modified
-  Collector Street
-  Collector Street Modified
-  Collector Street Scenic
-  Local Standard
-  Local Standard Modified
-  Private Street
-  Alley
-  Pedestrian Pathways



Appendix C

Updated Downtown Community Plan

Los Angeles City Planning

DOWNTOWN Community Plan

Draft Plan - Adoption Pending

CPC Recommendation Draft Summer 2022

Approved by City Planning Commission September 23, 2021
CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617

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Chapter 1

INTRODUCTION & COMMUNITY PROFILE

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READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g. LU Goal 1).

Policies

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU 1.1).

Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 5 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

The Downtown Community Plan envisions a **sustainable, equitable, and inclusive** future for Downtown.

A strong core is important to the health of the City. This Plan will promote a dynamic, healthy, and sustainable Downtown core that is well connected to and supports the City of Los Angeles and the region.

This 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 Plan focus on continuing Downtown’s remarkable renaissance and promoting it as a **center of innovation** in the public and private realms. This 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**. Acknowledging an unjust history and current conditions, the programs and policies proposed in this Plan aim to begin the process of equitably meeting the needs of various stakeholder communities in the plan area and reduce racial disparities, especially those unequally present in indigenous, historic cultural communities, low-income communities, and communities of color. These strategies promote the physical development of Downtown; **improve access to jobs, open space, services, and cultural resources; and provide housing for all people and income levels.**



Images: Metro, Shutterstock, LADOT

BACKGROUND AND RELATIONSHIP TO THE OTHER PLANS

Since the previous Plan updates in 2000 and 2003, Downtown has grown by approximately 26,000 people and continues to accommodate a significant portion of citywide residential and commercial growth. Guiding that growth in a thoughtful manner toward the most transit-served areas will be crucial to achieving and maintaining equitable economic prosperity. California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities.

This Plan provides strategies to promote compact development and increase mobility options by planning for more jobs, housing, and amenities in close proximity to transportation resources and each other.

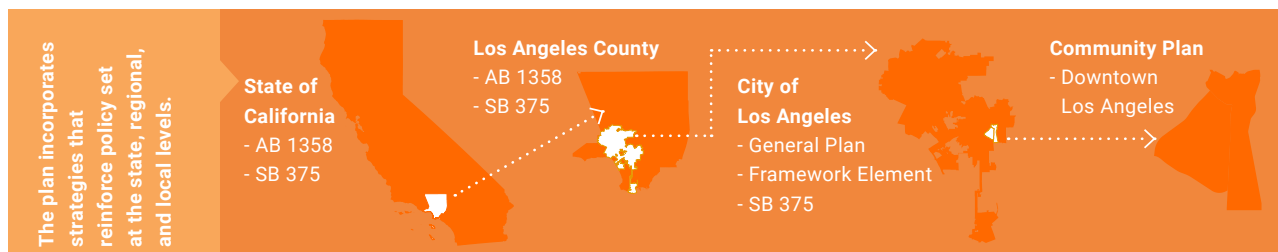
The Downtown Community Plan constitutes one of thirty-four plans that comprise the City's General Plan Land Use Element. Including a number of Elements, such as Framework, Mobility, Open Space, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of its land, the design and character of buildings and open spaces, the conservation of existing and provision of new housing, and the provision of supporting infrastructure are specifically guided by the General Plan Land Use Element.

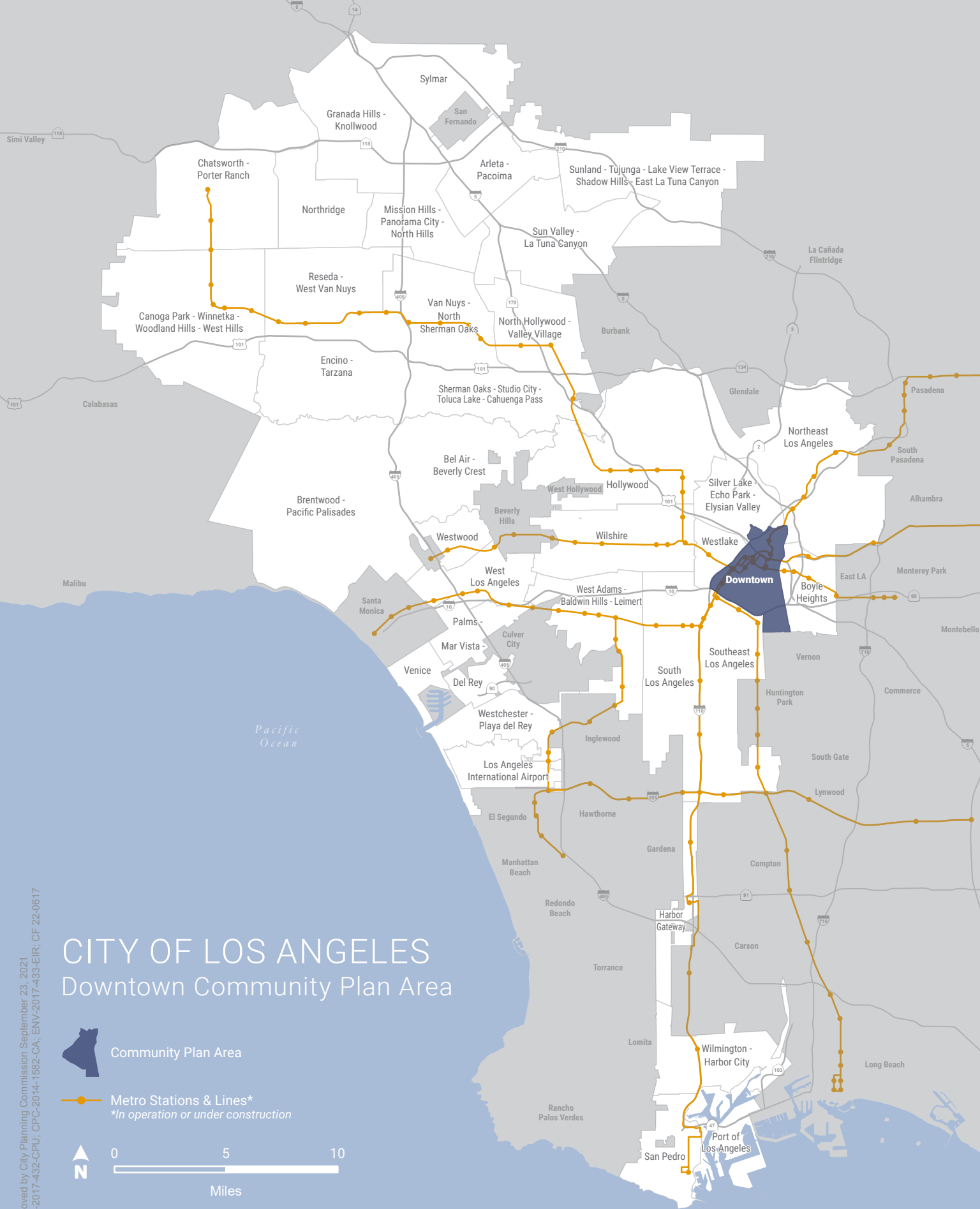
In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that establishes how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements.

The Framework is focused around seven guiding principles: grow strategically; conserve existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The development pattern described in the Framework Element provides direction and guidance for Downtown's continued evolution, accommodating the highest development densities in the City and functioning as the principal transportation hub for the region. The growth strategy emphasizes the expansion of new housing opportunities and services within Downtown and capitalizes on the diversity of the City's population. Further discussions regarding the relationship between the Downtown Community Plan and the City's General Plan can be found in Appendix A.

The Community Plan's importance lies in its ability to shape positive community change and foster sustainable land use patterns while balancing the character of the community with citywide policies and regional initiatives. The process of developing the Downtown Community Plan was a multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.





CITY OF LOS ANGELES

Downtown Community Plan Area



Community Plan Area



Metro Stations & Lines*
*In operation or under construction



Approved by City Planning Commission September 23, 2021
CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617

COMMUNITY PROFILE

The Downtown Community Plan Area is the historic homeland of the Tongva peoples and the birthplace of Los Angeles. From a small pueblo and agricultural community, to a railroad and manufacturing hub, to a commercial and cultural capital, Downtown represents the heart of the Los Angeles region.

Today, Downtown contains some of the oldest structures of the City and has grown to become a collection of distinctive but interconnected and walkable neighborhoods

that sit at the confluence of the region's growing transportation system. An international center for art, culture, business, and entertainment, as well as a governmental, commercial, manufacturing and jobs oriented center for the City of Los Angeles and the region, the Plan Area is also home to a growing residential population.

DOWNTOWN TODAY IS:

RICH IN HISTORY

There are **190 Historic Cultural Monuments**, and **4 Designated Historic Districts** in Downtown.

WELL CONNECTED BY TRANSIT

The City's Rail Infrastructure Converges in Downtown **40% of all Metro Rapid Bus Lines** serve Downtown.

A GROWING RESIDENTIAL COMMUNITY

Since 2010, Approximately **15,000 Units** Have Been Added in Downtown.

A CLUSTER OF INDUSTRIES

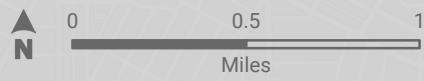
Downtown Represents **1% of the Land Area** and **12% of the Jobs** Within the City of Los Angeles.

The Top Job Industries in Downtown Are **Professional, Scientific & Tech Services, Retail Trade, and Public Administration.**



Downtown Community Plan Area

- Open Space
- Libraries
- Public Schools
- M Metro Stations & Lines
- M Metro Stations & Lines (Under Construction)



GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Downtown Community Plan



**ACCOMMODATE
ANTICIPATED GROWTH IN
AN INCLUSIVE, EQUITABLE,
SUSTAINABLE, AND
HEALTHY MANNER**

- Concentrating growth near transit
- Identifying strategies for inclusive growth
- Promoting infill development
- Elevating design expectations

**SUPPORT AND SUSTAIN
DOWNTOWN'S ONGOING
REVITALIZATION**

- Promoting innovation for decades to come
- Creating well-designed buildings that continue to develop the skyline
- Celebrating history, culture, community, and the arts
- Reinforcing Downtown as a destination

**REINFORCE DOWNTOWN'S
JOBS ORIENTATION**

- Encouraging synergy through a greater mix of uses
- Identifying locations where commercial activity is preferred
- Establishing locations with a baseline of productive uses
- Creating a job sanctuary

**GROW AND SUPPORT THE
RESIDENTIAL BASE**

- Expanding areas where housing is allowed
- Intensifying housing where appropriate
- Allowing a full range of housing options
- Expanding areas for adaptive reuse and conversion to joint live/work



PROMOTE A TRANSIT, BICYCLE, AND PEDESTRIAN-FRIENDLY ENVIRONMENT

- Prioritizing pedestrian safety and human comfort
- Improving connectivity and internal circulation within Downtown
- Increasing dedicated bike infrastructure
- Expanding transit service
- Eliminating parking minimums and managing parking effectively

STRENGTHEN NEIGHBORHOOD CHARACTER

- Reusing, protecting and preserving existing structures that characterize unique urban development patterns
- Supporting streets that encourage community and human interaction
- Developing a palette of regulations and design guidelines that reinforce distinct places

CREATE LINKAGES BETWEEN DISTRICTS

- Finding opportunities within a community benefits program for the development of new publicly accessible open space
- Requiring high quality streets and pedestrian linkages
- Treating the streets as Downtown's living room
- Encouraging places for people to gather and interact

CREATE A WORLD-CLASS PUBLIC REALM

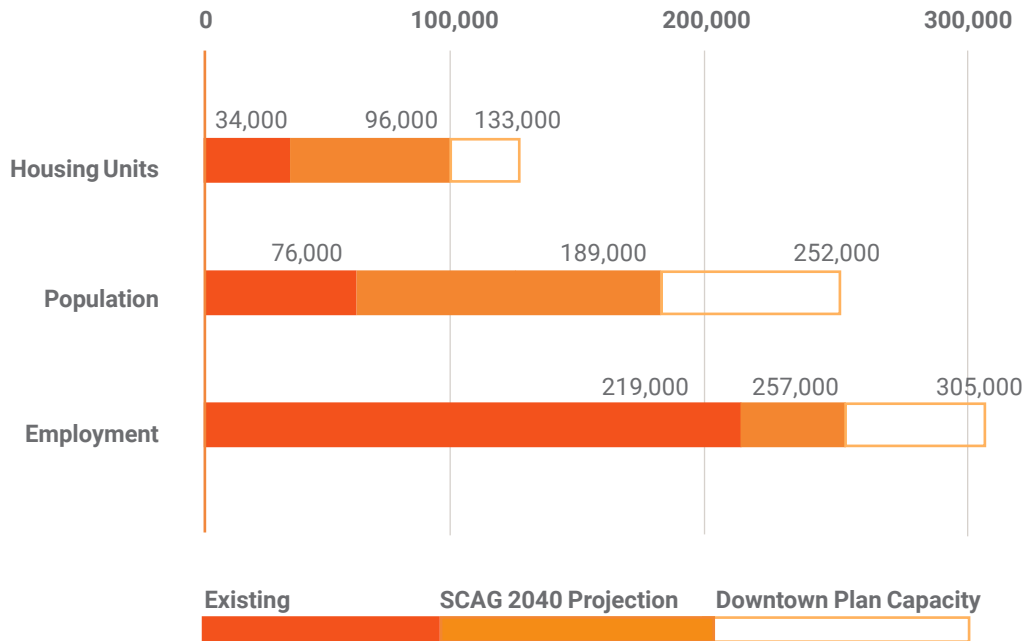
- Supporting the development of catalytic major public realm improvements
- Promoting sustainable public realm improvements
- Encouraging the development of high quality publicly accessible open spaces
- Supporting the development of nontraditional open spaces
- Ensuring that open space, recreation, and park spaces are well-maintained

TRENDS AND PROJECTIONS

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region’s anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region.

The City must then accommodate, or create the “capacity” for these projected levels of population, housing, and employment through its Community Plans. SCAG’s 2040 population and housing forecasts for Los Angeles’ Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



*Plan capacity is the reasonable expected development anticipated to occur as a result of the proposed Plan by the Plan’s horizon year.

GENERAL PLAN LAND USE DESIGNATIONS CREATING DOWNTOWN PLACES

General Plan Land Use Designations express a variety of goals, policies, and allowed zoning tools to support each condition. The proposed General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

Description

Transit Core

518
Net Acres

16%
of Plan Area



Transit Core areas are 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. The residential density of the Transit Core is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 10.0-13.0.

Traditional Core

127
Net Acres

4%
of Plan Area



Traditional Core areas have a time-honored urban development pattern and a collection of historically-significant buildings. The building form ranges from Moderate-Rise to High-Rise. 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. The residential density of the Traditional Core is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 8.5-13.0.

Community Center

259
Net Acres

8%
of Plan Area



Community Centers 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 to Moderate-Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density is limited by floor area. In the Downtown Plan this land use Designation has a max FAR range of 3.0-8.5.

Description

Hybrid Industrial

423

Net Acres

13%

of Plan Area



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 to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-6.0.

Markets

325

Net Acres

10%

of Plan Area



Markets are bustling centers of commercial activity, each with its own mini-economy of specialized commercial uses, including wholesale. The building form generally ranges from Mid-Rise to Moderate-Rise. Adaptive-reuse and rehabilitation of structures and warehouses maintain the built environment and support sustainable development. Uses also include retail, limited housing, and goods movement activities. The residential density is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-8.0.

Villages

83

Net Acres

3%

of Plan Area



Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form is Low-Rise to Mid-Rise. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-6.0.

Medium Neighborhood Residential

100

Net Acres

3%

of Plan Area



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. The building form is Low-Rise and buildings are typically oriented toward the street. The residential density of Medium Neighborhood Residential is limited by floor area. In the Downtown Plan this land use designation has a max FAR of 3.0.

Description

Production

557

Net Acres

17%

of Plan Area



Production areas preserve and sustain industrial activity while serving as a regional jobs base. The building form ranges from Very Low-Rise to Mid-Rise. Site layout and development in these areas are flexible to accommodate goods movement, loading, and distribution needs. Uses include heavy industrial and evolving and innovative industries, such as light assembly and manufacturing, clean technology, incubators, and research and development facilities. In the Downtown Plan this land use designation has a max FAR range of 3.0-4.5.

Open Space

214

Net Acres

7%

of Plan Area



Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. Open Space is characterized by Very Low-Rise, Low-Rise, and Mid-Rise Form Districts. The Open Space designation does not allow residential uses. In the Downtown Plan this land use designation has a max FAR of 1.5.

Public Facilities

430

Net Acres

13%

of Plan Area



Public Facilities areas serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form varies in size and structure, ranging from Low-Rise to High-Rise, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis. In the Downtown Plan this land use designation has a max FAR range of 3.0-13.0.

Public Facilities - Freeways

197

Net Acres

6%

of Plan Area



Public Facilities-Freeways comprises land dedicated to freeways that exist within the Plan Area, including storage and parking uses, that is owned by the California Department of Transportation (Caltrans).



Chapter 2

LAND USE & URBAN FORM

The land use and urban form strategies in this chapter establish and celebrate a range of Downtown Places. While the Plan promotes a vision for each place, the range of Downtown places together form a complete community - one that is an economic and cultural center and the civic heart of Los Angeles, with a growing residential base.

This chapter defines goals and policies for the Downtown Places that characterize the Community Plan area, including: Transit Core, Traditional Core, Community Center, Public Facilities, Hybrid Industrial, Markets, Villages, Production, and Medium Neighborhood Residential places, as well as Plan area-wide goals and policies for land use, urban form, housing, economic development, historic preservation, health, and sustainability. Together, these goals and policies envision a sustainable, equitable, and inclusive Downtown.

The identification of Downtown Places helps to apply goals and policies for areas within Downtown that have similar physical and functional characteristics. Among each Downtown Place are neighborhoods, each with its own history and built environment. A neighborhood description and policies for each follow the Downtown Place to which it most closely relates.

Planning for variation of scale, character, housing options, and mix of uses will accommodate projected growth while maintaining the qualities that make each Downtown place unique. Additionally, this ensures that growth is planned sustainably and that the built form will continue to flexibly accommodate a changing environment.

DOWNTOWN WIDE GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long term vision for land use, growth and development in each community of Los Angeles. Land use planning can address an expansive range of interrelated topics that shape the quality of life within a community, including access to employment opportunities, housing options, services, amenities and transportation options, as well as environmental and economic sustainability.

The policies in the following section articulate a Downtown-wide strategy for land use planning that will accommodate projected growth while celebrating and reinforcing Downtown's unique places by encouraging the highest intensity development and most expansive mix of uses in areas that are served by high-frequency transit service, promoting flexibility, and supporting a high-quality built environment.

HOUSING AND COMPLETE NEIGHBORHOODS

This Plan envisions a community in which residents can both live and work, and have access to the retail and services needed on a daily basis.

To achieve this, policies emphasize the creation of housing that is safe, livable, and affordable to a full range of income levels. The Plan expands areas where housing is allowed, intensifies development where appropriate, and expands areas where adaptive reuse of structures into housing is permitted.

Plan policies recognize that communities are built on foundations that extend beyond the walls of our homes. A high-quality public realm with safe physical connections to a variety of experiences and activities makes Downtown an attractive place to work and visit, as well as to live.

Finally, the Plan seeks to create a balance between housing and jobs in Downtown, providing the opportunity for people to live and work in proximity to one another. This can reduce driving and congestion, provide stability for residents, and promote an improved quality of life.

LU GOAL 1

A SUSTAINABLE, INNOVATIVE, AND DIVERSIFIED DOWNTOWN FOR ALL THAT OFFERS A FULL RANGE OF OPPORTUNITIES AND EXPERIENCES.

LU 1.1

Ensure the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.

LU 1.2

Create zoning tools to provide for a racially, socially, and economically inclusive Downtown through a range of housing and employment options.

LU 1.3

Establish an incentive zoning system that delivers public benefits such as affordable housing, public open space, historic preservation, and community facilities to Downtown communities.

LU 1.4

Support the expansion of uses that provide access to arts, culture, and entertainment for people throughout the region.

LU 1.5

Facilitate public community events and outdoor recreation in Downtown’s underserved communities by reducing administrative and financial challenges such as permitting fees and processes.

LU 1.6

Encourage enhanced accessibility and amenities for children, seniors, and special needs populations in housing developments.

LU 1.7

Support the creation of new social services sites in high need areas within Downtown that are linked to parks, community centers, and transit stops.

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 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 2.8

Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance (RSO) in support of no net loss of affordable units.

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 2.10

Promote equitable development and inclusive growth that avoids displacement of those vulnerable to homelessness and prioritizes the needs and rights of extremely low and deeply low-income populations.

LU 2.11

Encourage an increase in resources for tenants’ rights education, enforcement, and protections, including training, education, legal representation, RSO monitoring and enforcement, and tracking of evictions and tenant buyout agreements in RSO units.

LU 2.12

Encourage increased enforcement of Ellis Act notice requirements and re-rental restrictions and identify programs and resources to strengthen right of return and provide new affordable housing opportunities for households displaced by Ellis Act evictions.

LU 2.13

Support tracking and monitoring of existing covenanted affordable housing units and RSO units and seek to recover any lost to increase the baseline of affordable units in Downtown.

LU 2.14

Support the production and maintenance of public reports on the inventory of condominium conversions and Ellis Act evictions, demolitions, and tenant buyout agreements.

LU 2.15

Support the retention of residential units by discouraging demolition of existing buildings unless all necessary building permits have been issued for new construction on the site.

LU GOAL 3

ACCESSIBLE, HEALTHY, AND SAFE HOUSING OPPORTUNITIES AFFORDABLE TO LOWER INCOME HOUSEHOLDS.

LU 3.1

Recognize additional housing unit options to accommodate a variety of household sizes, including larger households, such as those with children, multigenerational living, and special needs populations.

LU 3.2

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

LU 3.3

Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, and recreational facilities.

LU 3.4

Disaggregate the cost of parking from the cost of housing and eliminate residential parking requirements to allow flexibility and reduce the cost of housing.

LU 3.5

Support community land trusts as a tool for producing affordable housing options.

LU 3.6

Coordinate with nonprofits and community-land trusts to take advantage of off-site acquisition options.

LU 3.7

Promote building design that supports the mental and physical health of 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.

LU 3.10

Support the training of tenants, property owners, and property managers on tenants' rights to live in habitable housing and the health effects and management of environmental hazard exposure, such as lead and asbestos, to prevent tenant exposure. Include programs to monitor environmental hazard exposure and ensure tenants receive meaningful relocation assistance and compensation.



LU GOAL 4

A DIVERSITY OF HOUSING OPTIONS THAT SUPPORTS THE CO-LOCATION OF HOUSING WITH A RANGE OF USES.

LU 4.1

Balance housing and employment uses to encourage vibrancy and reinforce Downtown as a community, as well as a destination.

LU 4.2

Find opportunities to create affordable housing options for those that work in Downtown.

LU 4.3

Promote shared on-site amenities, including usable open space in new development projects.

LU 4.4

Encourage the co-location of schools, childcare facilities, and additional community services with housing and office uses.

LU 4.5

Encourage the creation of residential buildings that can be adaptable over time to accommodate changes in unit types, sizes, living arrangements, and a mix of uses.

LU 4.6

Incentivize the creation of housing options that are affordable to and occupied by lower income households, especially housing at the deepest levels of affordability, near transit.



LU GOAL 5

ACCESS TO SAFE, AFFORDABLE HOUSING AND SERVICES FOR PEOPLE EXPERIENCING OR AT RISK OF EXPERIENCING HOMELESSNESS.

LU 5.1

Support efforts and opportunities to increase funding for new social services sites that are linked to public spaces such as parks, plazas, community centers, and transit stops.

LU 5.2

Encourage the creation of new public health infrastructure, such as rest stops with hygiene services including showers, restrooms, and cold drinking water, charging stations, and public wireless internet, along with social services outreach, in spaces that are publicly available.

LU 5.3

Prioritize the development of permanent supportive housing and affordable housing at extremely low and deeply low-income levels for residents transitioning out of supportive housing.

LU 5.4

Ensure a range of supportive housing types and services to meet the needs of populations vulnerable to, or currently experiencing, homelessness, including but not limited to communities of color, immigrant communities, women, LGBTQIA+, youth, students, families with children, seniors, veterans, and those formerly incarcerated.

LU 5.5

Promote diverse and equitable distribution of uses that contribute to a community's well being. Limit uses detrimental to the health and welfare of the community due to nuisance or overconcentration of uses, such as off-site alcohol sales, that are incompatible in neighborhood context to avoid negative impacts to the neighborhood.

LU 5.6

Encourage greater use of the City's revocation process to close down serious public nuisance alcohol sales outlets involved in repeated alcohol sales violations.

LU 5.7

Provide a high level of outreach targeted toward people experiencing homelessness to inform them of their rights and opportunities to move into permanent housing with appropriate support services.

ECONOMIC DEVELOPMENT

Fostering the development and vigor of Downtown’s employment base and providing for the economic security and comfort of Downtown’s residents are efforts that reinforce one another. Each plays a part in encouraging both economic opportunity and economic equity. As such, economic development encompasses more than fiscal growth, but also economic inclusiveness and sustainability.

The following section includes economic development goals emphasizing the need for a broad-based economy that fosters a diversity of industry sectors from advanced manufacturing to creative office.

Policies address this by establishing locations that maintain a baseline of productive and job-generating floor area, and creating areas that prioritize employment and production activities. Policies identify the power of partnership between educational institutions and local employers, to offer workers in a range of industries a promising entry into the workforce. This section further calls for expanding the areas where a mix of employment and other uses are permitted; creating a balance of jobs, housing, and other uses to promote prosperity across Downtown.

LU GOAL 6

A BROAD-BASED ECONOMY THAT LEVERAGES DOWNTOWN’S CENTRAL LOCATION, LAND USE MIX, AND INFRASTRUCTURE TO FOSTER A DIVERSITY OF INDUSTRY SECTORS AND BUSINESS SIZES.

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 6.4

Support efforts to expand Convention Center business and position the City to host world class events like the Olympic Games.

LU 6.5

Support Specific Plans or other master planning efforts on multi-acre or phased development sites to facilitate the creation of alternative public benefits such as infrastructure improvements.

LU GOAL 7

A CENTER OF WORLD-CLASS INNOVATION, ENTREPRENEURSHIP, AND NEW MARKETS THAT REFLECT AND STRENGTHEN THE CULTURAL DIVERSITY OF DOWNTOWN.

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 7.6

Encourage art production and exhibitions spaces that are accessible and affordable to community based artists.

LU 7.7

Support community ownership of creative space, including incubators, studio space, and art production and exhibition space.

LU 7.8

Encourage mixed-use and commercial developments to provide commercial spaces conducive to community-serving small businesses and business incubation.

LU 7.9

Encourage the development of new commissaries and commercial kitchens, as a new or accessory use, to support low-income street vendors in accessing permits and sustaining their business.

LU 7.10

Support existing neighborhood stores (i.e. mom-and-pop shops) that support the needs of local residents, are culturally relevant, and create a stable economic environment.

LU GOAL 8

AN ECONOMY THAT IS RESILIENT TO MARKET CHANGES AND EVOLUTION.

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.

LU 8.5

Support the creation of technical assistance programs for low-income entrepreneurs and community-serving small businesses such as signage, storefront design, construction, lease review, business development services, and legal services.

LU 8.6

Facilitate the protection of existing markets and swap meets that provide low-income entrepreneurship opportunities and offer affordable and/or culturally significant retail opportunities.

LU 8.7

Incentivize mixed-use and commercial developments to provide long-term leases and reduced rent to community-serving small businesses to prevent the displacement of community-serving small businesses as a result of new development.

LU GOAL 9

AN ENVIRONMENT CHARACTERIZED BY EQUITY AND ECONOMIC OPPORTUNITY.

LU 9.1

Improve economic opportunity through local hiring, living wage provisions, job resource centers and job training, and supporting workforce development programs and partnerships.

LU 9.2

Increase the availability of resources and programs to support existing small businesses, new business startups, and local entrepreneurs.

LU 9.3

Expand opportunities and resources for low-income microentrepreneurs to establish business enterprises and contribute to the Downtown economy.

LU 9.4

Identify strategies to increase opportunities for community-serving small businesses and social enterprises to secure procurement contracts from new development projects.

LU 9.5

Support programs that make long-term commercial leases and rent subsidies available to community-serving small businesses, prioritizing businesses owned by lower-income or moderate-income residents.

LU 9.6

Cultivate a prosperous and complete community in Downtown that provides an opportunity for local employees in all sectors to live and work in close proximity.

LU 9.7

Expand access to employment opportunities with improved physical connections to and within Downtown and expanded transit service to employment districts.

LU 9.8

Facilitate the location of extension and satellite educational campuses within Downtown.

LU 9.9

Encourage mixed-use and commercial development to provide retail spaces conducive to community serving small businesses and business incubation.

LU 9.10

Support street vending to increase access to economic opportunity and healthy food, and reinforce Downtown's active street life.

LU 9.11

Expand opportunities and resources for low-income microentrepreneurs to establish business enterprises and contribute to the Downtown economy.

LU 9.12

Foster opportunities for individuals facing barriers to employment, including persons experiencing homelessness, single parents, persons receiving public assistance, persons without a GED or high school diploma, persons with a criminal record, and veterans.

URBAN FORM

The design of the built environment guides the way that pedestrians and users experience their communities. Downtown contains a spectrum of forms that express the cultural, historic, and functional characteristics of its many neighborhoods. This urban fabric has helped to shape Downtown's identity as a walkable, compact, and active place.

The Plan envisions a Downtown that supports its legacy forms, while elevating the standard of design for new development and encouraging innovation. The Plan seeks to guide building and site design in a manner that facilitates pedestrian connectivity and ensures that the built environment can support vibrant, urban street life.

LU GOAL 10

DEVELOPMENT PATTERNS THAT CREATE A CONNECTED AND SEAMLESS EXPERIENCE WHILE REINFORCING THE IDENTITY OF DOWNTOWN'S SPECIAL PLACES.

LU 10.1

Strategically concentrate the highest densities and intensities within the Plan area to respond to historic development patterns and match infrastructure investment.

LU 10.2

Reinforce the distinct qualities of each neighborhood, and ensure that growth complements and is compatible with existing character and historic resources; and supports community needs.

LU 10.3

Plan for a connected network of districts that together provide a full range of services and amenities to support workers, residents, and visitors Downtown.

LU 10.4

Support infill development that responds and contributes to neighborhood character.

LU 10.5

Encourage building design in transitional areas that complements and bridges the character of adjacent districts for more seamless transitions.



LU GOAL 11

AN URBAN FORM THAT CONNECTS PEOPLE AND PLACES AND CREATES A WALKABLE ENVIRONMENT.

LU 11.1

Require active ground floors and street frontages that improve walkability and connectivity, especially between transit stations and nearby destinations.

LU 11.2

Encourage development that is well integrated with the public realm to create an inviting urban environment.

LU 11.3

Incentivize the inclusion of paseos through large sites to improve pedestrian access.

LU 11.4

Encourage building design that connects and orients people toward destinations and activity centers.

LU 11.5

Prohibit pedestrian bridges unless they are necessary to provide access to public buildings, address physical constraints, or provide safe linkages between institutional buildings such as hospitals and schools.

LU 11.6

Require that pedestrian bridges minimize visual impacts, be architecturally integrated into building design, connect with public entrances, incorporate lighting and directional signage, and include maintenance and safety programs.

LU 11.7

Limit the impact of pedestrian bridges on public streets and infrastructure below them and incorporate improvements to public streets.

LU 11.8

Promote compact development and encourage walking, biking, and transit use by encouraging no or minimal parking, when possible.

LU 11.9

Encourage underground parking, when provided, to increase the amount of above grade building square footage dedicated to active uses and to improve the pedestrian environment.

LU 11.10

Wrap with active uses or fully screen with architectural features above grade parking in mixed use, residential, or commercial developments to enhance the pedestrian environment.

LU 11.11

Line the ground floor of stand-alone garages with active uses and require that upper levels be screened to increase street life and pedestrian activity, and improve the aesthetic quality of buildings and neighborhoods.

LU 11.12

Ensure that signs contribute positively to the urban fabric, complement neighborhood character, and are oriented towards pedestrians.

LU 11.13

Consideration of new sign districts should be limited to entertainment focused areas with regional draws.

LU 11.14

Discourage hostile architecture and other urban design elements that prevent inclusive and equitable use of public space.



LU GOAL 12

A BUILT ENVIRONMENT THAT IS SUSTAINABLE AND ADAPTABLE OVER TIME.

LU 12.1

Anticipate the evolution of land use needs to support a greater diversity of activity by facilitating new development that is flexible and can accommodate changing uses over time.

LU 12.2

Encourage efficient building techniques and sustainable materials to guide lasting development that minimize adverse effects on the environment.

LU 12.3

Encourage flexible parking structure design to facilitate possible future conversion of parking areas to active uses and create zoning flexibility to allow by-right conversion in the future.

HISTORIC AND CULTURAL RESOURCES

The following section includes goals and policies that call for the continued presence and enhancement of Downtown's historic resources.

As the birthplace of the City, Downtown has developed a rich heritage that is reflected in its neighborhoods, institutions, art, community, and culture. Another key component of Downtown's legacy is its buildings. The built environment mirrors the waves of development and change in arenas such as architecture, transportation, social history, politics, industry, and entertainment. As the community and built environment evolve, it is important to preserve this heritage and the history that accompanies it to maintain a sustained sense of place and expression of Downtown's distinct past.

Policies address this by calling for the preservation and restoration of Downtown's historic resources, strengthening the visibility of these assets, and encouraging institutions and organizations to coalesce in an effort to make these histories publicly accessible.



LU GOAL 13

AN ENVIRONMENT CHARACTERIZED BY A RICH COLLECTION OF HISTORIC BUILDINGS, SITES, AND RESOURCES.

LU 13.1

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

LU 13.2

Incentivize the preservation, rehabilitation, and adaptive reuse of one of the largest and most distinguished stock of historic buildings in the United States for a variety of uses.

LU 13.3

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

LU 13.4

Support existing and future policy that is intended to enhance, restore and activate resources eligible for listing on local, state, or national registers, including through the use of Survey LA, the Los Angeles Historic Resources Survey, and other City recognized surveys.

LU 13.5

Encourage incorporation of existing buildings in new development as feasible and appropriate.

LU 13.6

Administer the allocation of the Arts Development Fee Credits in coordination with community-based organizations and artists and engage community residents in the development of the Final Art Plan.

LU GOAL 14

HISTORIC RESOURCES ARE HIGHLIGHTED AND RECOGNIZABLE.

LU 14.1

Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.

LU 14.2

Support local institutions' and organizations' efforts to advocate for, educate, and share the legacy of historic and cultural resources.

LU 14.3

Support existing and future efforts that are intended to enhance, restore, and activate historic resources.

LU 14.4

Promote community participation and input in cultural and historic preservation efforts.

LU 14.5

Partner with community organizations and local residents to identify and protect cultural resources and assets.

LU GOAL 15

AN EVOLVING DOWNTOWN COMMUNITY THAT MAINTAINS A POSITIVE CONTINUITY WITH THE PAST.

LU 15.1

Ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources.

LU 15.2

Retain the integrity of historic resources, while achieving a balance between preservation and the need to accommodate housing and jobs in Downtown.

LU 15.3

Preserve and promote the distinct qualities and features of historically and culturally significant neighborhoods and communities.

LU 15.4

Encourage innovative design that creates the preservation-worthy buildings of the future.

LU 15.5

Support efforts to preserve and restore the rich inventory of culturally significant murals and public art found throughout Downtown.

LU 15.6

Encourage new development to incorporate culturally relevant and community-driven public art along building facades and in outdoor areas.

WELLNESS AND SUSTAINABILITY

The policies included in this Plan lay the foundation to support healthier communities through a strategy that directs growth in a sustainable manner. The Plan calls for efficient use of land that supports walking, bicycling, and access to transit, reducing energy consumption, and fostering environments for active and passive recreation. This Plan envisions a Downtown that is comfortable, accessible, and safe for all as it continues to grow and thrive. In addition, it is important to incorporate design, infrastructure, and services that can remain resilient in the face of changing technologies and climates.

The following section includes goals emphasizing the need for a resilient urban landscape with strategies that consider pedestrian comfort, safety, and wellness of residents, workers, and visitors, while responding to the specific physical and cultural characteristics of each neighborhood.

LU GOAL 16 A SUSTAINABLE ENVIRONMENT THAT SUPPORTS A HEALTHY DOWNTOWN COMMUNITY.

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.

LU 16.2
Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAn.

LU 16.3
Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.

LU 16.4
Facilitate access to affordable, healthy, and fresh food for all Downtown residents and support community serving small businesses that sell affordable, fresh, and culturally relevant foods.

LU 16.5
Encourage the use of native flora that maximizes the capture of pollutants near freeways and industrial facilities.

LU 16.6
Encourage sustainable building design and construction standards that can increase building energy and water efficiency.

LU GOAL 17 A RESILIENT DOWNTOWN.

LU 17.1
Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.

LU 17.2
Seek opportunities to underground utility line infrastructure under sidewalks and public right of way to support disaster preparedness, improve the quality of the urban environment, and reduce barriers to pedestrians.

LU 17.3
Support the expansion and redundancy of utility capacity to accommodate a range of activities over time.

LU 17.4
Support systems that symbiotically reduce waste and capitalize on the multi-functionality of spaces.

LU 17.5
Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in Downtown that can increase local water supply.

LU 17.6
Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.

LU 17.7
Reduce the urban heat island effect by installing cool pavement and cool roofs throughout Downtown.

LU 17.8

Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power 2016 Final Power Integrated Resource Plan (IRP), to improve environmental resilience.

LU 17.9

Support local, regional, state, and federal programs seeking to reduce greenhouse gas emissions, in an effort to minimize pollution sources and to improve air quality.

LU 17.10

Encourage building design that promotes earthquake resilience so that buildings remain usable after earthquakes.

LU 17.11

Identify areas and buildings as resiliency centers for public use during future climate events and other emergencies.

LU GOAL 18

LEGIBLE AND COMFORTABLE SPACES TO ENGAGE IN PHYSICAL ACTIVITY, EXPERIENCE NATURE AND FIND RESPITE.

LU 18.1

Promote a pedestrian environment that enhances thermal and visual comfort and provides opportunities for resting and socializing.

LU 18.2

Maintain and expand the tree canopy to provide shade, improve air and water quality, reduce heat-island effect, and create habitat for birds and pollinators.

LU 18.3

Cultivate urban habitat for animals and plants and increase opportunities to experience nature in Downtown's urban environment.

LU 18.4

Provide space for recreational facilities for the health and enjoyment of Downtown workers, residents, and visitors.

LU 18.5

Encourage trees and architectural elements that provide shade; cooling stations; and seating areas for pedestrians along primary corridors in Downtown.

DOWNTOWN PLACES GOALS AND POLICIES

The General Plan Land Use Designations established by this plan recognize the distinction of Downtown's varied and unique places. These General Plan Designations identify areas of common policy vision in terms of physical built form and the functional uses that differentiate one area from another. These places vary in the height, land use, massing, and feel of the buildings along the street.

This section provides policies that represent a vision for the use of land and configuration of the built environment for each General Plan Land Use Designation. The strategies for each General Plan Land Use Designation implement the Plan's Guiding Principles by including policies that:

- Accommodate anticipated growth through 2040 in an inclusive, equitable, sustainable, and healthy manner while supporting and sustaining Downtown's ongoing revitalization
- Reinforce Downtown's jobs orientation
- Grow and support the residential base
- Strengthen neighborhood character

Within each "Downtown Place" are a range of neighborhoods, each with their own unique identity. Neighborhoods often embody varied characteristics and as such extend across multiple General Plan Land Use Designations. To support the defining characteristics of these neighborhoods and enhance their distinct qualities as they evolve, the Plan provides for an additional more granular layer of neighborhood policies, relating to specific opportunities and concerns, beyond the policies developed for each designation. Following the vision for each Downtown Place, are a series of policies specific to those neighborhoods and districts which are partially or wholly within the related General Plan Designation.

TRANSIT CORE

LU GOAL 19

DENSE CENTERS OF EMPLOYMENT, HOUSING, AND ENTERTAINMENT USES WITH THE HIGHEST INTENSITY OF DEVELOPMENT, WELL-SERVED BY A CONVERGENCE OF MULTIPLE TRANSIT LINES.

LU 19.1

Implement zoning regulations that allow the greatest intensity and density of uses; eliminate barriers and create incentives that ensure maximum development potential, especially of mixed-income and affordable housing, near transit investment and regional attractions.

LU 19.2

Ensure a vibrant mixture of land uses, including office, hotel, retail, residential, cultural, and entertainment, that together reinforce Downtown as the primary center of urban activity in the Southern California region.

LU 19.3

Encourage the redevelopment of underutilized buildings and properties to accommodate demand for housing and jobs that contribute to a vibrant Downtown.

LU GOAL 20

THE PRIMARY ECONOMIC, SOCIAL, AND CULTURAL FOCAL POINT OF LOS ANGELES THAT SERVES THE REGION, STATE, NATION, AND WORLD. A CENTER FOR INNOVATION AND A DESIRABLE PLACE FOR BUSINESSES AND INSTITUTIONS TO LOCATE.

LU 20.1

Promote the preservation, restoration, and adaptive reuse of existing structures and the development of new structures with a diversity of uses and an emphasis on regional office, hotel, and commercial uses.

LU 20.2

Prioritize space for employment, retail, and entertainment uses, supported by an enhanced public realm, to attract and sustain workers.

LU 20.3

Expand the range of incentives to facilitate the adaptive reuse of existing non-residential structures into commercial and hotel uses.

LU 20.4

Reinforce clusters of commercial activity and office uses, and maintain each cluster’s predominant activity without losing the essential urban qualities that a mix of uses can provide.

LU 20.5

Recognize and support the cluster of corporate, financial, professional services, and business-related uses.

LU 20.6

Facilitate the development of hospitality serving uses, such as hotels, near cultural, entertainment, and institutional centers with a regional draw, and in close proximity to transit.

LU GOAL 21

A VARIETY OF HOUSING OPTIONS FOR A RANGE OF INCOME LEVELS, SUPPORTED BY SERVICES AND AMENITIES, INTEGRATED INTO A MIXED-USE COMMUNITY.

LU 21.1

Encourage the development and preservation of sustainable and complete neighborhoods, where workers and residents have safe and convenient access to jobs, open space, commercial services, and amenities.

LU 21.2

Create a range of housing options that supports a diversity of housing needs and affordability levels, in a manner that contributes to a resilient community.

LU 21.3

Expand the hours of commercial activity, services, and amenities to support Downtown’s residents, workers, and visitors.

LU GOAL 22

DISTINCTLY URBAN NEIGHBORHOODS THAT HAVE THE HIGHEST LEVELS OF PEDESTRIAN ACTIVITY, WELL-DESIGNED BUILDINGS THAT MEET THE SKY TO CREATE AN INTERESTING SKYLINE, AND GROUND FLOORS THAT MEET THE STREET TO CONTRIBUTE TO A VIBRANT PUBLIC REALM.

LU 22.1

Encourage well-designed, intensive development that contributes to a safe and inviting pedestrian realm and includes substantial benefits that reinforce Downtown’s character and enhance livability.

LU 22.2

Foster and reinforce a cohesive, pedestrian-friendly, and inviting streetscapes that promote walking, bicycling, and transit use. Encourage the creative infill of landscaped setbacks and inoperative spaces, such as those resulting from inconsistent streetwalls.

LU 22.3

Pursue the implementation of a legible and consistent wayfinding system that guides pedestrians to destinations of interest and transit portals, such as Metro Stations.

LU 22.4

Create new mid-block crossings that provide access to a safe pedestrian network in locations with large blocks and high foot traffic.

LU 22.5

Promote the activation of ground floors of buildings and public plazas with enlivening uses such as kiosks and shops to create a lively urban environment and seamless interaction between private open space and sidewalks.

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 22.7

Develop well-designed towers that include upper floor building design and rooflines that create visual interest and contribute to a distinctive skyline.

TRANSIT CORE NEIGHBORHOOD POLICIES

Financial Core

As the corporate heart of Los Angeles, the Financial Core is home to high-rise offices, residential buildings, hotels, as well as some of the City's most significant destinations and historic buildings.

LU 22.8

Improve pedestrian orientation of the district by seeking consistent 15-foot minimum width sidewalks, active ground floor uses, and streetscape improvements that provide rich and varied pedestrian amenities on Olive and Hill streets.

Bunker Hill

Bunker Hill serves as both a center for office activity and a cultural corridor that integrates commercial and residential uses.

LU 22.9

Encourage an active, walkable environment through building design that incorporates active ground floor uses and streetscape elements that provide an enhanced pedestrian experience.

LU 22.10

Ameliorate past automobile centric form by breaking up large blocks and finding opportunities to connect the street grid.

South Park

South Park is recognized to be a thriving residential mixed-use community, supported by commercial, office, and medical uses integrated into a walkable and transit accessible neighborhood.

LU 22.11

Seek opportunities to adapt alleys into sustainable, safe, inviting, and vibrant spaces that function as publicly accessible open space and pedestrian paths of travel, while accommodating necessary vehicular and loading functions.

LU 22.12

Facilitate efforts to improve transit operations at the Pico Station through signal priority for transit vehicles and grade separation of transit facilities.

LU 22.13

Enhance the role of the Pico station as a portal for regional destinations such as FIDM, the Convention Center, and LA Live through tactics such as enhancing station design, improving First Last Mile connections, and increasing pedestrian safety.

LU 22.14

Advance efforts to develop Hope Street as an enhanced shared street.

Union Station

Union Station is a regional transportation hub, home to local, regional, and national transit providers. As the regional transportation system expands, the Station will continue to evolve as a transit center and a mixed use destination.

LU 22.15

Encourage a mix of uses that intensifies and activates Union Station and surrounding neighborhoods.

LU 22.16

Advance efforts to plan for the future integration of high speed rail and other transit projects, such as the West Santa Ana Branch line and Link US, to reinforce Union Station and Downtown as the hub of regional transit.

LU 22.17

Support the implementation of the ConnectUS Action Plan to improve pedestrian and cyclist linkages between Union Station and surrounding districts.

Convention Center and LASED

The expanded Convention and Exhibition Center is situated on 63 acres close to the Downtown hotel cluster and the Financial Core. Strategically, it is located at the hub of the regional transit system, the Interstate Freeway System, and in relatively close proximity to the Los Angeles International Airport.

The Staples Arena is located adjacent to the Convention Center. This sports and entertainment complex houses a 20,000 seat arena as well as other entertainment and retail uses. The Los Angeles Sports and Entertainment District Specific Plan (LASED), located immediately east and north of the Staples Arena, provides development regulations and incentives to support a successful and sustainable convention center area, and sports and entertainment district for the City and for the region.

LU 22.18

Support the objectives, policies, and implementation of the LASED.

LU 22.19

Encourage a smooth transition between the LASED and surrounding neighborhoods, with pedestrian connections, and a balance of regional-serving uses nearest the Convention Center and neighborhood-serving uses on the eastern side of the district.

LU 22.20

Support expansion of and improvements to the Los Angeles Convention Center, including streetscape enhancements and existing and future plazas on the site, to foster maximum urban activity and economic impact of the visitor and convention sector.

LU 22.21

Continue to foster the LASED as a twenty-four-hour visitor destination.

LU 22.22

Encourage the development of multi-use facilities and the shared use of facilities and venues that generate year-around activity and provide public access to open space and community amenities.

LU 22.23

Prioritize opportunities for communities of color and locally-owned businesses during Convention Center expansion efforts.

TRADITIONAL CORE

LU GOAL 23

INFILL DEVELOPMENT AND ADAPTIVE REUSE OF HISTORIC STRUCTURES RESPECT THE EXISTING CONDITION OF TRADITIONAL DEVELOPMENT PATTERNS. DEVELOPMENT CONTRIBUTES TO A PEDESTRIAN-FRIENDLY ENVIRONMENT, ACCOMMODATING RESIDENTIAL, ENTERTAINMENT, RETAIL, AND OFFICE USES.

LU 23.1

Create a streamlined process to ensure adaptive reuse of existing structures is the preferred development option.

LU 23.2

Remove prohibitive regulations to ensure maximum use of small or narrow infill sites for contextual new development or use as creative open space.

LU 23.3

Expand the range of uses permitted through adaptive reuse to include commercial reuse that encourages preservation and responds to market changes.

LU GOAL 24

A COLLECTION OF NEIGHBORHOOD SHOPS, AMENITIES, PROFESSIONAL AND CREATIVE OFFICES AND REGIONAL ENTERTAINMENT DESTINATIONS, OFFERING A RANGE OF EMPLOYMENT OPPORTUNITIES.

LU 24.1

Support emerging markets and productive functions, including live/work uses, in existing and new structures.

LU 24.2

Promote nighttime activities and retail to support local employees and make the area attractive for businesses to locate.

LU 24.3

Recognize the importance of the historic building stock to the film industry and facilitate filming activities in these areas.

LU GOAL 25

A VARIETY OF RESIDENTIAL OPTIONS SUPPORTS AN ESTABLISHED, SUSTAINABLE, AND MULTIGENERATIONAL RESIDENTIAL COMMUNITY IN EXISTING AND NEW STRUCTURES.

LU 25.1

Provide space for residential uses, supported by neighborhood-serving amenities.

LU 25.2

Encourage usable outdoor open space that is accessible to the public as part of new development.

LU 25.3

Expand housing unit types and sizes to accommodate a range of lifestyles and household formations.

LU GOAL 26

THE LEGACY OF THE TRADITIONAL CORE IS REINFORCED BY NEW DEVELOPMENT THAT IS WELL-INTEGRATED INTO THE HISTORIC FABRIC.

LU 26.1

The existing built environment will be supported by prioritizing public benefits that favor preservation, renovation and adaptive reuse, and new construction that is responsive to and respectful of traditional building forms.

LU 26.2

Reinforce traditional urban forms through a combination of form regulations and frontage typologies.

LU 26.3

Promote the conversion of targeted alleys into active, recreational, and pedestrian-oriented spaces.

LU 26.4

Encourage the development of a public realm that enhances linkages between major historic landmarks, entertainment attractions, and regional-serving uses.

GOAL 26

TRADITIONAL CORE NEIGHBORHOOD POLICIES

Broadway

The Broadway corridor is home to the highest concentration of historic movie palaces in the world, known as the Broadway Theater District, and a concentration of dynamic retail and entertainment uses. Efforts support the ongoing revitalization of this corridor with activation of vacant buildings and increased nighttime and entertainment uses. Additionally, Broadway functions as a major transit corridor hosting bus, streetcar, and rail connections.

LU 26.5

Encourage the development of visitor-serving and entertainment uses that contribute to an active street life and nightlife.

LU 26.6

Support existing and future revitalization efforts to expand the sidewalk for pedestrian and recreational use, as well as streetscape and landscape improvements in conjunction with major transit expenditures.

Historic Core

The Historic Core has one of the largest collections of historic buildings not just in Downtown Los Angeles, but in the country, with a number of Historic Cultural Monuments, and a National Register Historic District; including the Spring Street Financial District. Characterized by multi-story and elaborately ornamented Beaux Arts facades originally built for banks, financial services, and garment manufacturing, these buildings have been converted to residential lofts, showrooms, and office spaces with active street-level uses.

LU 26.7

Implement zoning regulations that contribute to the distinct, fine-grained commercial activity along the Spring Street and Main Street corridors.

LU 26.8

Focus on the revitalization of Los Angeles Street as a main pedestrian path and retail corridor connecting Little Tokyo and the Fashion District.

COMMUNITY CENTER

LU GOAL 27

COMPLETE NEIGHBORHOODS THAT WELCOME WORKERS AND RESIDENTS.

LU 27.1

Allow for compact development patterns, creating opportunity for small and mid-size businesses and a full range of residential unit sizes.

LU 27.2

Prioritize underutilized lots for reinvestment and redevelopment that anticipates evolution to a greater diversity of industries and jobs.

LU 27.3

Create an inviting environment characterized by dense urban development and activated by a diverse mix of uses to anchor the local ecology of businesses and residents.

LU 27.4

Orient lobbies and primary pedestrian entrances as close to adjacent transit portals as possible, to maximize location and encourage transit use.

LU GOAL 28

AREAS WITH A RANGE OF COMMUNITY-SCALED COMMERCIAL ESTABLISHMENTS AND PROFESSIONAL OFFICES THAT OFFER OPPORTUNITIES FOR SMALL BUSINESSES.

LU 28.1

Foster a wide range of community-serving commercial uses.

LU 28.2

Provide opportunities for new businesses by prioritizing medium- and small-scale establishment sizes.

LU 28.3

Encourage supportive neighborhood commercial uses that cater to local employees and make the area attractive to employers.

LU GOAL 29

ACCESSIBLE RESIDENTIAL COMMUNITIES FOR A BROAD RANGE OF INCOMES AND HOUSEHOLD SIZES WITH INTEGRATED SERVICES AND AMENITIES.

LU 29.1

Promote services and amenities embedded within residential development, that respond to community-identified needs, such as healthy, affordable, and culturally relevant food options, childcare facilities, and neighborhood serving uses.

LU 29.2

Encourage mixed-income and affordable housing in close proximity to transit, jobs, amenities, and services.

LU 29.3

Support the development of housing options that can accommodate a range of household sizes and promote multigenerational living in Downtown.

LU GOAL 30

NEIGHBORHOODS WITH AN INVITING URBAN FORM THAT FOSTERS LONG-STANDING COMMUNITIES.

LU 30.1

Apply form regulations that encourage medium-scale development reflective of the surrounding community.

LU 30.2

Establish connections between common or publicly accessible open spaces to create a seamless pedestrian realm that extends and builds upon existing corridors, and provides key linkages between districts.

LU 30.3

Create strong mid-block pedestrian connections that extend and build upon the existing pedestrian network.

LU 30.4

Improve the public realm and activate ground floors to encourage street life and establish smooth transitions between adjacent neighborhoods.

LU 30.5

Strengthen pedestrian connections to transit facilities and centers of activity with improved signage and wayfinding.

GOAL 30

COMMUNITY CENTER NEIGHBORHOOD POLICIES

Chinatown, Little Tokyo: See Villages

Fashion District: See Markets

Skid Row and Central City East

Skid Row is a unique residential neighborhood that has long served people in need. The community is home to family and social services, permanent supportive housing, single room occupancy hotels, as well as community members experiencing homelessness. There are opportunities to support Skid Row residents and the local community by establishing physical infrastructure capable of facilitating a variety of human services, employment opportunities, housing options, arts and cultural activities, and recreational opportunities.

Central City East is characterized by wholesale, warehousing, and distribution uses, as well as retail and commercial marketplaces.

LU 30.6

Foster a mix of uses that contribute to a livable community that prioritizes lower levels of affordable housing, employment opportunities, daily amenity and service needs, educational and vocational facilities, as well as a variety of public gathering spaces.

LU 30.7

Encourage the creation of a range of housing options, including interim, transitional, permanent supportive housing, and a full spectrum of affordable housing.

LU 30.8

Promote a variety of housing options for the diversity of the Skid Row community, including families, veterans, seniors, women, local workers, and those who benefit from and need access to the area's supportive services.

LU 30.9

Encourage the retention of residential hotels.

LU 30.10

Encourage the enforcement of residential hotel tenant rights through proactive enforcement of the Residential Hotel Ordinance and other protection mechanisms.

LU 30.11

Enhance the public realm, with inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, gathering, and access to public restrooms. Prioritize safe, welcoming, and inclusive design and prevent hostile architecture and exclusionary design.

LU 30.12

Support neighborhood stabilization by promoting local enterprise, local business hiring, and encouraging partnerships with academic institutions and community organizations to develop job training programs.

LU 30.13

Support sidewalk vending as a means to enhance the public realm, create entrepreneurship and economic mobility opportunities, and provide affordable retail in the Skid Row community.

LU 30.14

Encourage new healthy food retail in Skid Row and incentivize Skid Row businesses to accept EBT, and other forms of government assistance for fresh produce.

LU 30.15

Support community arts organizations that help support Skid Row artists and direct resources for opportunities to create art, including live music and theatre.

LU 30.16

Coordinate with residents and community organizations to provide opportunities for daytime activities in the neighborhood with recreational centers, libraries, and managed open spaces with engaging and culturally relevant programming.

LU 30.17

Seek opportunities to meet basic needs by improving sanitation— including public restrooms, hygiene stations, and public water fountains— as part of new development and open spaces.

LU 30.18

Provide 24-hour restroom access and frequent maintenance in all Skid Row parks.

LU 30.19

Develop a comprehensive wayfinding program that identifies the neighborhood and highlights its history and culture and incorporates the work of local artists.

LU 30.20

Target San Pedro, 3rd, 4th, 5th, 6th, and 7th streets for improvements to increase safety, connectivity, and access for the Skid Row community.

LU 30.21

Upgrade basic street infrastructure to a state of good repair, including lighting, signage, pedestrian crossings and roadway markings, curb ramps, and traffic signals, and introduce traffic calming measures like speed humps, speed tables, or raised crossings at intersections and midblocks on the numbered streets in Skid Row and other streets with identified deficiencies or demonstrated history of vehicular speeding or speed-related traffic crashes.

LU 30.22

Devote resources and programmatic support for increased sanitation, hygiene stations, and public health services in Skid Row.

LU 30.23

Recognize the significant role that San Julian Park and Gladys Park serve as public realm assets and symbols of local history. Support efforts to memorialize such assets and sustain their presence in the community through on-going and effective maintenance, community programs, and services.

LU 30.24

Promote public spaces that allow people to gather, recreate, and hold festivals that showcase the history and artistic expression of the Skid Row community. Coordinate with Skid Row community-based organizations to plan and promote festivals, street performances, and community events in Skid Row public spaces. Increase accessibility through streamlining permit application processes.

LU 30.25

When redevelopment occurs, extend Fifth St. between Central Ave. and Alameda St. to improve connectivity between Central City East and the Arts District.

HYBRID INDUSTRIAL

LU GOAL 31

DIVERSE LAND USES WELCOME SUSTAINABLE NEW AND ADAPTIVE REUSE STRUCTURES THAT ACCOMMODATE A RANGE OF HYBRID INDUSTRIAL AND PRODUCTIVE ACTIVITIES.

LU 31.1

Encourage the development of flexible spaces that can accommodate a variety of job productive industries.

LU 31.2

Ensure a thoughtful mix of land uses including amenities to serve the evolving creative employee base and live/work community.

LU GOAL 32

HYBRID INDUSTRIAL PLACES PROVIDE SPACE FOR IN-HOME PRODUCTION, LIGHT INDUSTRIAL AND CREATIVE ACTIVITY, AND NEW INDUSTRIES THAT ENCOURAGE INNOVATION AND BRING FLEXIBILITY AND RESILIENCY TO THE CITY ECONOMY.

LU 32.1

Prioritize space for jobs and employment activity in Hybrid Industrial areas.

LU 32.2

Support the integration of production and employment activities with live/work uses when compatible.

LU 32.3

Create an environment that facilitates innovation, new industry, and start-ups.

LU 32.4

Support the advancement of the cleantech ecosystem and emerging CleanTech corridor.

LU 32.5

Promote opportunities for resource and knowledge sharing, collaboration, and coordination among local businesses and industries.

LU 32.6

Establish the potential for vertical integration of industry and maximize agglomeration benefits by permitting a mix of uses and building forms that facilitate activities throughout a product lifecycle.

LU 32.7

Create opportunity for spaces that are affordable and accessible to start-ups, and a range of business sizes and industry sectors.

LU 32.8

Promote building design with high ceilings and interior spaces that can accommodate a wide variety of productive uses, including manufacturing, fabrication, and research and development.

LU GOAL 33

THE HOUSING STOCK REINFORCES AND COMPLEMENTS THE PRODUCTIVE, ENTREPRENEURIAL, AND CREATIVE FOCUS OF HYBRID INDUSTRIAL AREAS.

LU 33.1

Implement live/work housing options that can accommodate a range of job productive activities, and allow units to function as an incubator for new businesses.

LU 33.2

Promote affordability through the development of a range of unit sizes and incentives for on-site covenanted affordable live/work units.

LU 33.3

Enhance livability by expanding access to commercial and institutional services and amenities.

LU 33.4

Cultivate a live/work residential community by requiring a minimum amount of production space in new development projects to support the maker economy and innovation.

LU GOAL 34

HYBRID INDUSTRIAL ENVIRONMENTS HAVE DISTINCT VISUAL AND PHYSICAL FEATURES THAT REFLECT AN INDUSTRIAL LEGACY.

LU 34.1

Reuse, protect, and preserve existing structures that characterize the unique form and development patterns present in Hybrid Industrial places.

LU 34.2

Foster the development of durable and flexible buildings that support a range of creative and productive activities, and offer live/work opportunities.

LU 34.3

Encourage retail and restaurant uses in partnership with productive uses to promote extended hours of activity.

LU 34.4

Support walkable neighborhoods with an active and livable street life that is shared by all modes, including pedestrians, cyclists, and transit users.

LU 34.5

Promote an enhanced public realm and network of pedestrian paths that connect neighboring resources, such as parks to the Los Angeles River.

GOAL 34

HYBRID INDUSTRIAL NEIGHBORHOOD POLICIES

Arts District

As a formerly industrial and wholesale district, the Arts District first began to evolve into a neighborhood as artists began using industrial buildings as working and living spaces. The community has since evolved into a hub of galleries, educational institutions, creative production and light industry uses, commercial and retail uses, and business incubation spaces.

LU 34.6

Support affordable housing options for artists and freelance creatives.

LU 34.7

Introduce shared street typologies for Arts District streets that preserve historic industrial characteristics while promoting access and safety for all users.

LU 34.8

Promote productive, creative, manufacturing, fabrication, and light industrial activities as a principal characteristic of the Arts District neighborhood.

LU 34.9

Encourage the development of live/work housing that accommodates the changing way in which people work and live in the twenty-first century.

LU 34.10

Identify key public access points to the Los Angeles River and support improved connections between the Arts District and recreation opportunities.

Cornfield Arroyo Seco

The Cornfield Arroyo Seco area is in the northeastern portion of the Plan area and is governed by the Cornfield Arroyo Seco Specific Plan. It establishes development regulations and an incentive system to encourage residential, live/work, commercial, and industrial employment uses with an emphasis on affordability, alternative transportation options, and sustainability.

LU 34.11

Support the objectives, policies, and ongoing implementation of the Cornfield Arroyo Seco Specific Plan.

MARKETS

LU GOAL 35

MARKETS ARE CHARACTERIZED BY ADAPTABLE AND FLEXIBLE STRUCTURES THAT ARE ABLE TO ACCOMMODATE DIVERSE LAND USES, INCLUDING LIVE/WORK, RETAIL, WHOLESALE, AND CREATIVE INDUSTRY.

LU 35.1

Encourage flexible structures that co-locate fabrication, distribution, retail, and living spaces in one building.

LU 35.2

Promote industry clusters and reinforce sub-market economic identities while allowing for residential, hotel, and institutional uses in targeted areas to increase activity throughout the day and night.

LU 35.3

Support active uses and programming that foster economic activity throughout the day and night and extend the area's hours of activity.

LU 35.4

Promote public realm improvements as new development occurs, such as new open space and pedestrian amenities, to support a high-energy street environment.

LU GOAL 36

CENTERS OF COMMERCIAL AND MANUFACTURING ACTIVITY, INCLUDING WHOLESALE, RETAIL, SHOWROOMS, DESIGN, AND PROFESSIONAL OFFICE, THAT ARE WELCOMING TO NEW INDUSTRIES AND BUSINESS MODELS.

LU 36.1

Support the development of new industries and employers in Market areas with flexible land use categories that allow spaces for mixed uses and the co-location of productive uses and limited living uses.

LU 36.2

Promote jobs-generating uses with work spaces that are flexible and have capacity to house a range of industries over time.

LU 36.3

Allow a combination of residential hotel, live/work, retail, creative office, wholesale, assembly, heavy commercial, light manufacturing, and warehousing, institutional, or urban agriculture to function in close proximity and in the same structure.

LU 36.4

Reinforce the distinct mix of commercial and wholesale uses that characterize the area and support its regional draw.

LU GOAL 37

RESIDENTIAL USES ARE WELL-INTEGRATED WITH COMMERCIAL USES AND HELP TO ENHANCE ECONOMIC VIBRANCY, SUPPORT THE LOCAL FASHION INDUSTRY, AND EXTEND HOURS OF ACTIVITY.

LU 37.1

Introduce and expand live/work uses through adaptive reuse and new construction as appropriate, where residents have the ability to be conveniently run a business from within their residence.

LU 37.2

Recognize and foster a community of residents engaged in creative and innovative activity and professions.

LU GOAL 38

UNIQUE ORIENTATION AND PHYSICAL LEGACY OF MARKET AREAS IS PRESERVED AND SUPPORTED BY FEATURES SUCH AS MARKET HALLS, ACTIVATED ALLEYS, AND OUTDOOR COMMERCIAL ACTIVITY.

LU 38.1

Apply zoning tools that provide capacity for manufacturing, warehousing, and distribution activity at the ground level, and accommodate residential and commercial activities in the upper levels.

LU 38.2

Encourage innovative methods to incorporate on-site landscaping, as well as open and recreational space on projects with high lot coverage.

LU 38.3

Expand the amount of open space resources with parks, paseos, parklets, and enhanced pedestrian amenities on public streets.

LU 38.4

Increase porosity and connectivity on development sites through a network of pedestrian paths.

LU 38.5

Promote commercial activity and walkability along streets and key alleyways.

LU 38.6

Encourage active ground floor uses and pedestrian improvements to support walkability.

LU 38.7

Recognize the parking needs of the wholesale industry and encourage shared parking facilities that can serve multiple establishments.

LU 38.8

Apply form regulations that reinforce the unique functional characteristics of existing structures, composed of active shopfronts and alleys, interior markets, and bazaars.

LU 38.9

Identify key alleys for conversion to active, recreational and pedestrian-oriented spaces, to support the blend of commercial activities present in Markets areas.

GOAL 38

MARKETS NEIGHBORHOOD POLICIES

Skid Row and Central City East: See Community Center

Fashion District and South Markets

A highly diverse major fashion, retail, wholesale distribution, and creative center, this area is the hub for garment sales, retailing, manufacturing, the flower wholesale industry, and regional distribution.

LU 38.10

Support specialty industry clusters, such as fashion and flowers, while allowing for evolution and innovation.

LU 38.11

Improve the pedestrian network and public realm through enhanced streetscapes, lighting, landscaping, shading, and public gathering areas.

VILLAGES

LU GOAL 39

COMPACT AND POROUS CENTERS WITH INFILL DEVELOPMENT AND ADAPTIVE REUSE OF EXISTING AND HISTORIC STRUCTURES.

LU 39.1

Encourage infill development that is context-sensitive and reinforces the village aspects of these areas, such as inward orientation and pedestrian passageways.

LU 39.2

Promote a mix of residential and commercial uses to reinforce compact and walkable neighborhoods.

LU 39.3

Support multi-generational communities that include culturally relevant and linguistically accessible local services, recreational facilities, and urban design that accommodates people of all ages, incomes, and levels of mobility.

LU GOAL 40

CLUSTERS OF SPECIALTY RETAIL, COMMERCIAL BUSINESSES, AND INSTITUTIONAL USES AT A NEIGHBORHOOD SCALE WITH A REGIONAL DRAW.

LU 40.1

Encourage specialty commercial uses that provide neighborhood services and have a regional draw.

LU 40.2

Cultivate and facilitate an environment that is supportive of community serving small businesses and create programs for their retention and sustainability.

LU 40.3

Regulate the size of individual retail establishments and limit incursion of formula retail establishments to preserve the fine-grained scale and character of small businesses in villages.

LU 40.4

Support accessibility to affordable retail options, such as grocery stores and goods and services used on a daily basis.

LU 40.5

Encourage the establishment of neighborhood land trusts in areas with long-standing businesses vulnerable to changes in market conditions to improve local control.

LU GOAL 41

COMPLETE COMMUNITIES THAT PROVIDE A VARIETY OF SERVICES AND HOUSING TYPES FOR ALL INCOME LEVELS AND AGES.

LU 41.1

Provide incentives for rehabilitation and conservation of existing housing to support livable, affordable, inclusive, and sustainable neighborhoods.

LU 41.2

Facilitate new construction and preservation of existing housing that is accessible to all income levels and ages.

LU 41.3

Support the location of community facilities, such as childcare, grocery stores, senior services, supportive services, and additional amenities in Village areas.

LU 41.4

Support affordable housing for seniors with space for in-home care facilities and intergenerational living and encourage the creation of adaptable residential buildings to accommodate aging populations.

LU GOAL 42

NEIGHBORHOODS THAT FEATURE AND SUSTAIN UNIQUE SCALE, BLOCK PATTERNS, AND CULTURAL DESIGN ELEMENTS. INTERNAL AND EXTERNAL SPACES ARE WOVEN TOGETHER BY A SERIES OF INFORMAL PATHWAYS, GUIDING USERS THROUGH A NETWORK OF VIBRANT COMMERCIAL ACTIVITIES.

LU 42.1

Apply form regulations that encourage pedestrian-scale development and respect the character of Village areas.

LU 42.2

Preserve the fine-grain character of villages through narrow building facades and frequent building entrances.

LU 42.3

Encourage the development of pedestrian paseos and internal courtyards to allow for internal circulation.

LU 42.4

Require activated ground floors to support pedestrian activity along key corridors.

LU 42.5

Support an improved public realm, including a range of open space types that can offer opportunities for culturally relevant and multi-generational recreation, rest, and social interaction.

GOAL 42

VILLAGES NEIGHBORHOOD POLICIES

Little Tokyo

Little Tokyo is a historic-cultural neighborhood and symbolic center for the Japanese-American community. The neighborhood contains a variety of religious and cultural institutions and a mix of residential, commercial, and institutional uses. Small scale shops, restaurants, and storefronts contribute to the pedestrian-oriented nature of the area.

LU 42.6

Maintain and strengthen the pedestrian elements in Little Tokyo by preserving existing street frontages and internal pedestrian pathways, enabling commercial uses on the ground plane of all buildings, and supporting the orientation of mid-block paseos.

LU 42.7

Retain, support, and reinforce the historic and cultural elements of Little Tokyo, including the businesses and cultural institutions within the community.

LU 42.8

Complete, support, and reinforce the Little Tokyo mid-block Pedestrian Spine system to enhance connectivity in Little Tokyo.

LU 42.9

Support the advancement and expansion of performance and creative arts including but not limited to, the Unions Center for the Arts (East/West Players), Japanese American Community & Cultural Center (Aratani Theater), Japanese American National Museum (Takeuchi Democracy Forum) and Geffen Contemporary at MOCA.

Chinatown

Chinatown is a historic-cultural neighborhood with a variety of legacy businesses and institutions. The neighborhood is home to a long-standing multi-generational residential community, a variety of small and family-owned businesses, family associations, and institutions that serve the Chinese American, as well as other immigrant, communities. The historic neighborhood is characterized by walkable commercial corridors and internally oriented courtyard developments. A Metro Gold Line station sits at the northeastern corner of the neighborhood, and there has been a growing cluster of restaurant and nighttime activity.

LU 42.10

Support and reinforce the historic and cultural components of Chinatown, including architectural design, and the long-standing local businesses and legacy institutions that serve the local community.

LU 42.11

Encourage new open space and streetscape improvements to include design features for seniors, such as seating, shade, and ample gathering spaces.

LU 42.12

Encourage nighttime activity accessible to people of all ages in the commercial core of Chinatown by supporting community events and businesses to remain active throughout extended hours of the day and night.

LU 42.13

Promote courtyard-style commercial developments that are characteristic of the area and reinforce the neighborhood's historic pedestrian orientation and reflect the community's cultural heritage.

LU 42.14

Retain existing and encourage new facilities, resources, and services for seniors, such as recreation, medical care and adult day care centers, prioritizing services to high need populations such as limited English speaking residents and those with disabilities.

Toy District

The Toy District is a predominantly wholesale and retail district, distinct among other neighborhoods for its unique scale and uniform development pattern. The collection of narrow blocks consist of one and two story brick buildings with many storefront entrances, creating a system of narrow and curving pedestrian alleys.

LU 42.15

Facilitate new development that will reinforce patterns of bay entrances and fine-grained retail spaces within the Toy District.

LU 42.16

Prohibit alley vacations and street vacations to protect small blocks and lots.

LU 42.17

Encourage access to buildings from alleys, when feasible, along with primary street entrances.

LU 42.18

Promote a mix of uses that will facilitate extended hours of activity in the Toy District.

MEDIUM NEIGHBORHOOD RESIDENTIAL

LU GOAL 43

A RANGE OF HOUSING OPTIONS AND LIMITED COMMERCIAL OPPORTUNITIES IN APPROPRIATELY SCALED INFILL DEVELOPMENT.

LU 43.1

Allow for development intensities that expand opportunities for housing, while retaining the character of multi-family residential areas.

LU 43.2

Encourage compact development, offering a range of housing choices with access to small-scale neighborhood businesses to improve access to basic goods and services.

LU GOAL 44

RESIDENTIAL COMMUNITIES ARE WELL-CONNECTED TO NEIGHBORHOOD SCALE BUSINESSES AND SURROUNDING JOB CENTERS THAT PROVIDE EMPLOYMENT OPPORTUNITIES, COMMUNITY SERVICES, AND AMENITIES FOR THE RESIDENT POPULATION.

LU 44.1

Allow for the strategic location of small-scale neighborhood businesses so that they are safely and easily accessible to the residential community.

LU 44.2

Ensure that neighborhoods are well connected to adjacent employment hubs that provide services, amenities, and employment opportunities to the local community.

LU GOAL 45

COMMUNITIES PRODUCE A VARIETY OF QUALITY HOUSING OPTIONS AT A RANGE OF INCOME LEVELS, AND PRESERVE THE EXISTING BUILDING STOCK. PRODUCTION OF NEW HOUSING IS CONSISTENT WITH THE PREDOMINANT FORM AND SCALE.

LU 45.1

Facilitate the location of a range of housing types that sustain multigenerational residential communities.

LU 45.2

Promote the supply of larger units suitable for households with children.

LU GOAL 46

MULTI-FAMILY HOUSING IS RESPONSIVE TO THE SURROUNDING CONTEXT AND NATURAL TOPOGRAPHY AND IS ARRANGED IN A WALKABLE AND WELL-CONNECTED ENVIRONMENT THAT RESPECTS THE NATURAL TOPOGRAPHY.

LU 46.1

Ensure new development reinforces the existing fine-grain development pattern and building orientation, while appropriately responding to grade changes.

LU 46.2

Treat the relationship of the building to the sidewalk through thoughtful application of architectural features, such as landscaped setbacks, focal entryways, and stoops.

MEDIUM RESIDENTIAL NEIGHBORHOOD NEIGHBORHOOD POLICIES

Victor Heights/Figueroa Terrace

Victor Heights and Figueroa Terrace are primarily multi-family neighborhoods nestled along the hills northwest of the Downtown core. The walkable communities consist of buildings that range from one and two story multiplexes to multi-unit apartments, as well as a Metropolitan Water District building that was converted into apartment uses.

LU 46.3
Maintain walkability and support development that evokes the distinct architectural and site design features of these communities.

PRODUCTION

LU GOAL 47

DISTRIBUTION OF LAND USES ENHANCES INVESTMENT OPPORTUNITIES IN INDUSTRIAL AREAS, AND SUPPORTS THE EMPLOYMENT AND ENTREPRENEURIAL NEEDS OF THE CITY AND THE REGION.

LU 47.1

Facilitate the location of traditional industrial activity, in addition to clean technology, incubator businesses, and emerging industries in Production areas.

LU 47.2

Support the expansion of utility capacity to accommodate a range of industrial activities over time.

LU GOAL 48

VIBRANT CENTERS OF EMPLOYMENT FOR A DIVERSITY OF SKILLS AND INDUSTRIAL SECTOR ACTIVITIES, INCLUDING PRODUCTION, DISTRIBUTION, WHOLESALE, AND MANUFACTURING. THESE AREAS ACCOMMODATE SHIFTING AND NEW INDUSTRY, MAINTAINING EFFICIENT USE OF HIGH-QUALITY AND FLEXIBLE STRUCTURES.

LU 48.1

Prioritize space for jobs by preserving existing industrial functions, allowing production sectors to cluster, and facilitating goods movement with access to freeways and transportation corridors.

LU 48.2

Accommodate industry changes with flexible structures and infrastructure.

LU 48.3

Encourage the provision of jobs for a range of skills and experience levels.

LU 48.4

Facilitate easy access and direct connections to rideshare facilities.

LU 48.5
Stabilize industrial businesses by limiting commercial establishments as accessory to heavy industrial and goods movement activity.

LU 48.6
Position the area as an attractive location for emerging industries such as biomedical, clean technology, and advanced manufacturing through flexible zoning tools and investment in infrastructure.

LU 48.7
Support and reinforce the ecosystem of industry clusters while integrating new employment uses and economic activities.

LU GOAL 49

RESILIENT, SUSTAINABLE, AND FLEXIBLE STRUCTURES CONTRIBUTE TO A GENERAL URBAN INDUSTRIAL DEVELOPMENT PATTERN AND SUPPORT GOODS MOVEMENT ACTIVITIES.

LU 49.1
Support the co-location of businesses to complement industrial activity.

LU 49.2
Guide the development of structures that are oriented and conducive to goods movement and new industry, while balancing pedestrian needs, and supporting transit use.

LU 49.3
Balance flexible, large lot configurations that sustain industrial activity, while still improving the way in which structures meet the streets and contribute to a safe street environment that can accommodate users other than trucks.

LU 49.4
Enhance the public realm and improve transit connections to neighboring places.

LU 49.5
Encourage tree planting and landscaped screening in areas with industrial uses to improve air quality.

LU 49.6
Encourage a smooth transition between predominantly industrial areas and adjacent district.

PUBLIC FACILITIES

LU GOAL 50

CIVIC PLACES FUNCTION AS A COHESIVE AND SYMBOLIC FOCUS OF GOVERNANCE AND CULTURE. NEW DEVELOPMENT MAINTAINS AND REINFORCES THE CEREMONIAL FOCUS OF CIVIC PLACES.

LU 50.1

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

LU 50.2

Diversify land uses to encourage a broad range of activities and expanded businesses hours.

LU 50.3

Utilize historic buildings to accommodate institutional, commercial, and residential uses.

LU 50.4

Promote infill development on surface parking lots and other underutilized spaces.

LU GOAL 51

CIVIC PLACES ARE A MAJOR CENTER OF INSTITUTIONAL, CULTURAL, AND CIVIC JOBS FOR THE CITY AND COUNTY. LOCAL RETAIL AND RESTAURANT BUSINESSES PROVIDE ADDITIONAL EMPLOYMENT OPPORTUNITIES.

LU 51.1

Promote governmental, institutional, and cultural uses that are jobs generators and provide a range of employment opportunities for a diversity of skill levels.

LU 51.2

Allow for the integration of private office uses in Civic Places to expand the mix of uses and hours of activity.

LU 51.3

Support the introduction of services and amenities to support workers, residents, and visitors in Civic places.

LU GOAL 52

THOUGHTFUL ADDITION OF NEW HOUSING PROMOTES THE VITALITY OF CIVIC AREAS, AND ALLOWS RESIDENTS TO BENEFIT FROM THE AREA'S CONVENIENT ACCESS TO EMPLOYMENT, CULTURAL, AND ENTERTAINMENT USES.

LU 52.1

Expand the supply of housing to complement and enhance the surrounding neighborhoods and promote more activity and vibrancy for more hours of the day.

LU 52.2

Promote uses that support the residential and employee base, including neighborhood services, amenities, and entertainment uses.

LU 52.3

Maintain a high standard for the provision of affordable housing on publicly owned land in Civic areas, such that these areas serve as models for the rest of the City.

LU GOAL 53

CREATIVE AND FLEXIBLE BUILDING DESIGN FOR CIVIC AND INSTITUTIONAL USES ENCOURAGE THE DESIGN OF ICONIC STRUCTURES THAT INTEGRATE PUBLIC SPACES AND ARE WELCOMING TO THE PUBLIC.

LU 53.1

Improve, maintain, and develop grand public spaces that can accommodate and connect a range of cultural and democratic activities.

LU 53.2

Facilitate the location of cultural and institutional uses that provide services and amenities for Downtown residents in Civic areas.

LU 53.3

Support programming and partnerships between private entities and public agencies that activate Civic areas and help reinforce Downtown as the civic and cultural center of Los Angeles.

LU 53.4

Include commercial and retail uses in new institutional buildings, as well as programming to activate ground floor spaces to increase pedestrian activity throughout the day and night and encourage social interaction.

LU 53.5

Locate and design civic, institutional, and cultural buildings, and public spaces, to be easily accessible to pedestrians, cyclists, and transit users.

LU 53.6

Reinforce the many transit options in Civic areas by taking a transportation demand management approach to new development, and making transit use the most compelling alternative for employees, visitors, and residents.

LU 53.7

Support public events and programming that draw people to civic spaces, especially at night and on weekends.

GOAL 53

NEIGHBORHOODS

Civic Center

The Civic Center is home to Federal, State, County, and local government agencies and is the second largest concentration of governmental offices in the country. It contains civic and architectural landmarks, as well as one of Downtown's primary open spaces, Grand Park. The Civic Center Master Plan effort is intended to centralize government offices to make efficient use of the Civic Center area, while creating the ability to incorporate a wider range of land uses in this neighborhood.

LU 53.8

Encourage a diverse set of activities and uses, including educational institutions, office, retail, hotel, and limited residential to expand the hours of activity and contribute to a more vibrant Civic Center.

LU 53.9

Support comprehensive master planning efforts of the Civic Center.

LU 53.10

Ensure that new structures are respectful of and responsive to City Hall as a primary focal point.

El Pueblo

El Pueblo de Los Angeles Historical District, also known as El Pueblo de Nuestra Señora la Reina de Los Angeles del Rio de Porciuncula is the birthplace of the City of Los Angeles. The historic district sits between the Civic Center and Union Station, and is the site of the original pueblo, and serves as a commercial and social center.

LU 53.11

Preserve the legacy of this area, and ensure future development provides clear access to the historic district.

LU 53.12

Encourage more active nighttime uses as residential uses are introduced in adjacent areas.

LU 53.13

Reinforce the historic character and low-scale form of El Pueblo.



Image: Cory Gruenfeld

Chapter 3

MOBILITY & CONNECTIVITY

Mobility is critical to support the diverse range of places and activities Downtown. Providing safe and convenient multimodal access throughout Downtown's districts addresses several of the guiding principles of this Plan. A safe, accessible circulation system reinforces land use policies and connects people to jobs, homes, and services. Respectively, land use and urban design policies can support a range of inclusive mobility options by creating a more bicycle, pedestrian, and transit friendly environment.

The mobility system should be human focused. Safety and comfort for all users is a primary priority of the Downtown mobility system. Ensuring safety will improve access and health outcomes Downtown. Several streets in the Plan areas are identified on the City's high injury network, demonstrating the need for enhanced safety improvements. Encouraging more people to walk, bike, or take transit will help to make Downtown a more sustainable community by reducing pollution and greenhouse gas emissions and reinforcing sustainable land use policies.

Walking should be the primary form of mobility within Downtown's districts and pedestrian friendly design is a priority throughout Downtown. Every person in Downtown is, at some point, a pedestrian, as every trip begins and ends with walking. On certain corridors, identified as primary streets, a higher standard of pedestrian friendly design will be required.

An enhanced pedestrian environment will not only improve safety and access, but will also support economic growth. Bustling and vibrant sidewalks are integral to the character of many of Downtown's districts, enhancing residential communities and

supporting commercial vitality. Investments in pedestrian, bicycle, and transit infrastructure will facilitate creative exchange and will improve access to businesses and institutions for customers and employees, helping to make Downtown an attractive location.

GOALS AND POLICIES

MC GOAL 1

A SAFE TRANSPORTATION SYSTEM THAT ACCOMMODATES THE NEEDS OF ALL PEOPLE.

MC 1.1

Implement physical improvements and education programs to ensure safe access throughout Downtown's districts for users of all ages and abilities.

MC 1.2

Prioritize safety improvements on the High Injury Network as designated by LADOT to achieve high impact reductions in injuries and fatalities.

MC 1.3

Implement calm street design and enforcement of speed limits to support economic vitality and improve safety on Downtown streets.

MC 1.4

Support the collection of safety data and the implementation of data driven safety improvements to best inform future projects and programs in the Downtown area.

MC 1.5

Facilitate the development of Safe Routes to School programs to ensure safe, multimodal access to Downtown schools.

MC GOAL 2

AN INTEGRATED AND SUSTAINABLE DOWNTOWN CIRCULATION SYSTEM THAT PROVIDES ACCESS BETWEEN DISTRICTS THROUGH PHYSICAL CONNECTIONS AND INFORMATION.

MC 2.1

Establish a mode share goal of 75% for transit, walking, and biking for the year 2040 to improve the sustainability of Downtown's mobility network and increase access for residents, workers, and visitors.

MC 2.2

Implement strategies to reduce vehicle miles travelled per capita.

MC 2.3

Support the development of mobility hubs at key destinations such as commercial, entertainment, and institutional centers, as well as at transfer points to inform Downtown residents, workers, and visitors about and provide access to a variety of mobility options.

MC 2.4

Promote the use of technologies that can facilitate multimodal travel by improving wayfinding and access to transit schedules, especially for visitors and new users of the Downtown transit system.

MC 2.5

Facilitate integration between different modes of travel to create a seamless experience as users switch between modes and to promote transit use and active transportation.

MC 2.6

Improve access to community services and amenities such as recreational facilities, cultural and educational institutions, medical services, and healthy, fresh food.

MC 2.7

Increase access and mobility for disadvantaged groups and aging populations through safe and affordable mobility options.

MC 2.8

Target critical east-west corridors, such as First St., Fourth St., and Seventh St. for improvements to increase connectivity within Downtown and to surrounding areas such as Central City West and Boyle Heights.

MC 2.9

Target critical north-south corridors, such as North Broadway and San Pedro Street for dedicated improvements to increase connectivity within Downtown and with the adjoining communities.

MC 2.10

Strengthen pedestrian and bicycle connections to the river to provide access to open space and recreation.

MC 2.11

Seek opportunities to extend streets as large blocks are redeveloped to improve connectivity when transitioning to commercial and residential uses.

MC GOAL 3

A SAFE AND INVITING PEDESTRIAN ENVIRONMENT.

MC 3.1

Implement a coordinated Pedestrian-First District that employs expanded use of Leading Pedestrian Intervals, scramble crosswalks, and right turns limitations on red, and other interventions to improve pedestrian safety and encourage pedestrian activity.

MC 3.2

Encourage the installation of curb ramps, signalized crosswalks, and other pedestrian safety improvements throughout Downtown.

MC 3.3

Prioritize pedestrian safety for construction detours, first contain construction staging onsite, then consider using parking and travel lanes before significantly disrupting pedestrian routes.

MC 3.4

Enhance the pedestrian experience between major destinations and transit stations through improved streetscapes and wayfinding programs.

MC 3.5

Include pedestrian crossing phases at all signalized intersections and eliminate the use of "beg buttons" to ensure dedicated crossing time for pedestrians and reduce conflicts between modes.

MC 3.6

Adjust traffic signals to increase the pedestrian crossing time beyond the minimum required to address the needs of disabled and elderly neighborhood residents and to ensure better access to and from social services sites and community gathering spaces.

MC 3.7

Construct mid-block crosswalks in places with high pedestrian volumes or long distances between crosswalks.

MC GOAL 4

A SAFE AND INTEGRATED BICYCLE NETWORK THAT PROVIDES ACCESS TO TRANSIT AND KEY DESTINATIONS.

MC 4.1

Promote the development of protected bicycle facilities, with dedicated signals, along key corridors to improve safety, comfort, and access for cyclists of all abilities.

MC 4.2

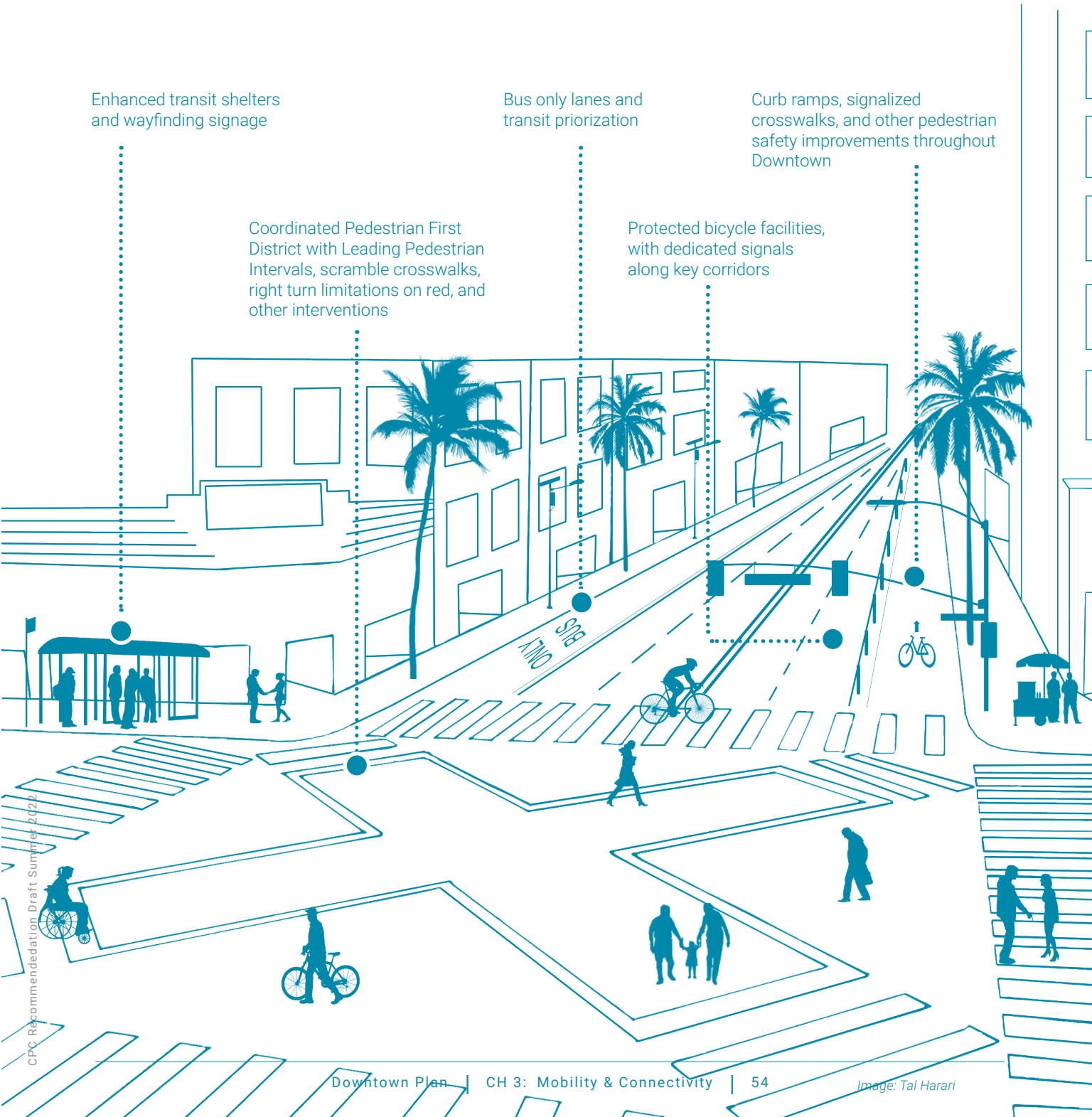
Encourage residential and office buildings to provide bicycle related amenities such as repair stations and showers to facilitate cycling for residents, workers, and visitors.

MC 4.3

Support the expansion of Bike Share throughout Downtown and adjacent areas, especially as a means to connect areas that are less served by transit.

MOBILITY & CONNECTIVITY

The Mobility & Connectivity goals and policies establish that a safe and accessible circulation system is critical to support the range of places and activities Downtown, regardless of age, ability, or transportation mode. This graphic exhibits key strategies discussed throughout the Chapter, which are intended to support a range of inclusive mobility options by creating a more bicycle, pedestrian, and transit friendly environment.



MC 4.4
Facilitate the integration of bikes on transit to improve first-last mile connections.

MC 4.5
Identify gaps in bicycle facilities and prioritize network completion to achieve significant gains in bicycle mode share.

MC GOAL 5

A COMPREHENSIVE TRANSIT SYSTEM THAT CONNECTS DOWNTOWN'S DISTRICTS AND DOWNTOWN TO COMMUNITIES THROUGHOUT THE REGION.

MC 5.1
Support major regional rail infrastructure projects, such as Link US and California High Speed Rail that will improve connectivity between Downtown and the surrounding region and reduce travel times.

MC 5.2
Improve weekend and night DASH service to better serve residential, entertainment, and cultural uses.

MC 5.3
Enhance wayfinding information that directs transit users to centers of activity and facilitates pedestrian connections.

MC 5.4
Extend DASH service to activity centers with few fixed transit stations, such as the Fashion District, the Arts District, and Central City East.

MC 5.5
Facilitate the development of Downtown circulators, such as the Los Angeles Streetcar System to better connect districts.

MC 5.6
Encourage the integration of information and payment systems across different transit service providers to provide a seamless experience for transit riders.

MC 5.7
Find opportunities to install elongated transit curb extensions and islands along key corridors to facilitate transit boarding and reduce conflicts with other modes. Consider temporary platform products only when phased implementation is a project consideration.

MC 5.8
Foster the expansion of light and heavy rail transit service to Eastern Downtown, through projects such as the proposed West Santa Ana Branch Line, proposed 6th Street Station, and extension of the B and D Lines, to serve the expanding resident, worker, and visitor populations.

MC 5.9
Metro Review. Development within 100 feet of a Metro facility should be reviewed and approved by Metro, including for compliance with the Metro Adjacent Development Handbook.

MC GOAL 6

AN EFFICIENT PARKING SYSTEM THAT ENCOURAGES NON-VEHICULAR TRAVEL AND SERVES THE NEEDS OF A RANGE OF USERS.

MC 6.1

Eliminate parking minimums Downtown to encourage non-vehicular travel, increase affordability, and improve design outcomes.

MC 6.2

Prioritize short term parking for visitors, then parking for residents, and finally parking for commuters.

MC 6.3

Price parking appropriately to encourage efficient turnover of spaces.

MC 6.4

Promote shared and publicly accessible parking to create a more flexible and efficient parking system that serves multiple users.

MC 6.5

Require that parking be unbundled from purchase price and lease rates in order to create mobility options and to encourage other modes of travel and increase affordability at all levels.

MC 6.6

Include square footage dedicated to above ground parking in the calculation of floor area to discourage over-parking and promote pedestrian friendly design.

MC 6.7

Create a parking management organization to direct efficient use of Downtown's parking resources and reduce the need for new parking facilities.

MC GOAL 7

A VEHICULAR TRANSPORTATION NETWORK THAT ENCOURAGES SHARING, GREATER EFFICIENCIES, AND IS BALANCED WITH OTHER MODES.

MC 7.1

Balance vehicular circulation with other modes of transportation to improve safety and sustainability for all Downtown stakeholders.

MC 7.2

Efficiently use curb space to facilitate ridesharing and connections to other modes.

MC 7.3

Encourage projects to include designated spaces for rideshare vehicles and pickup/drop off zones.

MC 7.4

Expand programs that offer access to carpools and vanpools for Downtown workers to reduce the commute mode share of single occupancy vehicles.

MC GOAL 8

AN EFFICIENT GOODS MOVEMENT SYSTEM THAT SUPPORTS ECONOMIC ACTIVITY DOWNTOWN.

MC 8.1

Promote urban curbside loading rules such as off-peak loading hours, curbside flex zones, and mid-street loading to reduce conflicts between modes on streets.

MC 8.2

Encourage the location of loading facilities zones and utilities in alleys to reduce conflicts between modes and create more public space on sidewalks.

MC 8.3

Preserve truck access in industrial areas and balance with pedestrian and cyclist safety to support economic activity.

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Chapter 4

PUBLIC REALM & OPEN SPACE

As Downtown grows, there is a need for more high quality public spaces for residents, workers, and visitors. Improving the public realm will help to make Downtown more livable, sustainable, and healthier and will support economic development. Public space should be accessible to all and provide benefits to all Downtown stakeholders.

Open space should be defined broadly and creatively Downtown. There is a need for a variety of types of open spaces and recreational opportunities. Traditional parks of different sizes, plazas, parklets, and streets can all serve important roles in the open space network. In Downtown, it may be difficult to find land for traditional open spaces, therefore streets, alleys, and plazas are important opportunities to create more usable open space. The Department of City Planning Health Atlas shows the Plan Area is underserved by parks.

In Downtown, streets are an important part of the open space network. Streets are not just paths of travel, but are also gathering spaces. Much of the public life in Downtown happens on the street and community is built on the street. Sustainable streetscape treatments can improve public health and mitigate environmental impact.

GOALS AND POLICIES

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 1.1

Find opportunities to create new parks and other open spaces through tools such as the transfer of development rights, public outdoor amenity space incentives, and non-traditional interventions in the public right-of-way, and as a part of major public and private projects.

PO 1.2

Prioritize the development of public open space in underserved communities to improve access to open space.

PO 1.3

Support the creation of different open space typologies, such as parklets, dog parks, and other facilities, to serve a variety of users and needs.

PO 1.4

Encourage the development of active and welcoming publicly accessible private spaces through zoning incentives to increase access to open space.

PO 1.5

Ensure that publicly accessible private open spaces are connected to and clearly accessible from the street with signage that indicates public access and hours of operation.

PO 1.6

Improve access to existing public spaces through enhanced wayfinding, handrails, pedestrian ramps, lighting, and mobility network connections.

PO 1.7

Support the development of catalytic new parks and reinvestment in existing public spaces. Namely:

- Pershing Square
- Park 101
- 6th Street Parc
- A new large park in the Fashion District
- Gil Lindsey Plaza
- San Julian Park

PO 1.8

Support the on-going maintenance and programming of neighborhood serving parks.

PO GOAL 2

STREETS THAT SERVE AS GATHERING SPACES AS WELL AS PATHS OF TRAVEL.

PO 2.1

Encourage the development of improved streetscapes throughout Downtown's districts that complement and support community character.

PO 2.2

Adapt streets that are not critical to vehicular circulation to increase right-of way use for pedestrian circulation.

PO 2.3

Facilitate commercial activity in the Frontage Zone of sidewalks that supports pedestrian activity.

PO 2.4

Support the utilization of remnant spaces such as odd angle intersections and dead-end streets as public open space.

PO GOAL 3

A SUSTAINABLE OPEN SPACE NETWORK AND PUBLIC REALM THAT EMPHASIZES HUMAN HEALTH AND COMFORT.

PO 3.1

Encourage design features of both private and public open spaces that reduce polluted runoff, maximize groundwater recharge, and reduce the heat-island effect.

PO 3.2

Encourage the use of native and drought tolerant plant species to improve sustainability.

PO 3.3

Require that public spaces are well lit and visible to ensure that they are safe and inviting.

PO 3.4

Facilitate the development of open spaces that can also improve access to fresh foods for Downtown residents, workers, and visitors.

PO 3.5

Support the development of sports and fitness facilities to improve community health.

PO 3.6

Promote a public realm equipped with durable and flexible infrastructure, landscaping materials, and recreational equipment that can adapt to changing conditions and community needs.

PO 3.7

Encourage partnerships for stewardship and maintenance through volunteer opportunities to expand opportunities for stakeholder engagement and ensure that public spaces are well maintained.

PO GOAL 4

PUBLIC SPACES THAT HELP CREATE AND MAINTAIN COMMUNITY.

PO 4.1

Support and maintain programming of public and publicly accessible private spaces to serve community interests and attract visitors.

PO 4.2

Facilitate the integration of locally produced and community oriented public art projects and cultural programming into public spaces to reinforce community character.

PO 4.3

Maintain and expand the use of public spaces as centers of democratic practice.

PO 4.4

Promote green spaces as inviting urban streetscapes that attract and serve all those who visit, live, and work in Downtown.

PO 4.5

Enhance the urban environment with increased open space and streetscapes that encourage pedestrian activity.

PO 4.6

Encourage the development of community-initiated and supported open spaces such as community gardens and orchards.

PO 4.7

Plan and design flexible public spaces that can accommodate a range of active and passive activities over time for users of all ages.

ALLEYS

Alleys have traditionally been the primary location for utilitarian functions needed to support commercial, industrial, and residential activities in an urban context. These functions can include deliveries, loading, parking entrances, waste collection, emergency access, and public utilities. Often termed “back of house” uses, these are necessary for the daily function of urban areas. Loading in alleys reduces conflicts between delivery vehicles and road users by keeping sidewalks, bicycle facilities, and on-street parking spaces clear. This has helped to make the streets safer, less congested, and more pleasant.

While providing space for “back of house” activities will remain the primary function of alleys, facilitating other activities has become an increasingly desirable role for alleys. Alleys have the potential to be multi-purpose spaces, offering the benefits of paths of connection, gathering spaces, and sustainable practices, while still serving vehicle traffic when appropriate. There are a variety of interventions that can increase the livability and expand the utility of Downtown alleys. The following section provides guidance for how to convert existing alleys into livable urban spaces that can expand Downtown’s public realm network.

ALLEY AND PASSAGEWAY RENOVATION TYPOLOGIES

The objective of alley improvements is to contribute to an interconnected pattern of streets and open space through thoughtful consideration and renovation of the alley network. Any passageway chosen for improvement should include conversion to permeable paving, as consistent with the City’s Low Impact Development (LID) Ordinance and Bureau of Engineering Standard Plans. The appropriate level of additional improvements for each alley is dependent upon the existing context, including the land uses, existing or future opportunity for mid-block connections, and proximity to other public open spaces. The following types of alleys and passageways provide benchmark descriptions of potential improvements. A combination of these typologies can be implemented as deemed appropriate.

CONNECTING ALLEYS

Connecting alleys link destinations and points of interest for pedestrians and bicyclists and are closed to vehicles. This typology can offer through-block connections in areas with superblocks and dense development patterns, to expand the non-motorized transportation network and enhance walkability. Connecting alleys incorporate basic capital

improvements such as landscaping, as well as aesthetic improvements such as public art, murals and enhanced pedestrian lighting to make the alley accessible and inviting.

SHARED ALLEYS

Shared alleys provide a safe path of travel for pedestrians, bicyclists, and limited shared use by vehicles. While vehicles cannot use the alley for parking, this typology provides the opportunity for businesses and residential buildings that rely on alleys for loading and unloading, as well as vehicular access, to remain unaffected. Shared alleys have limited space for programming and activation, but contribute to the safety of its users with infrastructural and design interventions. This includes paving and landscaping, bollards and defined paths for pedestrians, bicycle infrastructure, enhanced lighting, and public art.

ACTIVE ALLEYS

Active alleys create new destinations that revolve around and are supported by public gathering in areas with limited parks and open space. These alleys are closed to vehicles, and prioritize pedestrians and bicyclists for the purpose of placemaking. This typology provides opportunity for existing commercial businesses to extend their activity onto the alley with kiosks, outdoor dining, and creative programming. Interventions may include landscaping and drought-tolerant plants, seating, enhanced lighting, shade structures, and façade improvements.

POTENTIAL INTERVENTIONS

Additional sustainability and design interventions may include:

- Drought tolerant landscaping
- Bioswales
- Recycling and trash cans
- Dog waste station
- Wayfinding and signage
- Pedestrian lighting
- Public art, murals, green walls
- Drinking fountains
- Walking and jogging paths
- Bicycle infrastructure
- Restaurant and retail kiosks
- Seating

ALLEYS



PO GOAL 5

PUBLIC OPEN SPACE THAT IS INVITING AND ENGAGING FOR COMMUNITY GATHERING AND RECREATION.

PO 5.1

Develop design guidelines to promote alleys as shared, and multipurpose public spaces that are welcoming to a range of users.

PO 5.2

Encourage the use of creative lighting, public art, and seating treatments.

PO 5.3

Foster a commercial presence, including kiosks, dining, and retail vending, where appropriate.

PO 5.4

Provide family-friendly activities and spaces, as well as programming for children, youth, and seniors.

PO 5.5

Support walkability and safety with appropriate lighting, and legible wayfinding.



PO GOAL 6

OPPORTUNITIES FOR ENVIRONMENTALLY SUSTAINABLE BEST MANAGEMENT PRACTICES THAT CONTRIBUTE TO AN INVITING AND WELCOMING PUBLIC REALM.

PO 6.1

Require sustainable best practices relating to pollution reduction, stormwater management, heat reduction, and material recycling.

PO 6.2

Encourage landscaping of alleys with native plants.

PO 6.3

Identify a range of permeable paving solutions for different alley typologies.

PO 6.4

Honor existing historical features and support context sensitive design.

PO 6.5

Support and facilitate the integration of public art and community engagement in alley projects.

PO 6.6

Secure resources and entities that may include surrounding businesses, Business Improvement Districts, and Community Stewardship Projects responsible for the maintenance and upkeep of proposed alleys prior to their implementation.



PO GOAL 7

PASSAGEWAYS ARE SHARED BY A RANGE OF TRAVEL MODES AND USERS.

PO 7.1

Implement non-standard treatments in alleys that can allow for use by pedestrians, bicyclists, and motorists.

PO 7.2

Respect existing back of house uses, including vehicular access, loading and unloading, and utilities. Maintain the ability for alleys to accommodate these uses to minimize curb cuts on streets and increase space for pedestrians on sidewalks.

PO 7.3

Maintain safety for all users, with appropriate traffic control features and ADA accessibility.

PO 7.4

Maintain public access to alleys and prohibit the vacation of alleys and passageways for private use, unless required for institutional uses.



THE LOS ANGELES RIVER

Through revitalization efforts, the Los Angeles River can become the City's living, green spine that connects nature and communities, providing space for active and passive recreation. While the River is constrained by rail tracks through the Plan area, there is the potential to increase visual and physical access from surrounding communities.

These rail lines play an essential role in the local economy and in the movement of goods, services, and passengers through the region. As the revitalization of the River continues, plans should integrate the demand for continued rail service while minimizing barriers to River access for active transportation, recreational opportunities, and habitat restoration.

Source: LA Bureau of Engineering

THE LOS ANGELES RIVER

PO GOAL 8

CONNECTED INFRASTRUCTURE THAT RESPECTS AND PRESERVES DIVERSIFIED ECONOMIC ACTIVITIES WHILE ENHANCING RECREATIONAL OPPORTUNITIES.

PO 8.1

Maintain functional use of the rail facilities, while allowing for bold and innovative design along parcels adjacent to the Los Angeles River (River).

PO 8.2

Accommodate major regional rail connection projects such as Link US, High Speed Rail, and the West Santa Ana Branch Line.

PO 8.3

Encourage employment opportunities compatible with the River as an environmental and recreational amenity.

PO 8.4

Identify physical interventions, such as decking over rail lines that can improve connectivity and access to the River and coordinate with all affected landowners, agencies, and rail companies.

PO 8.5

Integrate direct visual access to the River in building design and site planning in the form of paseos, plazas, and open space facilities.

PO 8.6

Enhance wayfinding information that directs people to the river and facilitates connections.

PO 8.7

Integrate an equity driven approach to all infrastructure investments and improvements.

PO GOAL 9

A RESOURCE THAT ACCOMMODATES ACTIVE TRANSPORTATION AND RECREATION.

PO 9.1

Support infrastructure improvements to accommodate future passenger and transportation services and capacity needs, while ensuring the River functions as a public open space.

PO 9.2

Activate space adjacent to the Los Angeles River with active and passive recreational amenities and access points to the River.

PO 9.3

Design streets and sidewalks so that pedestrians, bicyclists, transit riders, transit vehicles, and automobile traffic can coexist safely with strategies such as Slow Street design.

PO 9.4

Support the recommendations of the Los Angeles River Design Guidebook.

PO GOAL 10

A CORRIDOR THAT SUPPORTS A FUNCTIONAL HABITAT, AND SUPPORTS GROUNDWATER RECHARGE WHERE APPROPRIATE.

PO 10.1

Support the implementation of the Los Angeles River Revitalization Master Plan and the Los Angeles River Ecosystem Restoration Project.

PO 10.2

Emphasize multiple-benefit approaches that simultaneously incorporate flood storage, water quality treatment, habitat improvement, and increasing native vegetation biodiversity.

PO 10.3

Encourage the use of native plants in landscaping design near the River.

PO 10.4

Encourage the use of native and drought tolerant plants in landscaping near the River, to support the habitat and migration of local species.



Image: Cory Gruenfeld

Chapter 5 IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of Downtown. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. The implementation of these programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Downtown Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's "police power" to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transportation

Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Downtown; adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff and ultimately decision-makers to guide and inform the land use decision making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens and the Plan Land Use Designations are designated on the General Plan Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Plan Area. Each General Plan Land Use Designation identifies corresponding form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Downtown. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity that each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code, or as specific plans, overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Downtown have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Downtown is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed solely by the Los Angeles Department of Building and Safety, where the majority of the development regulations enacted by the Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review, under Project Review and will require adoption of the

discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to each zone. Maximum FAR may be achieved through participation in the various incentive systems described in Article 20 of the LAMC. Development exceeding base development rights may be permitted, in accordance with these systems, to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transportation Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision making. This section provides a series of tables describing future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resources considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE IMPLEMENTATION TABLES

The tables provided in this section organize programs into two broad categories: existing programs and resources, and future programs. Existing programs and resources are currently in effect and may already be playing an important role in addressing one or more of the plan's objectives. The list identifies opportunities to expand or continue existing programs in the Plan Area. Future programs are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Downtown. Future programs described in the tables are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Plan.

The tables identify each program with a distinct reference number (i.e. P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the tables identify the agency primarily responsible for implementing the program, as well as any agencies necessary for supporting in the program's implementation.

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting	LA-DLA - Los Angeles Designated Local Authority
BOE - Bureau of Engineering	LADBS - Los Angeles Department of Building and Safety
BOS - Bureau of Sanitation	LADOA - Los Angeles Department of Aging
BOSS - Bureau of Street Services	LADOT - Los Angeles Department of Transportation
CAO - City Administrative Officer	LADWP - Los Angeles Department of Water and Power
Cal-DOC - California Department of Corrections	LAFD - Los Angeles Fire Department
CalHFA - California Housing Finance Agency	LAFPC - Los Angeles Food Policy Council
CalTrans - California Department of Transportation	LAHD - Los Angeles Housing Department
CD - Council District	LAPD - Los Angeles Police Department
CDD - Community Development Department	LAPL - Los Angeles Public Library Development Department
CoDRP - County Department of Recreation and Parks	LAUSD - Los Angeles Unified School District
DCP - Department of City Planning	METRO - Los Angeles County Metropolitan Transportation Authority
DOD - Department on Disability	NC - Neighborhood Council
DPW - Department of Public Works	OHR - Office of Historic Resources
DPSS - Department of Public Social Services	RAP - Recreation and Parks
DTSC - Department of Toxic Substance Control	SAN - Bureau of Sanitation
EMD - Emergency Management Department	SCAG - Southern California Association of Governments
EWDD - Employment and Workforce	
HCIDLA - Los Angeles Housing and Community Investment Department	

FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
P1	Survey LA Findings - Eligible Historic Resources: The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify numerous potential historic resources throughout the Downtown Community Plan Area. Encourage protection of the resources through further study and historic designation of these sites (if eligible).	LU 13.2; LU 13.3; LU 13.4; LU 14.3	
P2	Healthy Corners: A Healthy Corners Program incentivizes the creation of neighborhood markets throughout Downtown which offer fresh and healthy produce. Coordinate with the Los Angeles Food Policy Council to expand the Neighborhood Market Conversion program and promote investment in new grocery locations via FreshWorks fund.	LU 16.4	LAFPC California FreshWorks
P3	Brownfield Remediation: Remediation and redevelopment of existing brownfields throughout Downtown through the City of Los Angeles' Brownfields Program. Identify additional funding sources for site remediation activities, such as the remediation programs under the RCRA (Resources Conservation and Recovery Act) and the CERCLA/Superfund.		LAPW BOS
P4	Cool Pavement: The City of Los Angeles Bureau of Street Services cool pavement pilot program seeks to fight urban heat, leading to cooler streets with less need for indoor air conditioning. Utilize cool pavement on surfaces and throughout Downtown's built environment to support livability and comfort.	LU 17.7; PO 6.1	BSS
P5	First-mile, Last-mile: Metro's First-Last Mile Strategic Plan identifies barriers in planning and implementing improvements for first and last mile (FLM) portion of an individual's trip, and provides a vision for addressing FLM improvements in a systematic way. Implement the infrastructural improvements and enhancement in the Downtown Plan Area.	MC 1.1; MC 2.1; MC 2.2; MC 2.5; MC 2.7; MC 3.1; MC 3.2; MC 3.4; MC 3.5; MC 3.6; MC 4.4	Metro
P6	Mobility Hubs: Identify priority locations in Downtown for the installation of Mobility Hubs with multi-modal supportive infrastructure and place-making strategies to create activity centers that maximize FLM connectivity.	MC 2.3; MC 2.4; MC 2.5; MC 4.2; MC 5.6; MC 7.3;	Metro LADOT

Program Number	Description	Policy Reference	Coordinating Agency
P7	DASH Service: Encourage the revision of DASH services to reach areas of Downtown with public transportation service gaps, and expansion of DASH service hours to nights and weekend throughout all of Downtown.	MC 5.2; MC 5.4	LADOT
P8	People Street Pedestrian Plazas and Parklets: People Street is a program of the Los Angeles Department of Transportation (LADOT) that seeks to transform underused areas of the public right of way into active, vibrant, and accessible public space. Encourage partnerships between LADOT and community partners in Downtown to apply for approval to create Plazas or Parklet projects that enhance quality of life.	LU 18.4; LU 30.2; LU 30.11; LU 30.24; LU 38.3; LU 42.5; PO 1.1; PO 1.2; PO 2.4	LADOT
P9	LA Express Park: Implement the City's Express Park Program in Downtown, a demand-based parking meter program that uses technology to increase the availability of limited parking spaces, reduce traffic congestion and air pollution, and encourage the use of alternative modes of transportation.	MC 6.2; MC 6.3	LADOT LADPW Mayor's Office Metro
P10	Safe Routes to School: Caltran's "Safe Routes to School" programs implements safety design interventions to improve traffic safety for youth near schools. Prioritize Castellar Elementary in Downtown Los Angeles as a candidate for the LADOT and Metro Safe Routes to School K-12 Network Program.	MC 1.5; MC 2.6; MC 3.2	LADOT LAUSD Caltrans Metro
P11	LA RiverWay: Consistent with the LA River Revitalization Master Plan and associated design and implementation plans, restore and revitalize an 11-mile stretch of the Los Angeles River, while prioritizing public access to this public resource in densely populated communities such as Downtown.	LU 18.3; LU 34.5; PO 9.4; PO 10.1; PO 10.2	LACDPW, BOE, RAP Mayor's Office, Arts Parks, and River Committee, LA River Cooperation Committee US Army Corps of Engineers
P12	Park 101: Support the implementation of PARK 101, an urban design plan and sustainability strategy to cap the 101 Freeway in Downtown Los Angeles with a publicly accessible park, thus reconnecting the city's historic civic, cultural, and financial core with neighboring districts north of the freeway.	LU 30.2; LU 53.1; PO 1.7	Mayor's Office Council Office Caltrans LADOT
P13	Pershing Square Renew: Support the efforts of Pershing Square Renew Inc., a nonprofit that partners with government, community, and business leaders in Downtown Los Angeles to redesign Pershing Square into a world-class public space that facilitates connections between adjacent areas and serves as a place for gathering within the City's urban center.	LU 26.4; PO 1.7	Mayor's Office Council Office RAP

PROPOSED PROGRAMS

Program Number	Description	Policy Reference	Coordinating Agency
Land Use & Urban Form: Housing & Complete Neighborhoods			
P14	First Right of Refusal: Explore the creation of Citywide first right of refusal provisions to ensure lower- and moderate -income tenants that are displaced due to new residential construction have the First Right of Refusal to return to a rental unit at an affordable cost.	LU 2.11; LU 2.12; LU 3.2; LU 3.3; LU3.8; LU 3.10;	HCIDLA
P15	No Net Loss Program: Explore the creation of a Citywide no net loss program to minimize the displacement of residents and ensure that there is no loss of affordable rental housing.	LU 2.7; LU 2.13; LU 3.2; LU 3.3; LU 3.8; LU 3.10;	HCIDLA City Attorney
P16	Land Value Tax: Study the feasibility of an annual tax on the rental value of vacant land that is based on the permitted land use to encourage activation and development of underutilized land in urban areas, particularly near public transit infrastructure.	LU 19.3; LU 27.2;	CAO Mayor
P17	Community Land Trust (CLT): Encourage partnerships that seek to implement community land trust projects. A CLT is a community-based non-profit organization designed to ensure community stewardship of land by purchasing or holding land and removing it from the speculative real estate market.	LU 3.5; LU 3.6; LU 3.9; LU 40.5;	Council Office CAO
P18	Citywide Inclusionary Housing: Develop a program to study the implementation of inclusionary housing policies that support the Downtown Community Plan's base and bonus zoning system and that can further expand affordable housing opportunities.	LU 2.1; LU 2.4; LU 2.10; LU 3.3;	HCIDLA
P19	Inventory of Affordable Housing: Monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households.	LU 2.7; LU 2.8; LU 2.13; 2.14; LU 3.3;	HCIDLA
Land Use & Urban Form: Jobs & Economic Development			
P20	Small Business Assistance Portal: Promote agency programs that assist small and legacy business owners, such as low-interest loans, management programs, business retention programs, and business incubation centers.	LU 7.10; LU 8.4; LU 9.2; LU 9.4; LU 9.5; LU 9.9; LU 40.2;	CAO EWDD

Program Number	Description	Policy Reference	Coordinating Agency
P21	Community Informed Local Hire: Explore local hire programs that employ Skid Row community members to conduct bulky item pick-ups and street sweeping to prevent trauma associated with a history of confiscation and destruction of vital personal property such as medicines, identification and shelter.	LU 9.1; LU 30.12;	EWDD
P22	Business Outreach and Mentorship Programs: Develop partnerships to create business outreach programs targeting local schools for student and adult participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.	LU 9.1; LU 9.2; LU 9.3;	EWDD LA Chamber of Commerce
P23	Equitable Contracting Programs: Study, research, and develop a pre qualification process that evaluates contractors on their record and commitment to high road wage, benefit standards, and local hire training.	LU 9.4; LU 22.23	EWDD

Land Use & Urban Form: Historic & Cultural Resources

P24	Transfer of Development Rights Clearinghouse: Explore the creation of a centralized clearinghouse for historic properties with floor area eligible for transfer.	LU 13.1; LU 13.2; LU 13.4; LU 14.3;	
P25	Best Practice Design Guide: Create a best practice design document to provide guidance for historic and cultural neighborhoods such as the Historic Core.	LU 13.1; LU 13.2; LU 13.4; LU 14.3; LU 15.1; LU 42.7; LU 42.10;	

Land Use & Urban Form: Wellness and Sustainability

P26	Air-Quality Monitoring: Explore the creation of an air quality monitoring program that uses metrics such as PM10 and ozone to identify ambient level pollutants and their location on a neighborhood level.	LU 16.5; LU 17.9;	AQMD
P27	Street Tree Tracking: Create a publicly accessible database that displays the tree types within the City's public rights-of-way. Identify goals for an equitable tree canopy in Downtown, to address climate-resilience and the effects of urban heat island.	LU 16.3; LU 16.5; LU 16.6; LU 17.1; LU 18.2;	BSS

Program Number	Description	Policy Reference	Coordinating Agency
Land Use & Urban Form: Racial Justice and Equity			
P28	Racial Justice and Equity Analysis: Explore the creation of a Racial Justice and Equity Analysis, that outlines recommended transformative or restorative strategies, such as targeted plan and code amendments, if harm is identified.	LU 1.2; LU 2.1	
Mobility & Connectivity			
P29	Pedestrian Priority District: Conduct a study for a potential pedestrian priority district in Downtown where enhanced pedestrian safety improvements and innovative treatments are implemented. These treatments include scramble crosswalks, raised crosswalks, and right turn on red prohibitions in order to reinforce pedestrian safety and comfort.	LU 18.1; LU 22.4; LU 30.3; MC 1.1; MC 1.2; MC 1.4; MC 3.1; MC 3.4; MC 3.5; MC 3.6; MC 3.7;	LADOT BOE BSS
P30	Wayfinding Program: Develop and implement a unified signage way-finding program for Downtown that identifies neighborhoods, important destinations, historic resources and information, privately-owned publicly accessible open spaces, community facilities, and mobility options.	LU 14.1; LU 22.3; LU 26.4; LU 30.5; LU 30.19; MC 2.4; MC 3.4; PO 1.5; PO 5.5;	BOE BSS LADOT
P31	Arts District Shared Streets: Develop standards for historic industrial shared streets, which have been identified in the Arts District, that enhance neighborhood character and protect the safety of all users.	LU 34.7; LU 38.8; MC 2.10;	BOE BSS SAN LADOT
P32	Capital Improvement Plan: Develop a Capital Improvement Plan for Downtown Los Angeles that identifies important transportation infrastructure projects including bus rapid transit, light rail transit, heavy rail transit, bicycle lanes, and pedestrian safety enhancements to be prioritized, along with potential funding mechanisms to facilitate construction of these improvements.	LU 22.12; LU 30.20; MC 1.1; MC 2.6; MC 2.7; MC 2.8; MC 2.9; MC 2.11; MC 3.6; MC 5.1; MC 5.2; MC 5.4; MC 5.7; MC 5.8;	LADOT
P33	Skid Row Bicycle Infrastructure Action Plan: Work with Skid Row residents and community-based organizations to develop a bicycle infrastructure action plan, as part of the Downtown Capital Improvement Plan, to ensure a complete network of bicycle facilities and eliminate traffic-related fatalities in the Skid Row neighborhood.	LU 30.20; LU 30.21; MC 4.1; MC 4.5;	LADOT
P34	Car Free Broadway: Conduct a study for a car-free Broadway in the Historic Core, analyzing potential safety, connectivity, and economic benefits, as well as implementation options.	MC 1; MC 2; MC 3;	EWDD LADOT

Program Number	Description	Policy Reference	Coordinating Agency
P35	Transfer of Development Rights System (TDR): Explore the creation of a TDR mechanism that allows for the transfer of development rights from land that is dedicated as public park space, in accordance with the specifications of the Department of Recreation and Parks.	PO 1.1; PO 1.2; PO 1.7;	RAP
P36	Public Open Space: Encourage the creation of a publicly accessible database of all public open spaces, and privately-owned public open spaces in Downtown, including plazas, small parks, parks, and atriums, accompanied by design and signage standards for these spaces.	LU 21.1; LU 22.6; LU 22.22; LU 25.2; LU 30.2; LU 30.4; LU 30.11; LU 34.5; LU 35.4; PO 1.5; PO 4.1; PO 4.2	RAP
P37	Alley Improvements Program: Conduct a study of existing alleyways throughout Downtown as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development. Prioritize improvements based on proximity to public transit infrastructure and potential opportunity to serve as connections to the Los Angeles River and other public resources.	LU 22.11; LU 26.3; LU 42.5; LU 42.8; LU 42.16; LU 42.17; PO 5.1; PO 5.2; PO 6.2; PO 6.5; PO 6.6; PO 7.1	BSS DPW
P38	Parks and Open Space Assessment: Conduct an assessment of parks and open space to ensure the creation of parks in Downtown are prioritized in areas where there is greatest need.	LU 1.1; PO 1.1; PO 1.2; PO 3.4;	RAP

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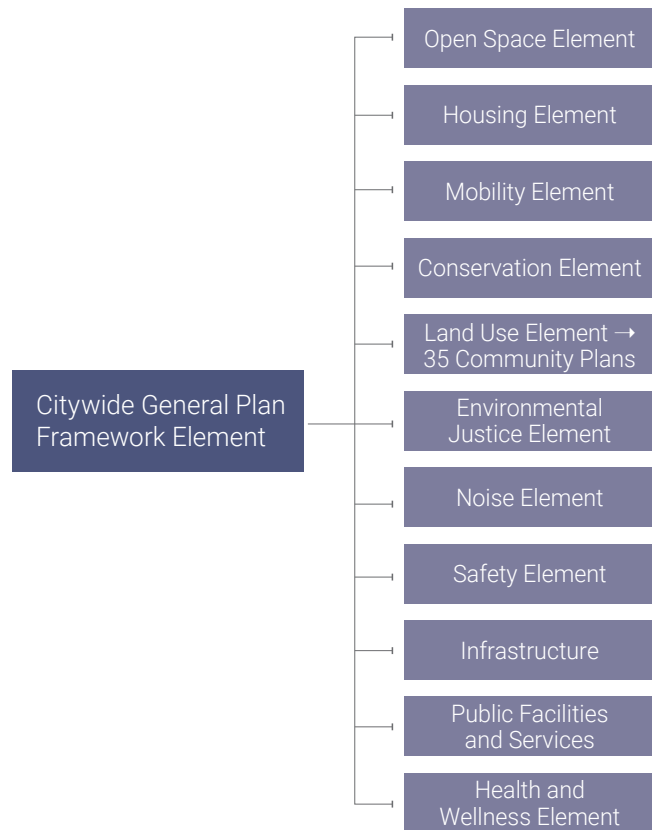
Appendix:
**RELATIONSHIP
TO OTHER
PLANS**

RELATIONSHIP TO THE GENERAL PLAN

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and human-caused hazards are guided by the General Plan.

State law requires that the General Plan contain eight elements: land use, transportation, housing, conservation, open space, noise, safety and environmental justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans, comprise the City's land use element. In addition, the City has adopted additional non mandated elements in "Framework Element," discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well.

FRAMEWORK ELEMENT GUIDING PRINCIPLES

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

Enhance neighborhood character through better development standards. Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes and users of all ages and abilities, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to “a plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context.”

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City’s General Plan Circulation Element, Mobility Plan 2035 incorporates “complete streets” principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City’s transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City’s high-level mobility priorities. Each of the goals and objectives (targets used to help measure the progress of the Mobility Plan 2035) and policies (broad strategies that guide the City’s achievement of the Plan’s five goals):

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Downtown Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 3 of the Downtown Community Plan.

RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Downtown Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning

decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Downtown Community Plan include Redevelopment Project Areas, established by the former CRA.

Los Angeles County Metropolitan Transportation Authority (Metro)

The Los Angeles County Metropolitan Transportation Authority is the state chartered regional transportation planning and public transportation operating agency for the County of Los Angeles. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Downtown Community Plan Area is the heart of the regional transit system and is served by the E (Expo Line), A (Blue), and L (Gold) light rail transit lines, the B (Red) and D (Purple) heavy rail transit lines, the J (Silver) bus rapid transit line, and many local and rapid bus lines. Metro operates the seven Metro transit stations in the Downtown Community Plan Area.

CRA/LA, A Designated Local Authority (DLA)

The Downtown Community Plan area includes three previously adopted Redevelopment Plans, the City Center Redevelopment Project, established by the City Center Redevelopment Plan, and the Central Industrial Project, established by the Central Industrial Redevelopment Plan (collectively, Redevelopment Plans). Collectively, the Redevelopment Plans comprise the majority of the Downtown Community Plan area.

The City Center Redevelopment Plan 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 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.

The Redevelopment Plans were historically implemented by the Community Redevelopment Agency of the City of Los Angeles (Agency). In 2012, the Dissolution Act (Assembly Bill x1 26) dissolved the Agency, along with all other redevelopment agencies in the State, and the CRA/LA, a Designated Local Authority (DLA), became the successor to the Agency. The DLA's role under the Dissolution Act is to wind down the enforceable financial obligations of the Agency. The DLA also assumed responsibility for administering the still active Redevelopment Plans, including those provisions related to the use and development of land in the Redevelopment Plans area. In November 2019, at the request of the City Council under a provision in State law, all "land use related plans and functions" of the Redevelopment Plans transferred to the City of Los Angeles.

The City Center Redevelopment Plan, as first adopted on May 15, 2002, which expires by its terms on May 15, 2033, and the Central Industrial Redevelopment Plan, as first adopted on November 15, 2002, and which expires by its terms on November 15, 2033, include substantial provisions regulating the use and development of land in the Program Area. Pursuant to those Redevelopment Plans, the purpose

of those regulations was generally to encourage 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.

Section 502 of the City Center Redevelopment Plan and of the Central Industrial Redevelopment Plan 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 Downtown Community Plan, comprehensively updated on _____, 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 Downtown Community Plan, with its implementing ordinances, provides a complete vision and regulatory scheme for the land uses in the respective Project Areas. 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, the sections and related implementing Design for Development plans cited below are in conflict with the Downtown Community Plan and its implementing ordinances because they, (1) prohibit what is allowed under the Downtown Community 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, 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, and all adopted Design for Development plans for the Project Area

Central Industrial: Section 400-410, 500-521, 523, 524, and 700, and all adopted Design for Development plans for the Project Area

Notwithstanding the above, Section 522 of the City Center Redevelopment Plan and of 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, adopted May 2006. The Development Guidelines and Controls for Residential Hotels in the City Center and Central Redevelopment Project Areas plan set forth unique regulations related to the preservation of residential hotels that are not in conflict with the Downtown Community Plan, but implement the Downtown Community Plan goals and policies related to the provision of affordable housing (Chapter 2 of this document), 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 Downtown Community Plan, for reasons stated above.

Los Angeles Unified School District (LAUSD)

LAUSD currently operates seven K-12 schools in the Downtown Community Plan Area. In addition, LAUSD operates adult education programs and administrative offices within the Downtown Community Plan Area. The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, City Planning review and approval are not required prior to LAUSD obtaining necessary permits.

RELATIONSHIP TO SPECIFIC PLANS AND OVERLAY ZONES

There are several specific plans, supplemental use districts and overlay zones that apply to the Plan area. These zoning tools customize the regulations of the Los Angeles Municipal Code to plan the land use of specific geographic areas. The Downtown CPA contains three specific plans, one supplemental use district, and five overlay zones.

The Alameda District Specific Plan (ADP)

The Alameda District Specific Plan (ADP) applies to a northeastern portion of the Central City North Community Plan area and includes Los Angeles Union Station. It is generally bounded by Alameda St., North Main St., Vignes St., and the Santa Ana 1-5/101 Freeway. The ADP encourages a pedestrian-oriented and mixed-use business district that is supported by an intermodal transportation center. Encourages hotels, retail, entertainment, housing, cultural, and transit-related functions in medium and high density development.

The Cornfield Arroyo Seco Specific Plan (CASP)

The Cornfield Arroyo Seco Specific Plan (CASP) applies to a northeastern portion of the Central City North Community Plan area, just south of the Los Angeles State Historic Park (the Cornfield) and north of the ADP. It establishes four zones to facilitate a mix of light industrial, production, and public-serving uses with new commercial, retail, and residential uses. The zones utilize a system of floor area ratio minimums and density bonus options to incentivize development that provides community benefits, such as affordable housing.

The Los Angeles Sports and Entertainment District (LASED)

The Los Angeles Sports and Entertainment District (LASED) Specific Plan applies to the southwest portion of the Central City Community Plan area. It seeks to expand the City's economic base and make Downtown a regional entertainment destination with regulations and incentives to promote tourism and entertainment. The LASED allows for mixed-use, hotel, office, commercial, retail, residential, live theaters, sound stages, and open space uses. It includes streetscape design guidelines and parking strategies for adequate and efficient use of space and resources in Downtown's entertainment district.

The Broadway Streetscape Master Plan

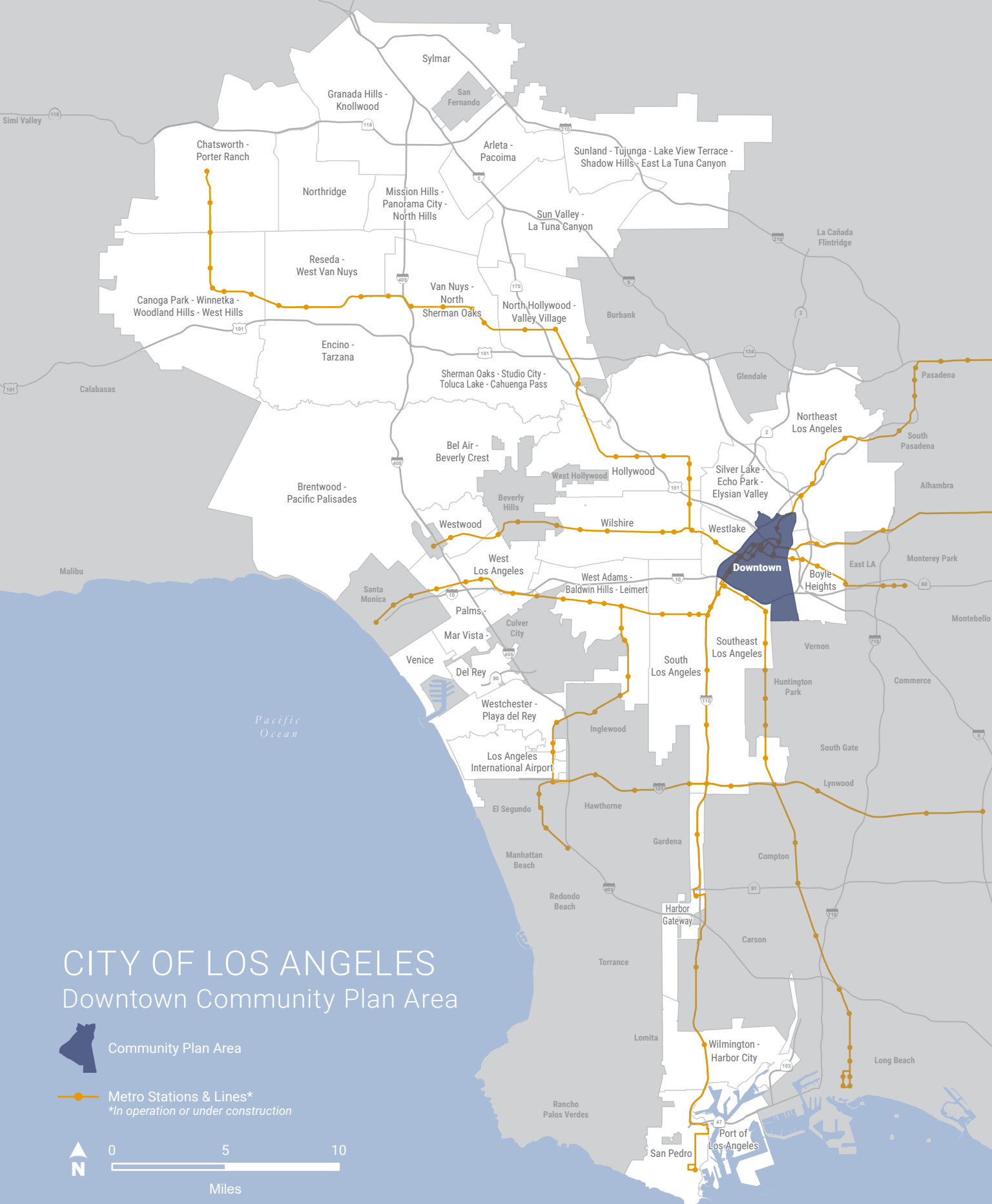
The Broadway Streetscape Master Plan applies to Broadway between 1st Street and 12th Street within the Central City Community Plan area. The Streetscape Master Plan was established to create a multi-modal, pedestrian focused street that can support and revitalize the historic theater district. The Streetscape guidelines call for expanded sidewalks with street elements and limited landscaping to enhance pedestrian interest and activity along the street.

The Downtown Street Standards

The Downtown Street Standards were developed and adopted in tandem with the first version of the Downtown Design Guide, in 2009. The Street Standards establish a street hierarchy and guidance to balance traffic flow, pedestrian walkability, bicycle routes, and access to create more context-sensitive, complete streets within Downtown. The document consists of a series of cross sections establishing future curb and property lines, and in some cases additional sidewalk easements.

The Broadway Sign Supplemental Use District (Broadway Sign District)

The Broadway Sign Supplemental Use District (Broadway Sign District) applies to the same portion of Broadway as the Broadway CDO and the Streetscape Master Plan, which is along Broadway between 1st Street and 12th Street. It includes standards for the design, placement, and orientation of signs along Broadway. The Sign District allows and provides guidance for sign types that are currently on Broadway but are not allowed by the existing Code regulation. It also includes an incentive program to spur building activity, revitalization, and to fund streetscape improvements.



CITY OF LOS ANGELES

Downtown Community Plan Area



Community Plan Area



Metro Stations & Lines*
*In operation or under construction



Appendix D

Updated General Plan Land Use Map

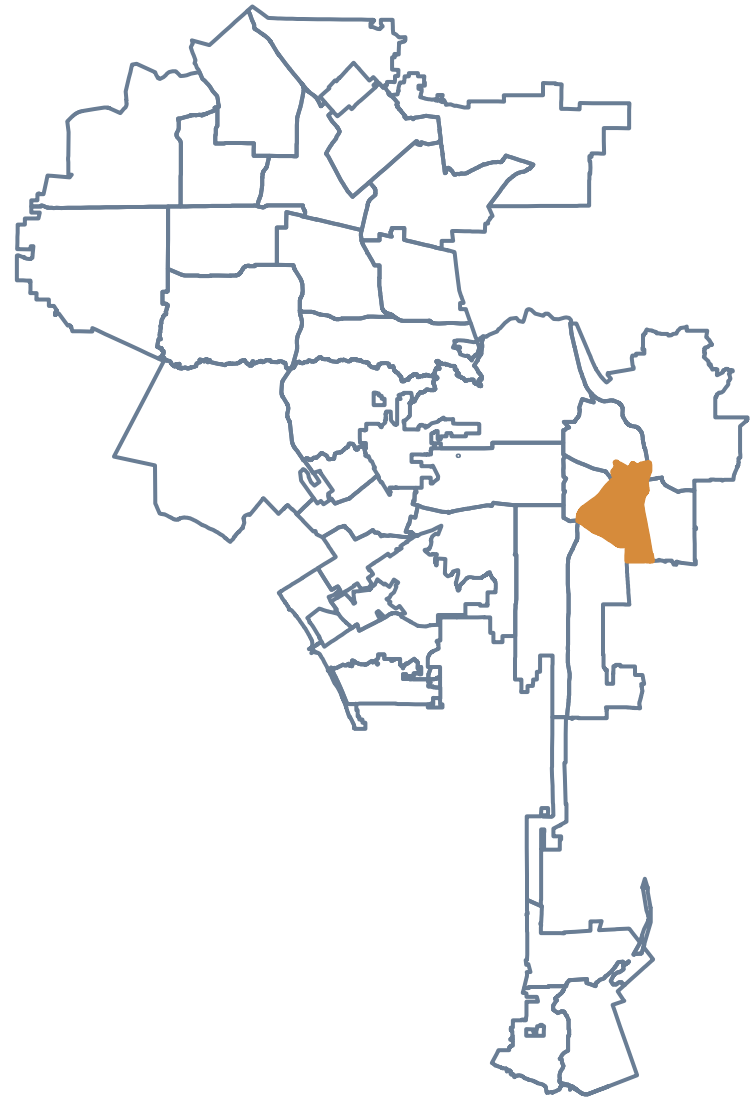
DRAFT GENERAL PLAN LAND USE DESIGNATION MAP

Downtown Community Plan

PROPOSED LAND USE

GENERAL PLAN DESIGNATION	FORM	CORRESPONDING USE	DENSITY	SPECIAL DISTRICT
Transit Core	HB1, HB2, HB3, HB4, HB5	CX2, CX3, CX4	FA	ADP-RI0, LASED
Traditional Core	DM3, DM4, HM1, HM2	CX2, CX3, CX4	FA	
Community Center	DM1, DM2, DM5 LM2, MB4	CX1, CX2, CX3	FA	
Hybrid Industrial	LM1, MB2, MB3, MB4, MM1	IX3, IX4	FA	GW(CA), UC(CA) UI(CA), UV(CA)
Markets	DM1, MB1, MB4	IX1, IX2, IX3	FA	
Village	LM2, MN1	CX1, CX2, RX1	FA	
Open Space	LF1, VF1	A1, OS1	1L, N	GW(CA)
Public Facilities	DM1, DM2, DM4, HB2 HB3, HB4, HB5, HM1 HM2, LF1, LM2, LN1 MB1, MB3, MB4 MF1, MM1, MN1	P2	FA, N	ADP-RI0
Public Facilities - Freeways				FWY
Medium Neighborhood Residential	LM2, LN1	RG1, RX1	FA	
Production	LF1, MB2, MM1, VF1	I1, I2	N	

CITY OF LOS ANGELES



PLAN BOUNDARIES

Community Plan Area

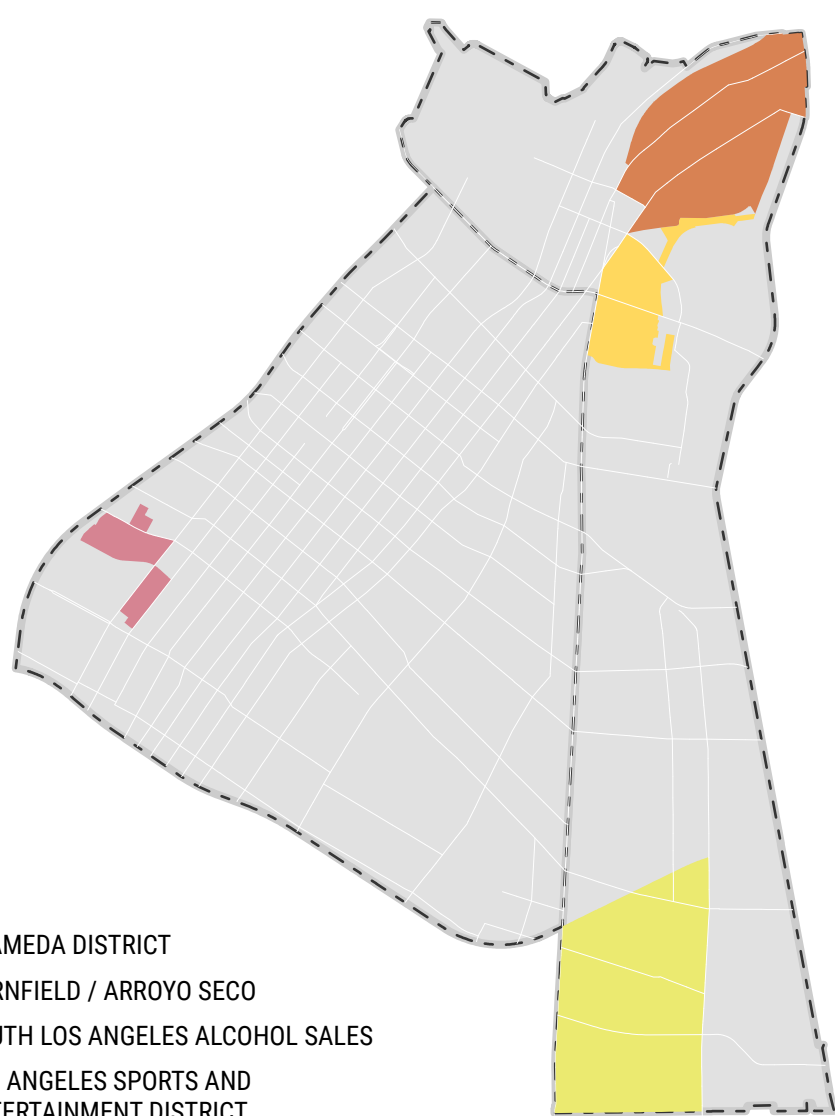
TRANSPORTATION

- Metro Rail - Station
- Metro Rail - Station (Under Construction)
- Metro Rail - Lines
- Freeways

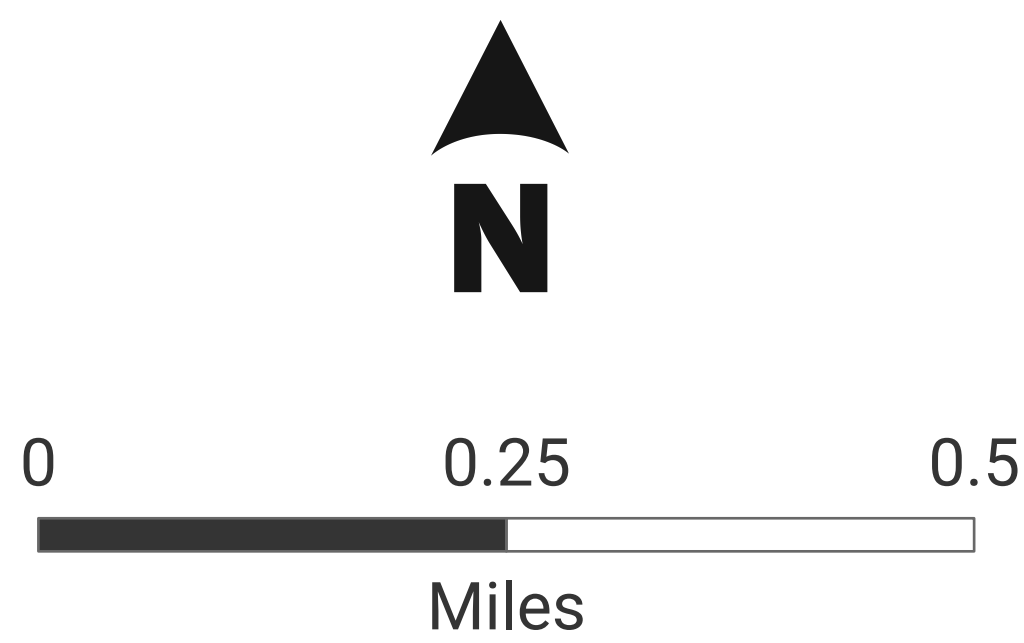
SERVICE SYSTEMS

- City Hall
- Correctional Facility
- Cultural/Historical Site
- Department of Water and Power Property
- Fire Department Headquarters
- Fire Station
- Helistop
- Historic/Cultural Monument
- Hospital
- MWD Headquarters
- Park
- Police Headquarters
- Police Station
- Post Office
- Public Elementary School
- Public Housing
- Public Library
- Public Senior High
- School District Headquarters
- Social Services
- Special School Facility

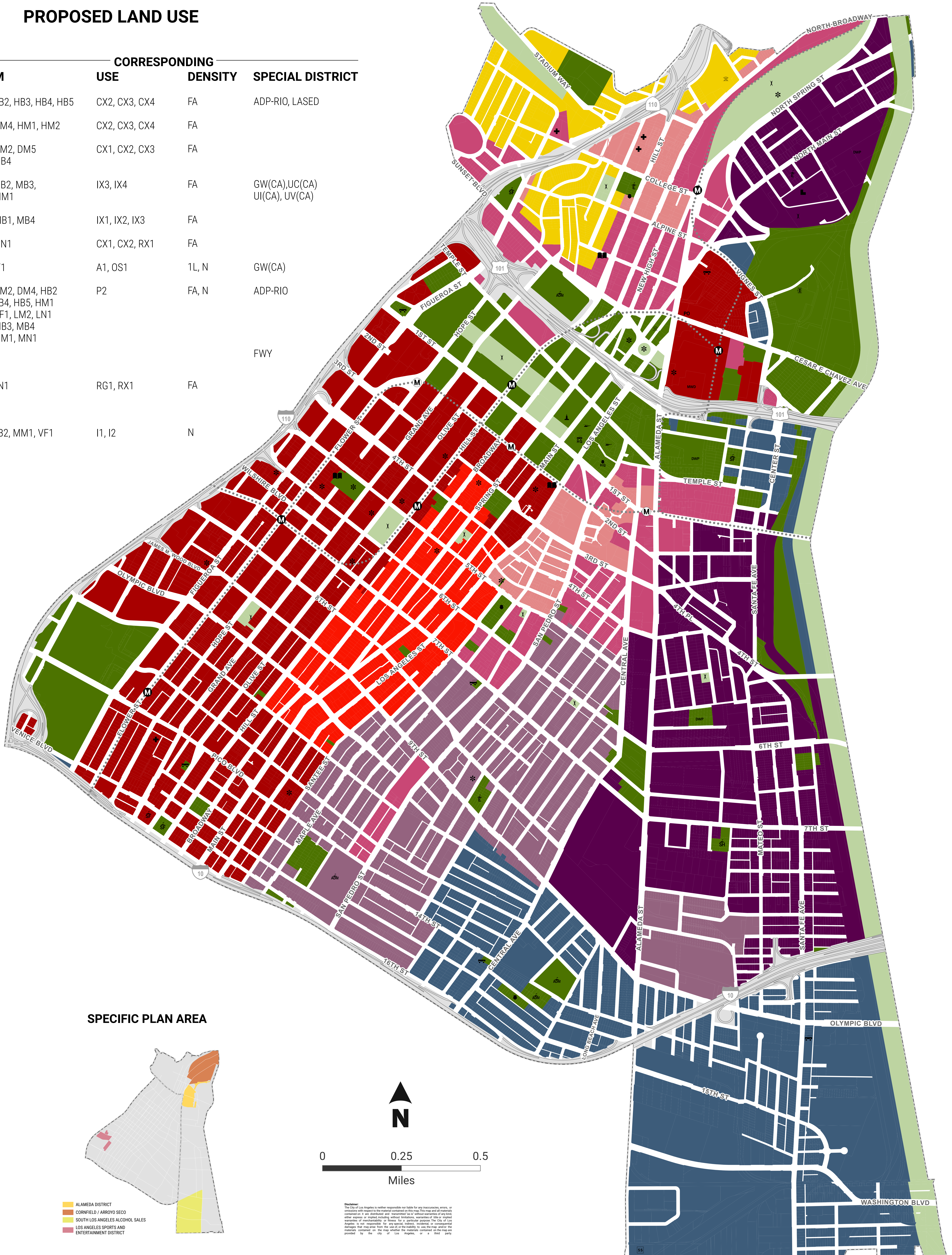
SPECIFIC PLAN AREA



- ALAMEDA DISTRICT
- CORNFIELD / ARROYO SECO
- SOUTH LOS ANGELES ALCOHOL SALES
- LOS ANGELES SPORTS AND ENTERTAINMENT DISTRICT



Disclaimer: The City of Los Angeles neither warrants nor holds any responsibility for any inaccuracies, errors, or omissions in this map. The City of Los Angeles is not responsible for any damages, including but not limited to, personal injury or property damage, arising from the use of this map. The City of Los Angeles is not responsible for any damages, including but not limited to, personal injury or property damage, arising from the use of this map. The City of Los Angeles is not responsible for any damages, including but not limited to, personal injury or property damage, arising from the use of this map.



Appendix E

Updated Downtown Community Plan Zoning Map

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO HEREBY ORDAIN AS FOLLOWS:**

Sec. 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon portions of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portions of the zoning map entitled "Downtown Plan Area," the accompanying diagrams and the Table for Section 1 attached hereto and incorporated herein by this reference.

Sec. 2. Severability. If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this ordinance, which can be implemented without the invalid provisions and, to this end, the provisions of this ordinance are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

Pursuant to Charter Section 559, I
approve this ordinance on behalf of the
City Planning Commission and
recommend that it be adopted.

By _____

VINCENT P. Bertoni, AICP
Director of Planning

Date _____

Date _____

File No. _____

The Clerk of the City of Los Angeles
hereby certifies that the foregoing
ordinance was passed by the Council of
the City of Los Angeles.

CITY CLERK

MAYOR

Ordinance Passed _____

Approved _____

Subarea	Zone From - [To]
DTL-1030-C	PF-1 - FWY
DTL-130-J	Unzoned - FWY
DTL-140-B	Unzoned - FWY
DTL-1500-C	Unzoned - FWY
DTL-160-E	Unzoned - [VF1-WH1-5] [OS1-N]
DTL-1630-D	Unzoned - FWY
DTL-1640-E	C4-2D - [LM2-MU2-5] [RX1-FA] [CPIO]
DTL-1680-B	Unzoned - FWY
DTL-2240-B	Unzoned - FWY
DTL-400-D	Unzoned - FWY
DTL-660-E	Unzoned - FWY
DTL-700-B	Unzoned - FWY
DTL-770-C	Unzoned - FWY
DTL-990-B	Unzoned - FWY
DTL-1000-A	[T][Q]C2-2D-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-1000-B	M3-1-RIO - [MB1-WH1-5] [IX2-FA]
DTL-1000-C	M3-1-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-1000-D	M3-1-RIO - [MM1-CDF1-5] [IX4-FA] [CPIO]
DTL-1000-E	PF-1XL-RIO - [MB3-CDF1-5] [P2-FA] [CPIO]
DTL-1000-F	PF-1XL - FWY
DTL-100-A	[Q]C2-2D-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-100-B	[T][Q]C2-2D-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-100-C	M3-1-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-1010-A	M2-2D - [MB1-WH1-5] [IX2-FA]
DTL-1010-B	M2-2D - [MB4-G1-5] [IX1-FA] [CPIO]
DTL-1010-C	M2-2D - [MB4-SH1-5] [IX1-FA] [CPIO]
DTL-1020-A	M2-2D - [MB1-WH1-5] [IX2-FA]
DTL-1030-A	M2-2D - [LF2-WH1-6] [I1-N]
DTL-1030-B	M3-2D - [LF2-WH1-6] [I1-N]
DTL-1030-D	PF-1 - FWY
DTL-1040-A	M2-2D - [LF2-WH1-6] [I1-N]
DTL-1050-A	M2-1 - [LF2-WH1-5] [I1-N]
DTL-1050-B	M2-2D - [LF2-WH1-6] [I1-N]
DTL-1050-C	PF-1 - FWY
DTL-1050-D	PF-2D - [LF2-WH1-6] [P2-FA]
DTL-1060-A	M2-2D - [LF2-WH1-6] [I1-N]
DTL-1060-B	PF-1 - FWY
DTL-1060-C	PF-2D - [LF2-WH1-6] [P2-FA]
DTL-1070-A	[Q]C2-2D - [MB4-G1-5] [IX1-FA] [CPIO]
DTL-1070-B	M2-2D - [MB4-G1-5] [IX1-FA] [CPIO]
DTL-1070-C	M2-2D - [MB4-SH1-5] [IX1-FA] [CPIO]
DTL-1070-D	OS-2D - [VF1-WH1-5] [OS1-N]

Subarea	Zone From - [To]
DTL-1070-E	PF-2D - [MB4-G1-5] [P2-FA] [CPIO]
DTL-1080-A	M2-2D - [MB4-SH1-5] [IX4-FA]
DTL-1080-B	M3-2D - [MB4-SH1-5] [IX4-FA]
DTL-1090-A	M2-2D - [LF2-WH1-6] [I1-N]
DTL-1090-B	M3-2D - [LF2-WH1-6] [I1-N]
DTL-1100-A	M2-2D-O-SN - [DM1-SH1-5] [IX3-FA] [SN-CPIO-O]
DTL-1100-B	M2-2D-O-SN - [MB1-WH1-5] [IX2-FA] [SN-O]
DTL-1100-C	M2-2D - [DM1-SH1-5] [IX3-FA] [CPIO]
DTL-1100-D	M2-2D - [MB1-WH1-5] [IX2-FA]
DTL-1100-E	PF-1-O - FWY-O
DTL-1100-F	PF-1 - FWY
DTL-110-A	M3-1-RIO - [MB2-CDR1-5] [IX4-FA] [CPIO]
DTL-110-B	M3-1-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-110-C	M3-1-RIO - [MM1-CDR1-5] [IX4-FA] [CPIO]
DTL-110-D	OS-1XL-RIO - [VF1-WH1-5] [OS1-N]
DTL-110-E	PF-1XL-RIO - [MB3-CDF1-5] [P2-FA] [CPIO]
DTL-110-F	PF-1XL-RIO - [MM1-CDR1-5] [P2-FA] [CPIO]
DTL-1110-A	M2-2D - [LF2-WH1-6] [I1-N]
DTL-1110-B	PF-2D - [LF2-WH1-6] [P2-FA]
DTL-1120-A	(T)(Q)C2-4D - [MB4-SH1-5] [IX1-FA] [CPIO]
DTL-1120-B	M2-2D - [MB4-G1-5] [CX2-FA] [CPIO]
DTL-1120-C	M2-2D - [MB4-G1-5] [IX3-FA] [CPIO]
DTL-1120-D	M2-2D - [MB4-SH1-5] [CX2-FA] [CPIO]
DTL-1120-E	M2-2D - [MB4-SH1-5] [IX1-FA] [CPIO]
DTL-1120-F	M2-2D - [MB4-G1-5] [CX2-FA] [CPIO]
DTL-1120-G	PF-2D - [MB4-SH1-5] [CX2-FA] [CPIO]
DTL-1120-H	PF-2D - [MB4-SH1-5] [P2-FA] [CPIO]
DTL-1130-A	[T][Q]C2-4D - [MB4-G1-5] [IX1-FA] [CPIO]
DTL-1130-B	M2-2D - [MB4-G1-5] [IX1-FA] [CPIO]
DTL-1130-C	M2-2D - [MB4-SH1-5] [IX1-FA] [CPIO]
DTL-1130-D	PF-2D - [MB4-G1-5] [P2-FA] [CPIO]
DTL-1140-A	[T][Q]C2-4D - [MB4-SH1-5] [IX1-FA] [CPIO]
DTL-1140-B	M2-2D - [MB4-G1-5] [IX1-FA] [CPIO]
DTL-1140-C	M2-2D - [MB4-SH1-5] [IX1-FA] [CPIO]
DTL-1150-A	M2-2D - [DM1-MK1-5] [IX3-FA]
DTL-1150-B	M2-2D - [DM1-SH1-5] [IX3-FA] [CPIO]
DTL-1150-C	M2-2D - [MB1-WH1-5] [IX2-FA]
DTL-1150-D	PF-2D - [MB1-G1-5] [P2-FA] [CPIO]
DTL-1160-A	M2-2D - [DM1-G1-5] [IX3-FA] [CPIO]
DTL-1160-B	M2-2D - [DM1-MK1-5] [IX3-FA]
DTL-1160-C	M2-2D - [DM1-SH1-5] [IX3-FA] [CPIO]
DTL-1160-D	M2-2D - [MB1-WH1-5] [IX2-FA]

Subarea	Zone From - [To]
DTL-1170-A	M2-2D - [DM1-SH1-5] [IX3-FA] [CPIO]
DTL-1170-B	M2-2D - [MB1-WH1-5] [IX2-FA]
DTL-1180-A	[T][Q]C2-2D-SN - [DM1-MK1-5] [IX3-FA] [CPIO-SN]
DTL-1180-B	[T][Q]C2-2D-SN - [DM1-SH1-5] [CX3-FA] [CPIO-SN]
DTL-1180-C	M2-2D - [DM1-AL1-5] [IX3-FA] [CPIO]
DTL-1180-D	M2-2D - [DM1-MK1-5] [IX3-FA] [CPIO]
DTL-1190-A	M2-2D - [DM1-MK1-5] [IX3-FA] [CPIO]
DTL-1190-B	M2-2D - [DM1-SH1-5] [IX3-FA] [CPIO]
DTL-1200-A	M2-2D - [DM1-MK1-5] [IX3-FA]
DTL-1200-B	M2-2D - [DM1-SH1-5] [IX3-FA] [CPIO]
DTL-1200-C	M2-2D - [MB1-WH1-5] [IX2-FA]
DTL-1200-D	M2-2D - [MB4-SH1-5] [IX1-FA] [CPIO]
DTL-120-A	[T][Q]C2-2-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-120-B	M3-1-RIO - [MB2-CDR1-5] [IX4-FA] [CPIO]
DTL-120-C	M3-1-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-120-D	M3-1-RIO - [MM1-CDR1-5] [IX4-FA] [CPIO]
DTL-120-E	OS-1XL-RIO - [VF1-WH1-5] [OS1-N]
DTL-120-F	PF-1XL-RIO - [MM1-CDR1-5] [IX4-FA] [CPIO]
DTL-120-G	PF-1XL-RIO - [MM1-CDR1-5] [P2-FA] [CPIO]
DTL-1210-A	M2-2D - [DM1-MK1-5] [IX3-FA] [CPIO]
DTL-1210-B	M2-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1210-C	PF-2D-O - [HM1-CHC1-5] [P2-FA] [CPIO-O]
DTL-1220-A	M2-2D - [DM1-G1-5] [IX3-FA] [CPIO]
DTL-1220-B	M2-2D - [HB1-G1-5] [CX2-FA] [CPIO]
DTL-1230-A	M2-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1240-A	[T][Q]C2-4D - [HB1-G1-5] [CX2-FA] [CPIO]
DTL-1240-B	M2-2D - [HB1-G1-5] [CX2-FA] [CPIO]
DTL-1250-A	(T)(Q)C2-2 - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1250-B	M2-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1260-A	[Q]C5-2D - [DM3-CHC1-5] [CX2-FA] [CPIO]
DTL-1260-B	[Q]C5-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1260-C	M2-2D - [DM3-CHC1-5] [CX2-FA] [CPIO]
DTL-1260-D	M2-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1260-E	PF-2D - [HM1-CHC1-5] [P2-FA] [CPIO]
DTL-1270-A	C2-4D - [DM4-CHC1-5] [CX2-FA] [CPIO]
DTL-1280-A	M2-2D - [DM1-AL1-5] [CX3-FA] [CPIO]
DTL-1280-B	M2-2D - [DM1-AL1-5] [IX3-FA] [CPIO]
DTL-1280-C	M2-2D - [DM1-G1-5] [CX3-FA] [CPIO]
DTL-1280-D	M2-2D - [DM1-G1-5] [IX3-FA] [CPIO]
DTL-1280-E	M2-2D - [DM1-SH1-5] [CX3-FA] [CPIO]
DTL-1290-A	[T][Q]C2-2D-SN - [DM1-G1-5] [CX3-FA] [CPIO-SN]
DTL-1290-B	[T][Q]C2-2D-SN - [DM1-SH1-5] [CX3-FA] [CPIO]

Subarea	Zone From - [To]
DTL-1290-C	M2-2D - [DM1-AL1-5] [IX3-FA] [CPIO]
DTL-1290-D	M2-2D - [DM1-G1-5] [CX3-FA] [CPIO]
DTL-1290-E	M2-2D - [DM1-G1-5] [IX3-FA] [CPIO]
DTL-1290-F	M2-2D - [DM1-SH1-5] [CX3-FA] [CPIO]
DTL-1300-A	M2-2D - [DM1-AL1-5] [IX3-FA] [CPIO]
DTL-1300-B	M2-2D - [DM1-G1-5] [IX3-FA] [CPIO]
DTL-1300-C	M2-2D - [HB1-G1-5] [CX2-FA] [CPIO]
DTL-130-A	(Q)C2-1-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-130-B	(T)(Q)CM-2D-RIO - [MM1-CDF1-5] [IX4-FA] [CPIO]
DTL-130-C	(T)(Q)M3-2D-RIO - [MM1-CDF1-5] [IX4-FA] [CPIO]
DTL-130-D	M3-1-RIO - [LF2-WH1-6] [P2-N]
DTL-130-E	M3-1-RIO - [MB2-CDR1-5] [IX4-FA] [CPIO]
DTL-130-F	M3-1-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-130-G	M3-1-RIO - [MM1-CDF1-5] [IX4-FA] [CPIO]
DTL-130-H	M3-1-RIO - [MM1-CDR1-5] [IX4-FA] [CPIO]
DTL-130-I	M3-1 - [MM1-CDF1-5] [IX4-FA] [CPIO]
DTL-130-K	OS-1XL-RIO - [VF1-WH1-5] [OS1-N]
DTL-130-L	PF-1XL - FWY
DTL-1310-A	M2-2D - [DM1-MK1-5] [IX3-FA] [CPIO]
DTL-1310-B	M2-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1320-A	[Q]C5-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1320-B	M2-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1330-A	[Q]R5-4D - [HB3-G1-5] [CX2-FA] [CPIO]
DTL-1340-A	[Q]C5-2D - [DM3-CHC1-5] [CX2-FA] [CPIO]
DTL-1340-B	M2-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1350-A	[Q]C2-4D-CDO-SN - [HM2-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-1350-B	C2-4D - [HM2-CHC1-5] [CX4-FA] [CPIO]
DTL-1350-C	C2-4D - [HM2-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-1360-A	[Q]C5-4D-CDO-SN - [DM4-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-1360-B	C2-4D - [DM4-CHC1-5] [CX2-FA] [CPIO]
DTL-1360-C	C5-4D - [DM4-CHC1-5] [CX2-FA] [CPIO]
DTL-1360-D	C5-4D - [DM4-CHC1-5] [CX4-FA] [CPIO]
DTL-1370-A	[Q]C2-4D-CDO-SN - [HM2-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-1370-B	[Q]R5-4D - [HM2-CHC1-5] [CX2-FA] [CPIO]
DTL-1380-A	[Q]C5-4D-CDO-SN - [DM4-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-1380-B	[Q]C5-4D-CDO-SN - [HM2-CHC1-5] [CX2-FA] [SN-CPIO-CDO]
DTL-1380-C	C5-4D - [HM2-CHC1-5] [CX2-FA] [CPIO]
DTL-1390-A	[Q]C5-4D-CDO-SN - [DM4-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-1390-B	C5-4D - [DM4-CHC1-5] [CX4-FA] [CPIO]
DTL-1390-C	C5-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-1390-D	C5-4D - [HM2-CHC1-5] [CX2-FA] [CPIO]
DTL-1400-A	[Q]C5-2D-O - [HM1-CHC1-5] [CX2-FA] [CPIO-O]

Subarea	Zone From - [To]
DTL-1400-B	M2-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-140-A	M3-1-RIO - [LF2-WH1-6] [I2-N]
DTL-140-C	OS-1XL-RIO - [VF1-WH1-5] [OS1-N]
DTL-140-D	PF-1XL - FWY
DTL-1410-A	C2-4D-O-SN - [HM2-CHC1-5] [CX4-FA] [SN-CPIO-O]
DTL-1420-A	[Q]R5-4D - [HB3-G1-5] [CX3-FA] [CPIO]
DTL-1420-B	C2-4D - [HB3-G1-5] [CX3-FA] [CPIO]
DTL-1430-A	[Q]R5-4D - [HB3-G1-5] [CX3-FA] [CPIO]
DTL-1430-B	C5-4D - [HB3-G1-5] [CX3-FA] [CPIO]
DTL-1440-A	[Q]C5-4D-CDO-SN - [DM4-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-1440-B	C5-4D - [DM4-CHC1-5] [CX2-FA] [CPIO]
DTL-1450-A	M2-2D - [LF2-WH1-6] [I1-N]
DTL-1450-B	M2-2D - [MB1-WH1-5] [IX2-FA]
DTL-1460-A	[Q]R5-2D - [MB4-G1-5] [CX2-FA] [CPIO]
DTL-1460-B	[Q]R5-2D - [MB4-SH1-5] [CX2-FA] [CPIO]
DTL-1460-C	C2-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1460-D	PF-2D - [MB4-G1-5] [P2-FA] [CPIO]
DTL-1470-A	(T)(Q)C2-2D - [DM1-SH1-5] [IX3-FA] [CPIO]
DTL-1470-B	M2-2D - [DM1-SH1-5] [IX3-FA] [CPIO]
DTL-1470-C	PF-2D - [DM1-SH1-5] [P2-FA] [CPIO]
DTL-1480-A	C2-2D - [DM3-CHC1-5] [CX2-FA] [CPIO]
DTL-1480-B	C2-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-1490-A	M3-1-RIO - [LF2-WH1-6] [I1-N]
DTL-1490-B	PF-1 - FWY
DTL-1490-C	PF-1XL - FWY
DTL-1500-A	M3-1-RIO - [LF2-WH1-6] [I2-N]
DTL-1500-B	M3-1-S-RIO - [LF2-WH1-6] [I2-N]
DTL-1500-D	PF-1XL - FWY
DTL-150-A	(T)(Q)C2-2 - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-150-B	[Q]C2-2-RIO - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-150-C	[Q]C2-2 - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-150-D	[T][Q]C2-2-RIO - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-150-E	UC(CA) - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-150-F	UI(CA) - UI(CA)
DTL-150-G	UV(CA) - UV(CA)
DTL-1510-A	M3-1-RIO - [LF2-WH1-6] [I2-N]
DTL-1520-A	M3-1-RIO - [LF2-WH1-6] [I2-N]
DTL-1520-B	PF-1XL - FWY
DTL-1530-A	M2-2D - [MB4-G1-5] [IX4-FA] [CPIO]
DTL-1530-B	M2-2D - [MB4-G1-5] [P2-FA] [CPIO]
DTL-1530-C	M2-2D - [MB4-SH1-5] [IX4-FA] [CPIO]
DTL-1530-D	M2-2D - [MB4-SH1-5] [P2-FA] [CPIO]

Subarea	Zone From - [To]
DTL-1530-E	PF-2D - [MB4-G1-5] [P2-FA] [CPIO]
DTL-1530-F	PF-2D - [MB4-SH1-5] [P2-FA] [CPIO]
DTL-1540-A	(T)(Q)C2-2-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-1540-B	M3-1-RIO - [MB3-CDF1-5] [IX4-FA] [CPIO]
DTL-1540-C	M3-1-RIO - [VF1-WH1-5] [OS1-N]
DTL-1540-D	PF-1XL-RIO - [MB3-CDF1-5] [P2-FA] [CPIO]
DTL-1550-A	M2-2D - [MB4-SH1-5] [IX4-FA]
DTL-1560-A	M2-2D - [MB4-G1-5] [IX4-FA] [CPIO]
DTL-1560-B	M2-2D - [MB4-SH1-5] [IX4-FA] [CPIO]
DTL-1570-A	M2-2D - [MB4-G1-5] [CX2-FA] [CPIO]
DTL-1570-B	M2-2D - [MB4-SH1-5] [CX2-FA] [CPIO]
DTL-1570-C	M2-2D - [MB4-SH1-5] [IX1-FA] [CPIO]
DTL-1580-A	M2-2D - [MB4-G1-5] [IX1-FA] [CPIO]
DTL-1580-B	M2-2D - [MB4-SH1-5] [IX1-FA] [CPIO]
DTL-1580-C	PF-2D - [MB4-G1-5] [P2-FA] [CPIO]
DTL-1580-D	PF-2D - [MB4-SH1-5] [P2-FA] [CPIO]
DTL-1590-A	[Q]C2-4D-CDO - [DM2-SH2-5] [CX1-FA] [CPIO-CDO]
DTL-1590-B	[Q]C4-4D-CDO - [DM2-SH2-5] [CX1-FA] [CPIO-CDO]
DTL-1600-A	PF-4D - [HB4-G1-5] [P2-FA] [CPIO]
DTL-160-A	[Q]C2-2 - [DM5-SH2-5] [CX1-FA] [CPIO]
DTL-160-B	C2-2 - [DM5-SH2-5] [CX1-FA] [CPIO]
DTL-160-C	GW(CA) - GW(CA)
DTL-160-D	MR2-1 - [DM5-SH2-5] [CX1-FA] [CPIO]
DTL-160-F	OS-1XL - [VF1-WH1-5] [OS1-N]
DTL-160-G	PF-1XL - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-160-H	UV(CA) - UV(CA)
DTL-1610-A	PF-2D - [MF1-WH1-5] [P2-FA] [CPIO]
DTL-1620-A	[Q]C2-4D-O-CDO - [MN1-SH2-5] [CX1-FA] [CPIO-O-CDO]
DTL-1630-A	(T)(Q)C2-2D - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-1630-B	C2-2D - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-1630-C	CR-1 - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-1630-E	P-2D - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-1630-F	PF-1 - FWY
DTL-1630-G	R4-1 - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-1630-H	R5-2D - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-1640-A	C2-2D - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-1640-B	C2-2D - [LM2-G1-5] [CX1-FA] [CPIO]
DTL-1640-C	C4-2D - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-1640-D	C4-2D - [LM2-MU2-5] [RX1-FA] [CPIO]
DTL-1640-F	PF-1XL - [DM1-G1-5] [P2-FA] [CPIO]
DTL-1640-G	PF-1XL - FWY
DTL-1640-H	R4-1 - [LM2-MU2-5] [RX1-FA] [CPIO]

Subarea	Zone From - [To]
DTL-1650-A	PF-1 - FWY
DTL-1650-B	PF-2D - [LF2-G1-5] [P2-FA] [CPIO]
DTL-1660-A	C2-2 - [LM2-G1-5] [CX2-FA] [CPIO]
DTL-1660-B	C2-2 - [MN1-AL2-5] [CX1-FA] [CPIO]
DTL-1660-C	C2-2 - [MN1-G1-5] [CX1-FA] [CPIO]
DTL-1660-D	C2-2 - [MN1-SH2-5] [CX1-FA] [CPIO]
DTL-1660-E	C2-2D-O - [LM2-G1-5] [CX2-FA] [CPIO-O]
DTL-1660-F	C2-2D - [LM2-G1-5] [CX1-FA] [CPIO]
DTL-1660-G	C2-2D - [LM2-G1-5] [CX2-FA] [CPIO]
DTL-1660-H	C2-2D - [MN1-AL2-5] [CX1-FA] [CPIO]
DTL-1660-I	C2-2D - [MN1-SH2-5] [CX1-FA] [CPIO]
DTL-1660-J	C2-2D - [MN1-SH2-5] [CX2-FA] [CPIO]
DTL-1660-K	C2-2D - [MN1-SH2-5] [RX1-FA] [CPIO]
DTL-1660-L	OS-1XL - [VF1-WH1-5] [OS1-N]
DTL-1660-M	PF-1XL - [LM2-G1-5] [P2-FA] [CPIO]
DTL-1660-N	PF-1XL - [MN1-G1-5] [P2-FA] [CPIO]
DTL-1660-O	PF-1XL - FWY
DTL-1660-P	R4-1 - [LM2-MU2-5] [RX1-FA] [CPIO]
DTL-1660-Q	R4-2-O - [LM2-G1-5] [CX2-FA] [CPIO-O]
DTL-1670-A	C2-2D - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-1670-B	C2-2D - [DM2-SH2-5] [CX2-FA] [CPIO]
DTL-1670-C	R4-1 - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-1670-D	R4-1 - [LM2-MU2-5] [RX1-FA] [CPIO]
DTL-1680-A	C4-2D - [HB3-G1-5] [CX2-FA] [CPIO]
DTL-1680-C	PF-1 - FWY
DTL-1680-D	R4-2D - [HB3-G1-5] [CX2-FA] [CPIO]
DTL-1690-A	C4-2D - [MB4-G1-5] [CX3-FA] [CPIO]
DTL-1690-B	PF-1 - FWY
DTL-1700-A	C2-2 - [DM2-G1-5] [CX1-FA] [CPIO]
DTL-1700-B	C2-2 - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-1700-C	C2-2 - [DM2-MK1-5] [CX1-FA] [CPIO]
DTL-1700-D	C2-2 - [DM2-SH2-5] [CX1-FA] [CPIO]
DTL-1700-E	C2-2 - [DM2-SH2-5] [CX2-FA] [CPIO]
DTL-170-A	[Q]R3-1 - [LN1-SH2-5] [RX1-FA] [CPIO]
DTL-170-B	C2-2 - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-170-C	C2-2 - [MN1-G1-5] [CX1-FA] [CPIO]
DTL-170-D	C2-2 - [MN1-MK1-5] [CX1-FA] [CPIO]
DTL-170-E	C2-2 - [MN1-SH2-5] [CX1-FA] [CPIO]
DTL-170-F	C2-2D - [LM2-G1-5] [CX1-FA] [CPIO]
DTL-170-G	C2-2D - [LM2-SH2-5] [CX1-FA] [CPIO]
DTL-170-H	C2-2D - [LN1-SH2-5] [RX1-FA] [CPIO]
DTL-170-I	PF-1XL - FWY

Subarea	Zone From - [To]
DTL-170-J	R3-1 - [LN1-MU1-5] [RX1-FA] [CPIO]
DTL-170-K	R3-1 - [LN1-MU2-5] [RX1-FA] [CPIO]
DTL-1710-A	PF-1 - [LF1-G1-5] [P2-FA] [CPIO]
DTL-1710-B	PF-1 - FWY
DTL-1710-C	PF-2D - [LF1-G1-5] [P2-FA] [CPIO]
DTL-1720-A	PF-1 - FWY
DTL-1720-B	PF-2D - [LF1-G1-5] [P2-FA] [CPIO]
DTL-1730-A	[Q]OS-2D - [VF1-WH1-5] [OS1-N]
DTL-1730-B	PF-2D - [LF1-G1-5] [P2-FA] [CPIO]
DTL-1730-C	PF-2D - [VF1-G1-5] [OS1-N]
DTL-1740-A	PF-2D - [LF1-WH1-5] [P2-FA] [CPIO]
DTL-1740-B	PF-2D - [VF1-WH1-5] [OS1-N]
DTL-1750-A	PF-2D - [LF2-G1-5] [P2-FA] [CPIO]
DTL-1760-A	C4-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-1760-B	PF-1 - FWY
DTL-1770-A	C4-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-1770-B	PF-1 - FWY
DTL-1780-A	C4-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-1790-A	[T][Q]C4-2D - [HB3-G1-5] [CX2-FA] [CPIO]
DTL-1790-B	C4-2D - [HB3-G1-5] [CX2-FA] [CPIO]
DTL-1790-C	PF-1 - FWY
DTL-1790-D	PF-2D - [LF2-G1-5] [P2-FA] [CPIO]
DTL-1800-A	[Q]OS-2D - [VF1-WH1-5] [OS1-N]
DTL-1800-B	PF-2D - [LF1-G1-5] [P2-FA] [CPIO]
DTL-180-A	GW(CA) - GW(CA)
DTL-180-B	OS-1XL - [VF1-WH1-5] [OS1-N]
DTL-180-C	PF-1 - [VF1-WH1-6] [I1-N]
DTL-180-D	PF-1XL - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-180-E	UI(CA) - UI(CA)
DTL-180-F	UV(CA) - UV(CA)
DTL-1810-A	PF-4D - [LF1-SH1-5] [P2-FA] [CPIO]
DTL-1820-A	C4-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-1830-A	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1840-A	[T][Q]C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1840-B	PF-4D - [HB5-SH1-5] [P2-FA] [CPIO]
DTL-1840-C	R5-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1850-A	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1850-B	R5-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1860-A	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1860-B	R5-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1870-A	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1880-A	R5-4D - [HB3-G1-5] [CX2-FA] [CPIO]

Subarea	Zone From - [To]
DTL-1880-B	R5-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-1890-A	[Q]C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1890-B	R5-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1900-A	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1900-B	R5-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-190-A	OS-1XL-RIO - [VF1-WH1-5] [OS1-N]
DTL-190-B	PF-1XL-RIO - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-190-C	PF-1XL - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-190-D	UI(CA) - UI(CA)
DTL-1910-A	[T][Q]C2-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-1910-B	R5-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-1920-A	[Q]C5-4D-CDO-SN - [DM4-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-1920-B	C5-4D - [DM4-CHC1-5] [CX2-FA] [CPIO]
DTL-1930-A	[Q]C2-4D-CDO-SN - [DM4-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-1930-B	[Q]C2-4D-CDO-SN - [HB5-SH1-5] [CX3-FA] [SN-CPIO-CDO]
DTL-1930-C	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1930-D	PF-4D-CDO - [DM4-CHC1-5] [P2-FA] [CPIO-CDO]
DTL-1930-E	PF-4D-CDO - [DM4-SH1-5] [P2-FA] [CPIO-CDO]
DTL-1930-F	PF-4D - [DM4-SH1-5] [P2-FA] [CPIO]
DTL-1940-A	[Q]C5-4D-CDO-SN - [DM4-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-1940-B	C5-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1950-A	C2-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-1960-A	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1970-A	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1980-A	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-1980-B	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-1990-A	C4-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2000-A	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-2000-B	PF-4D - [HB5-SH1-5] [P2-FA] [CPIO]
DTL-200-A	ADP-RIO - ADP-RIO
DTL-200-B	PF-1XL-RIO - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-200-C	UC(CA) - UC(CA)
DTL-200-D	UI(CA) - UI(CA)
DTL-200-E	UV(CA) - UV(CA)
DTL-2010-A	C2-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2010-B	C4-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2010-C	C5-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2020-A	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-2030-A	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-2040-A	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-2050-A	C2-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2060-A	OS-1XL - [VF1-WH1-5] [OS1-N]

Subarea	Zone From - [To]
DTL-2070-A	C2-4D - [HB3-G1-5] [CX2-FA] [CPIO]
DTL-2070-B	PF-1 - FWY
DTL-2080-A	C4-4D - [HB3-G1-5] [CX2-FA] [CPIO]
DTL-2080-B	PF-1 - FWY
DTL-2090-A	[Q]C2-4D-CDO - [HB5-G1-5] [CX3-FA] [CPIO-CDO]
DTL-2090-B	[Q]C4-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2090-C	C2-4D-CDO - [HB5-G1-5] [CX3-FA] [CPIO-CDO]
DTL-2090-D	C2-4D-CDO - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2090-E	C2-4D - [HB5-G1-5] [CX3-FA] [CPIO-CDO]
DTL-2090-F	C2-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2100-A	[Q]C4-2D - [DM3-CHC1-5] [CX2-FA] [CPIO]
DTL-210-A	[Q]M2-1-RIO - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-210-B	[Q]M3-1-RIO - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-210-C	ADP-RIO - ADP-RIO
DTL-210-D	M3-1-RIO - [LF2-WH1-5] [I1-N]
DTL-210-E	OS-1XL-RIO - [VF1-WH1-5] [OS1-N]
DTL-210-F	PF-1XL-RIO - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-2110-A	[Q]C4-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2110-B	C2-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2110-C	C4-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2120-A	[Q]C4-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2120-B	[Q]C4-4D - [HM2-CHC1-5] [CX3-FA] [CPIO]
DTL-2120-C	[Q]PF-4D - [HB5-G1-5] [P2-FA] [CPIO]
DTL-2120-D	[Q]PF-4D - [HM2-G1-5] [P2-FA] [CPIO]
DTL-2130-A	[Q]C4-4D - [DM4-CHC1-5] [CX2-FA] [CPIO]
DTL-2130-B	[Q]C4-4D - [VF1-WH1-5] [OS1-N]
DTL-2140-A	[Q]C2-4D-CDO-SN - [HB5-SH1-5] [CX3-FA] [SN-CPIO-CDO]
DTL-2140-B	[Q]C4-4D-CDO-SN - [HB5-SH1-5] [CX3-FA] [SN-CPIO-CDO]
DTL-2140-C	[Q]C4-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-2140-D	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-2150-A	[Q]C4-4D-CDO-SN - [HM2-CHC1-5] [CX3-FA] [CPIO-CDO-SN]
DTL-2150-B	[Q]C4-4D-CDO-SN - [HM2-CHC1-5] [CX3-FA] [SN-CPIO-CDO]
DTL-2150-C	[Q]C4-4D - [HM2-CHC1-5] [CX3-FA] [CPIO]
DTL-2160-A	[Q]C2-4D-CDO-SN - [HB5-SH1-5] [CX3-FA] [SN-CPIO-CDO]
DTL-2160-B	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-2170-A	[Q]C2-4D-CDO-SN - [HB5-SH1-5] [CX3-FA] [SN-CPIO-CDO]
DTL-2170-B	[Q]C2-4D-CDO-SN - [HM2-CHC1-5] [CX3-FA] [SN-CPIO-CDO]
DTL-2170-C	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-2170-D	C2-4D - [HM2-CHC1-5] [CX3-FA] [SN-CPIO-CDO]
DTL-2180-A	[Q]C4-4D-CDO-SN - [DM4-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-2180-B	[Q]C4-4D - [DM4-CHC1-5] [CX2-FA] [CPIO]
DTL-2190-A	C2-4D - [HB5-G1-5] [CX3-FA] [CPIO]

Subarea	Zone From - [To]
DTL-2190-B	R5-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-2200-A	C2-4D - [HB6-G1-5] [CX3-FA] [CPIO]
DTL-2200-B	R5-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-220-A	[Q]M3-1-RIO - [HB5-G1-5] [P2-FA] [CPIO]
DTL-220-B	[Q]M3-1-RIO - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-220-C	[Q]M3-1-RIO - [MB4-G1-5] [CX3-FA]
DTL-220-D	OS-1XL-RIO - [VF1-WH1-5] [OS1-N]
DTL-220-E	PF-1XL-RIO - [HB5-G1-5] [P2-FA] [CPIO]
DTL-220-F	PF-1XL-RIO - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-220-G	PF-1XL - FWY
DTL-2210-A	[Q]C4-2D - [HB1-G1-5] [CX3-FA] [CPIO]
DTL-2220-A	C2-4D-SN - [HB4-SH1-5] [CX3-FA] [SN-CPIO]
DTL-2230-A	C4-2D - [HB4-G1-5] [P2-FA] [CPIO]
DTL-2230-B	PF-4D - [HB4-G1-5] [P2-FA] [CPIO]
DTL-2240-A	C4-2D - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-2240-C	PF-1 - FWY
DTL-2240-D	PF-2D - [LF2-G1-5] [P2-FA] [CPIO]
DTL-2250-A	OS-2D - [VF1-WH1-5] [OS1-N]
DTL-2250-B	PF-2D - [LF2-G1-5] [P2-FA] [CPIO]
DTL-2250-C	PF-2D - [VF1-WH1-5] [OS1-N]
DTL-2260-A	PF-2D - [LF2-G1-5] [P2-FA] [CPIO]
DTL-2260-B	PF-2D - [VF1-WH1-5] [OS1-N]
DTL-2270-A	PF-4D - [HB5-SH1-5] [P2-FA] [CPIO]
DTL-2280-A	[T][Q]C2-2D-CDO-RIO - [DM2-G1-5] [CX2-FA] [CPIO-CDO]
DTL-2280-B	[T][Q]C2-2D-CDO-RIO - [DM2-SH2-5] [CX2-FA] [CPIO-CDO]
DTL-2280-C	[T][Q]C2-2D-RIO - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-2280-D	C2-1-CDO-RIO - [DM2-G1-5] [CX2-FA] [CPIO-CDO]
DTL-2280-E	C2-1-RIO - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-2280-F	M3-1-CDO-RIO - [DM2-SH2-5] [CX2-FA] [CPIO-CDO]
DTL-2280-G	M3-1-RIO - [LF2-WH1-6] [I1-N]
DTL-2280-H	M3-1-RIO - [LM1-CDF 1-5] [IX4-FA] [CPIO]
DTL-2280-I	PF-1XL-RIO - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-2290-A	CM-1-RIO - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-2290-B	CM-1-RIO - [LF2-WH1-6] [I1-N]
DTL-2290-C	CM-1-RIO - FWY
DTL-2290-D	M3-1-RIO - [LF2-WH1-6] [I1-N]
DTL-2290-E	PF-1XL-RIO - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-2290-F	PF-1XL - FWY
DTL-2300-A	PF-1 - FWY
DTL-2300-B	PF-2D - [LF2-G1-5] [P2-FA] [CPIO]
DTL-230-A	M3-1-RIO-CUGU - [VF1-WH1-5] [OS1-N]
DTL-230-B	M3-1-RIO - [LF2-WH1-6] [I2-N]

Subarea	Zone From - [To]
DTL-230-C	M3-1-RIO - [VF1-WH1-5] [OS1-N]
DTL-230-D	OS-1XL-RIO - [VF1-WH1-5] [OS1-N]
DTL-2310-A	[T][Q]C4-2D - [LF2-G1-5] [P2-FA] [CPIO]
DTL-2310-B	[T][Q]PF-2D - [LF2-G1-5] [P2-FA] [CPIO]
DTL-2310-C	[T][Q]PF-2D - [MN1-CHC1-5] [P2-FA] [CPIO]
DTL-2310-D	C4-1VL - [LF2-G1-5] [P2-FA] [CPIO]
DTL-2310-E	C4-1VL - [MN1-CHC1-5] [P2-FA] [CPIO]
DTL-2310-F	OS-1VL - [VF1-WH1-5] [OS1-N]
DTL-2310-G	PF-1 - [LF2-G1-5] [P2-FA] [CPIO]
DTL-2310-H	PF-1 - FWY
DTL-2310-I	PF-1VL - [LF2-G1-5] [P2-FA] [CPIO]
DTL-2310-J	PF-1VL - [MN1-CHC1-5] [P2-FA] [CPIO]
DTL-2310-K	PF-1VL - FWY
DTL-2320-A	[Q]M3-1-RIO - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-2320-B	[Q]M3-1-RIO - [MB4-G1-5] [CX3-FA]
DTL-2320-C	ADP-RIO - ADP-RIO
DTL-2320-D	PF-1XL - FWY
DTL-2330-A	[Q]M3-1-RIO - [LF2-WH1-5] [I1-N]
DTL-2330-B	ADP-RIO - ADP-RIO
DTL-2330-C	C2-2-RIO - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-2340-A	[Q]PF-2D - [MF1-WH1-5] [P2-FA] [CPIO]
DTL-2340-B	PF-1 - FWY
DTL-2350-A	PF-1 - FWY
DTL-2350-B	PF-2D - [LF1-G1-5] [P2-FA] [CPIO]
DTL-2360-A	[Q]C4-2D-CDO - [DM2-G1-5] [CX1-FA] [CPIO-CDO]
DTL-2360-B	[Q]C4-2D-CDO - [DM2-SH2-5] [CX1-FA] [CPIO-CDO]
DTL-2360-C	[Q]C4-2D-CDO - [MN1-G1-5] [CX1-FA] [CPIO-CDO]
DTL-2360-D	[Q]C4-2D-CDO - [MN1-SH2-5] [CX1-FA] [CPIO-CDO]
DTL-2360-E	PF-2D-CDO - [DM2-G1-5] [P2-FA] [CPIO-CDO]
DTL-2370-A	[Q]C2-4D-O-CDO - [DM2-SH2-5] [CX1-FA] [CPIO-O-CDO]
DTL-2370-B	[Q]C2-4D-O-CDO - [MN1-SH2-5] [CX1-FA] [CPIO-O-CDO]
DTL-2380-A	[Q]C2-4D-O-CDO - [DM2-SH2-5] [CX1-FA] [CPIO-O-CDO]
DTL-2380-B	[Q]C2-4D-O-CDO - [MN1-SH2-5] [CX1-FA] [CPIO-O-CDO]
DTL-2380-C	R5-4D-O-CDO - [MN1-SH2-5] [CX1-FA] [CPIO-O-CDO]
DTL-2390-A	PF-2D-CDO - [MF1-WH1-5] [P2-FA] [CPIO-CDO]
DTL-2400-A	(Q)R5-2 - [DM2-SH2-5] [CX2-FA] [CPIO]
DTL-2400-B	C2-2 - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-2400-C	C2-2 - [DM2-SH2-5] [CX2-FA] [CPIO]
DTL-240-A	(Q)CEC-4D-O - [HB5-G1-5] [P2-FA] [CPIO-O]
DTL-240-B	(Q)CEC-4D-O - [HB6-SH1-5] [P2-FA] [CPIO-O]
DTL-240-C	LASED - LASED
DTL-240-D	PF-1-O - FWY-O

Subarea	Zone From - [To]
DTL-240-E	PF-1 - FWY
DTL-2410-A	M3-1-RIO - [LM1-CDF1-5] [IX4-FA] [CPIO]
DTL-2410-B	M3-1-RIO - [MB2-CDR1-6] [I1-N]
DTL-2410-C	M3-1-RIO - [MM1-CDR1-5] [P2-FA] [CPIO]
DTL-2410-D	M3-1-RIO - [MM1-CDR1-6] [I1-N]
DTL-2410-E	OS-1XL-RIO - [VF1-WH1-5] [OS1-N]
DTL-2410-F	PF-1XL-RIO - [MM1-CDR1-5] [P2-FA] [CPIO]
DTL-2410-G	PF-1XL - FWY
DTL-2420-A	A1-1XL - [LF2-WH1-5] [A1-1L]
DTL-2420-B	OS-1XL - [LN1-MU2-5] [RG1-FA] [CPIO]
DTL-2420-C	PF-1XL - [LN1-MU2-5] [P2-FA] [CPIO]
DTL-2420-D	PF-1XL - [VF1-WH1-5] [OS1-N]
DTL-2420-E	PF-1XL - FWY
DTL-2420-F	R3-1-O - [LN1-MU1-5] [RG1-FA] [CPIO-O]
DTL-2420-G	R3-1-O - [LN1-MU2-5] [RG1-FA] [CPIO-O]
DTL-2420-H	R3-1 - [LN1-MU2-5] [RG1-FA] [CPIO]
DTL-2420-I	R3-1VL - [LN1-MU2-5] [RG1-FA] [CPIO]
DTL-2420-J	R4-1-O - [LN1-MU2-5] [RG1-FA] [CPIO-O]
DTL-2420-K	RD1.5-1 - [LN1-MU1-5] [RG1-FA] [CPIO]
DTL-2420-L	RD2-1-O - [LM2-MU1-5] [CX2-FA] [CPIO-O]
DTL-2420-M	RD2-1-O - [LN1-MU1-5] [RG1-FA] [CPIO-O]
DTL-2430-A	C1-1 - [LM2-G1-5] [CX1-FA] [CPIO]
DTL-2430-B	C1-1 - [LM2-G1-5] [CX2-FA] [CPIO]
DTL-2430-C	C1-1 - [LM2-MU1-5] [CX1-FA] [CPIO]
DTL-2430-D	C2-2D - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-2430-E	PF-1XL - FWY
DTL-2430-F	R3-1 - [LN1-MU1-5] [RG1-FA] [CPIO]
DTL-2430-G	R4-1 - [LM2-G1-5] [CX1-FA] [CPIO]
DTL-2430-H	R4-1 - [LM2-MU2-5] [RG1-FA] [CPIO]
DTL-2430-I	R4P-1 - [DM1-G1-5] [CX2-FA] [CPIO]
DTL-2430-J	R4P-1 - [LM2-G1-5] [CX2-FA] [CPIO]
DTL-2430-K	RD1.5-1 - [LN1-MU1-5] [RG1-FA] [CPIO]
DTL-2440-A	M3-1-RIO-CUGU - [VF1-WH1-5] [OS1-N]
DTL-2440-B	M3-1-RIO - [LF2-WH1-6] [I2-N]
DTL-2440-C	M3-1-RIO - [VF1-WH1-5] [OS1-N]
DTL-2440-D	OS-1XL-RIO - [VF1-WH1-5] [OS1-N]
DTL-2440-E	M3-1-RIO - [LF2-WH1-6] [I2-N]
DTL-250-A	(T)(Q)C2-2-RIO - [LM1-CDF1-5] [IX4-FA] [CPIO]
DTL-250-B	(T)(Q)C2-2D-RIO - [LM1-CDF1-5] [IX4-FA] [CPIO]
DTL-250-C	(T)(Q)CM-1-RIO - [LM1-CDF1-5] [IX4-FA] [CPIO]
DTL-250-D	(T)(Q)CM-2-RIO - [LM1-CDF1-5] [IX4-FA] [CPIO]
DTL-250-E	[Q]C2-2D-RIO - [DM2-G1-5] [CX2-FA] [CPIO]

Subarea	Zone From - [To]
DTL-250-F	[Q]C2-2D-RIO - [LM1-CDF1-5] [IX4-FA] [CPIO]
DTL-250-G	[Q]M3-2-RIO - [LM1-CDF1-5] [IX4-FA] [CPIO]
DTL-250-H	CM-1-RIO - [DM2-G1-5] [CX2-FA] [CPIO]
DTL-250-I	CM-1-RIO - [LM1-CDF1-5] [IX4-FA] [CPIO]
DTL-250-J	M3-1-RIO - [LM1-CDF1-5] [IX4-FA] [CPIO]
DTL-260-A	[Q]C2-3D-CDO - [DM2-SH2-5] [CX2-FA] [CPIO-CDO]
DTL-260-B	[Q]C2-3D-O-CDO - [DM2-SH2-5] [CX2-FA] [CPIO-O-CDO]
DTL-270-A	M2-2D-O-CDO - [DM2-G1-5] [CX2-FA] [CPIO-O-CDO]
DTL-270-B	M2-2D-O - [DM2-G1-5] [CX2-FA] [CPIO-O]
DTL-280-A	(Q)C2-2D-RIO - [MB3-CDR1-5] [IX4-FA] [CPIO]
DTL-280-B	M3-1-RIO - [LM1-CDF1-5] [IX4-FA] [CPIO]
DTL-280-C	M3-1-RIO - [MB2-CDR1-6] [I1-N]
DTL-280-D	OS-1XL-RIO - [VF1-WH1-5] [OS1-N]
DTL-280-E	PF-1XL-RIO - [LM1-CDF1-5] [IX4-FA] [CPIO]
DTL-280-F	PF-1XL-RIO - [MB3-CDR1-5] [IX4-FA] [CPIO]
DTL-280-G	PF-1XL-RIO - [MM1-CDR1-5] [P2-FA] [CPIO]
DTL-290-A	M2-2D-O-CDO - [DM2-G1-5] [CX2-FA] [CPIO-O-CDO]
DTL-290-B	M2-2D-O - [DM2-G1-5] [CX2-FA] [CPIO-O]
DTL-290-C	M2-2D-O - [DM2-SH1-5] [CX2-FA] [CPIO-O]
DTL-300-A	[Q]R5-4D-SN - [HB5-SH1-5] [CX4-FA] [SN-CPIO]
DTL-300-B	C2-4D-SN - [HB5-SH1-5] [CX4-FA] [SN-CPIO]
DTL-310-A	C2-4D-SN - [HB5-G1-5] [CX4-FA] [CPIO]
DTL-310-B	C2-4D - [HB5-G1-5] [CX4-FA] [CPIO]
DTL-310-C	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-310-D	LASED - LASED
DTL-310-E	PF-1 - FWY
DTL-320-A	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-330-A	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-340-A	C2-4D - [HB3-SH1-5] [CX3-FA] [CPIO]
DTL-350-A	M2-2D - [DM1-G1-5] [IX3-FA] [CPIO]
DTL-350-B	M2-2D - [DM1-SH1-5] [IX3-FA] [CPIO]
DTL-350-C	PF-1 - [LF2-WH1-5] [P2-FA] [CPIO]
DTL-350-D	PF-1 - FWY
DTL-350-E	PF-2D-O - [DM1-G1-5] [P2-FA] [CPIO-O]
DTL-360-A	C2-4D-SN - [HB5-SH1-5] [CX4-FA] [SN-CPIO]
DTL-360-B	C4-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-360-C	PF-1 - FWY
DTL-370-A	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-380-A	C2-2D-O - [MN1-AL2-5] [CX1-FA] [CPIO-O]
DTL-390-A	M2-2D - [DM1-G1-5] [IX3-FA] [CPIO]
DTL-390-B	M2-2D - [HB1-G1-5] [CX2-FA] [CPIO]
DTL-400-A	PF-1 - FWY

Subarea	Zone From - [To]
DTL-400-B	M2-2D - [DM1-G1-5] [IX3-FA] [CPIO]
DTL-400-C	M2-2D - [HB1-G1-5] [CX2-FA] [CPIO]
DTL-400-E	PF-1 - FWY
DTL-410-A	M2-2D - [HB1-G1-5] [CX2-FA] [CPIO]
DTL-420-A	[Q]C4-4D - [HB3-SH1-5] [CX3-FA] [CPIO]
DTL-420-B	[Q]R5-4D - [HB3-G1-5] [CX3-FA] [CPIO]
DTL-420-C	C2-4D - [HB3-G1-5] [CX3-FA] [CPIO]
DTL-420-D	C2-4D - [HB3-SH1-5] [CX3-FA] [CPIO]
DTL-430-A	[Q]R5-4D - [HB3-G1-5] [CX2-FA] [CPIO]
DTL-430-B	[Q]R5-4D - [HB3-SH1-5] [CX2-FA] [CPIO]
DTL-430-C	OS-4D - [HB3-G1-5] [CX2-FA] [CPIO]
DTL-430-D	OS-4D - [VF1-WH1-5] [OS1-N]
DTL-440-A	[Q]R5-4D - [HB3-G1-5] [CX2-FA] [CPIO]
DTL-450-A	[Q]R5-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-460-A	[Q]R5-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-460-B	PF-4D-O - [HB3-G1-5] [P2-FA] [CPIO-O]
DTL-470-A	C2-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-470-B	PF-1 - FWY
DTL-480-A	[Q]R5-2D - [MN1-CHC1-5] [CX1-FA] [CPIO]
DTL-480-B	[Q]R5-2D - [MN1-SH1-5] [CX1-FA] [CPIO]
DTL-480-C	C2-2D - [MN1-AL2-5] [CX1-FA] [CPIO]
DTL-480-D	C2-2D - [MN1-SH1-5] [CX1-FA] [CPIO]
DTL-480-E	PF-2D - [MN1-SH1-5] [P2-FA] [CPIO]
DTL-490-A	[Q]R5-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-490-B	[Q]R5-2D - [MB4-G1-5] [CX2-FA] [CPIO]
DTL-490-C	[Q]R5-2D - [MB4-SH1-5] [CX2-FA] [CPIO]
DTL-490-D	OS-2D - [VF1-WH1-5] [OS1-N]
DTL-490-E	PF-2D - [MB4-G1-5] [P2-FA] [CPIO]
DTL-500-A	C2-2D - [DM3-CHC1-5] [CX2-FA] [CPIO]
DTL-500-B	C2-2D - [HM1-CHC1-5] [CX2-FA] [CPIO]
DTL-510-A	M2-2D - [HB1-G1-5] [CX2-FA] [CPIO]
DTL-520-A	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-530-A	C2-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-530-B	PF-1 - FWY
DTL-540-A	C2-4D - [DM4-CHC1-5] [CX2-FA] [CPIO]
DTL-550-A	C2-4D - [DM4-CHC1-5] [CX2-FA] [CPIO]
DTL-560-A	C2-4D-O-SN - [HB3-G1-5] [CX2-FA] [SN-CPIO-O]
DTL-560-B	C2-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-570-A	C2-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-580-A	C2-4D-O-SN - [HB3-G1-5] [CX2-FA] [SN-CPIO-O]
DTL-580-B	C2-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-590-A	[Q]R5-4D-O - [HM2-CHC1-5] [CX2-FA] [CPIO-O]

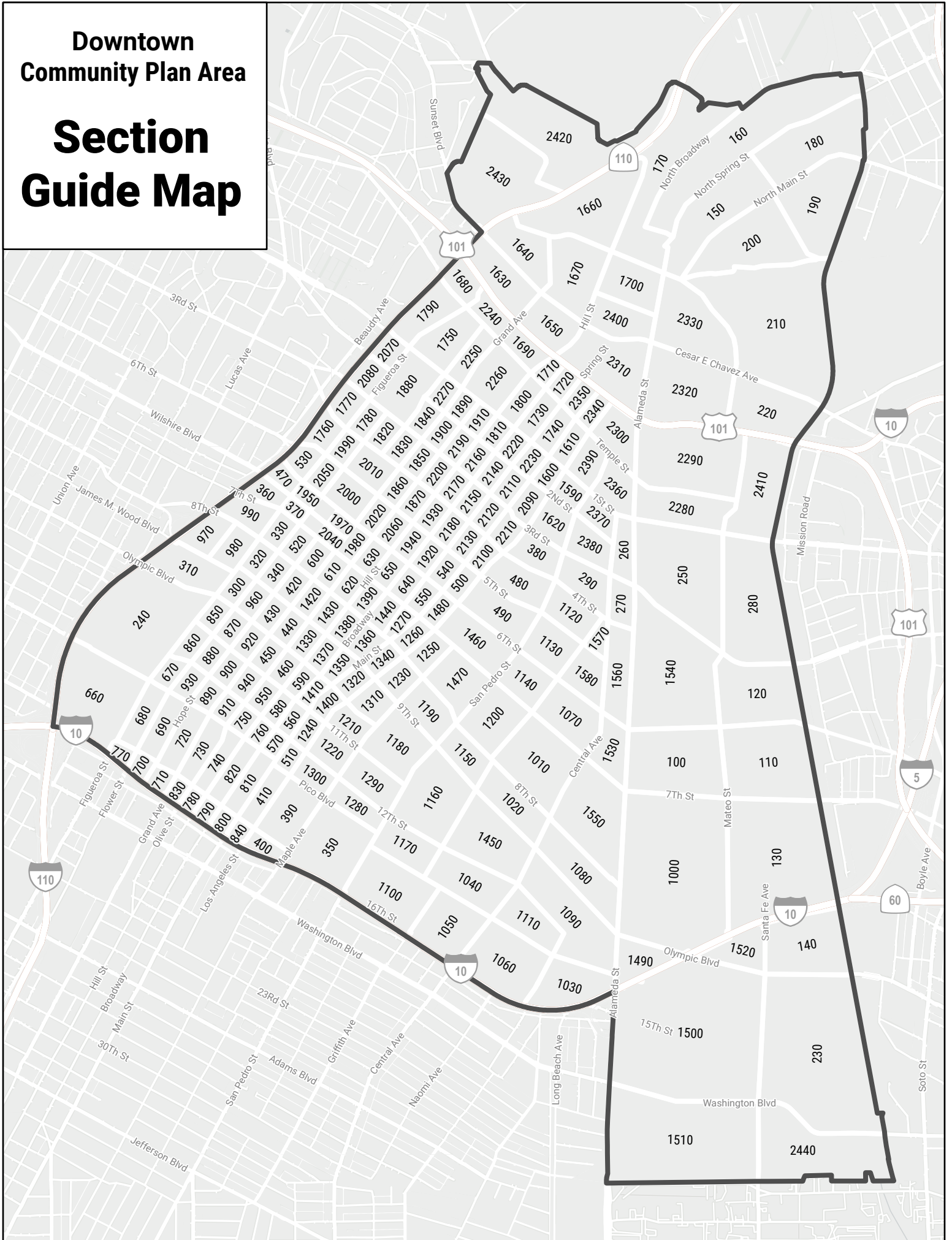
Subarea	Zone From - [To]
DTL-590-B	C2-4D-O-SN - [HM2-CHC1-5] [CX4-FA] [SN-CPIO-O]
DTL-600-A	C2-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-600-B	C2-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-600-C	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-610-A	C2-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-610-B	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-620-A	C5-4D - [HB5-G1-5] [CX3-FA] [CPIO]
DTL-620-B	C5-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-630-A	C5-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-630-B	C5-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-640-A	[Q]C5-4D-CDO-SN - [DM4-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-640-B	C5-4D - [DM4-CHC1-5] [CX2-FA] [CPIO]
DTL-650-A	[Q]C5-4D-CDO-SN - [DM4-CHC1-5] [CX4-FA] [SN-CPIO-CDO]
DTL-650-B	[Q]C5-4D-CDO-SN - [HB5-SH1-5] [CX3-FA] [SN-CPIO-CDO]
DTL-650-C	C5-4D - [HB5-SH1-5] [CX3-FA] [CPIO]
DTL-650-D	C5-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-660-A	(Q)CEC-4D-O - [HB6-G1-5] [P2-FA] [CPIO-O]
DTL-660-B	(Q)CEC-4D-O - [HB6-SH1-5] [P2-FA] [CPIO-O]
DTL-660-C	C2-2D-O - [HB5-G1-5] [CX3-FA] [CPIO-O]
DTL-660-D	C2-2D-O - [LF2-WH1-6] [I1-N] [O]
DTL-660-F	PF-1-O - FWY-O
DTL-660-G	PF-1 - FWY
DTL-660-H	PF-4D-O - FWY-O
DTL-670-A	(Q)C2-4D-O-SN - [HB5-SH1-5] [CX4-FA] [CPIO-O-SN]
DTL-670-B	(T)(Q)C2-4D-O-SN - [HB5-SH1-5] [CX4-FA] [CPIO-O-SN]
DTL-670-C	LASED - LASED
DTL-680-A	(T)(Q)C2-2-O - [HB5-G1-5] [CX4-FA] [CPIO-O]
DTL-680-B	(T)(Q)C2-2-O - [HB5-SH1-5] [CX4-FA] [CPIO-O]
DTL-680-C	C2-2D-O-SN - [HB5-G1-5] [CX4-FA] [CPIO-O-SN]
DTL-680-D	C2-2D-O-SN - [HB5-SH1-5] [CX4-FA] [CPIO-O-SN]
DTL-680-E	C2-2D-O - [HB5-G1-5] [CX4-FA] [CPIO-O]
DTL-680-F	C2-2D-O - [HB5-SH1-5] [CX4-FA] [CPIO-O]
DTL-690-A	[Q]R5-2D-O-SN - [HB3-G1-5] [CX3-FA] [CPIO-O-SN]
DTL-690-B	[Q]R5-2D-O - [HB3-G1-5] [CX3-FA] [CPIO-O]
DTL-690-C	[Q]R5-2D-O - [HB3-SH1-5] [CX3-FA] [CPIO-O]
DTL-700-A	C2-2D-O - [HB3-G1-5] [CX3-FA] [CPIO-O]
DTL-700-C	PF-1 - FWY
DTL-710-A	C2-2D-O - [HB3-G1-5] [CX3-FA] [CPIO-O]
DTL-710-B	PF-1-O - FWY-O
DTL-710-C	PF-1 - FWY
DTL-720-A	C2-2D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-720-B	C2-2D-O - [HB3-G1-5] [CX3-FA] [CPIO-O]

Subarea	Zone From - [To]
DTL-720-C	C2-2D-O - [HB3-SH1-5] [CX2-FA] [CPIO-O]
DTL-730-A	C2-2D-O - [HB2-G1-5] [CX2-FA] [CPIO-O]
DTL-730-B	C2-2D - [HB2-G1-5] [CX2-FA] [CPIO]
DTL-730-C	PF-2D-O - [HB2-G1-5] [P2-FA] [CPIO-O]
DTL-740-A	C2-2D-O - [HB2-G1-5] [CX2-FA] [CPIO-O]
DTL-750-A	C2-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-760-A	C2-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-770-A	C2-2D-O - [HB5-G1-5] [CX4-FA] [CPIO-O]
DTL-770-B	C2-2D-O - [HB5-SH1-5] [CX4-FA] [CPIO-O]
DTL-770-D	PF-1 - FWY
DTL-780-A	PF-1-O - [HB2-G1-5] [P2-FA] [CPIO-O]
DTL-780-B	PF-1-O - FWY-O
DTL-780-C	PF-1 - FWY
DTL-790-A	C2-2D-O - [HB2-G1-5] [CX2-FA] [CPIO-O]
DTL-790-B	PF-1-O - FWY
DTL-790-C	PF-1 - FWY
DTL-800-A	C2-2D-O - [HB2-G1-5] [CX2-FA] [CPIO-O]
DTL-800-B	PF-1-O - FWY-O
DTL-800-C	PF-1 - FWY
DTL-810-A	C2-2D-O - [HB2-G1-5] [CX2-FA] [CPIO-O]
DTL-810-B	C2-2D - [HB2-G1-5] [CX2-FA] [CPIO]
DTL-820-A	C2-2D-O - [HB2-G1-5] [CX2-FA] [CPIO-O]
DTL-820-B	PF-2D-O - [HB2-G1-5] [P2-FA] [CPIO-O]
DTL-830-A	C2-2D-O - [HB2-G1-5] [CX2-FA] [CPIO-O]
DTL-830-B	PF-1-O - FWY-O
DTL-830-C	PF-1 - FWY
DTL-840-A	M2-2D - [HB1-G1-5] [CX2-FA] [CPIO]
DTL-840-B	PF-1-O - FWY-O
DTL-840-C	PF-1 - FWY
DTL-850-A	[Q]R5-4D-O - [HB5-SH1-5] [CX4-FA] [CPIO-O]
DTL-850-B	C2-4D-O - [HB5-SH1-5] [CX4-FA] [CPIO-O]
DTL-860-A	LASED - LASED
DTL-870-A	[Q]R5-4D-O - [HB3-G1-5] [CX3-FA] [CPIO-O]
DTL-870-B	[Q]R5-4D-O - [HB3-SH1-5] [CX3-FA] [CPIO-O]
DTL-880-A	[Q]R5-4D-O - [HB3-G1-5] [CX3-FA] [CPIO-O]
DTL-880-B	[Q]R5-4D-O - [HB3-SH1-5] [CX3-FA] [CPIO-O]
DTL-890-A	[Q]R5-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-890-B	[Q]R5-4D-O - [HB3-SH1-5] [CX2-FA] [CPIO-O]
DTL-900-A	[Q]R5-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-900-B	[Q]R5-4D-O - [HB3-SH1-5] [CX2-FA] [CPIO-O]
DTL-910-A	[Q]R5-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-910-B	C2-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]

Subarea	Zone From - [To]
DTL-920-A	[Q]R5-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-920-B	[Q]R5-4D-O - [HB3-SH1-5] [CX2-FA] [CPIO-O]
DTL-930-A	[Q]R5-4D-O-SN - [HB3-G1-5] [CX3-FA] [CPIO-O-SN]
DTL-930-B	[Q]R5-4D-O - [HB3-G1-5] [CX3-FA] [CPIO-O]
DTL-930-C	[Q]R5-4D-O - [HB3-SH1-5] [CX3-FA] [CPIO-O]
DTL-940-A	[Q]R5-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-940-B	C2-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-950-A	C2-4D-O - [HB3-G1-5] [CX2-FA] [CPIO-O]
DTL-960-A	[Q]R5-4D - [HB3-SH1-5] [CX3-FA] [CPIO]
DTL-970-A	C2-4D - [HB5-G1-5] [CX4-FA] [CPIO]
DTL-970-B	PF-1 - FWY
DTL-980-A	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-990-A	C2-4D - [HB5-SH1-5] [CX4-FA] [CPIO]
DTL-990-C	PF-1 - FWY

Downtown Community Plan Area

Section Guide Map






ZONING MAP AMENDMENTS

SUBAREAS

DTL-100-A, DTL-100-B, DTL-100-C

 Building Line Removal

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**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS


DTL-110-A, DTL-110-B, DTL-110-C, DTL-110-D, DTL-110-E, DTL-110-F

Section:

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CPC-1994-0213-CPU

**Downtown
Community Plan Area**

 Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-120-A, DTL-120-B, DTL-120-C, DTL-120-D, DTL-120-E, DTL-120-F, DTL-120-G

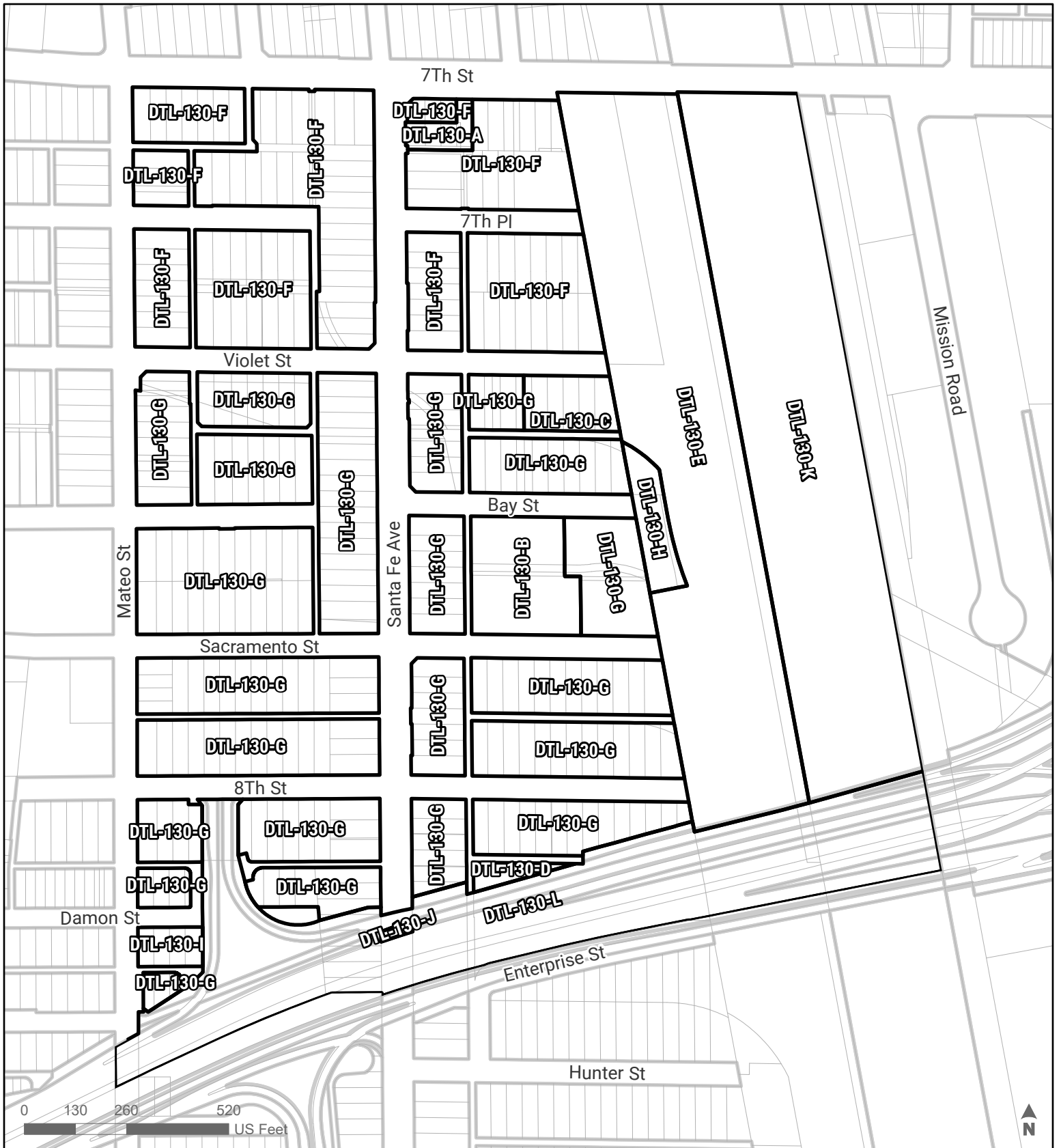
Section:

120

CPC-1994-0213-CPU

**Downtown
Community Plan Area**


Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-130-A, DTL-130-B, DTL-130-C, DTL-130-D, DTL-130-E, DTL-130-F, DTL-130-G, DTL-130-H, DTL-130-I, DTL-130-J, DTL-130-K, DTL-130-L, DTL-140-D, DTL-1000-F, DTL-1520-B

 Building Line Removal

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**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-130-L, DTL-140-A, DTL-140-B, DTL-140-C, DTL-140-D, DTL-1520-B

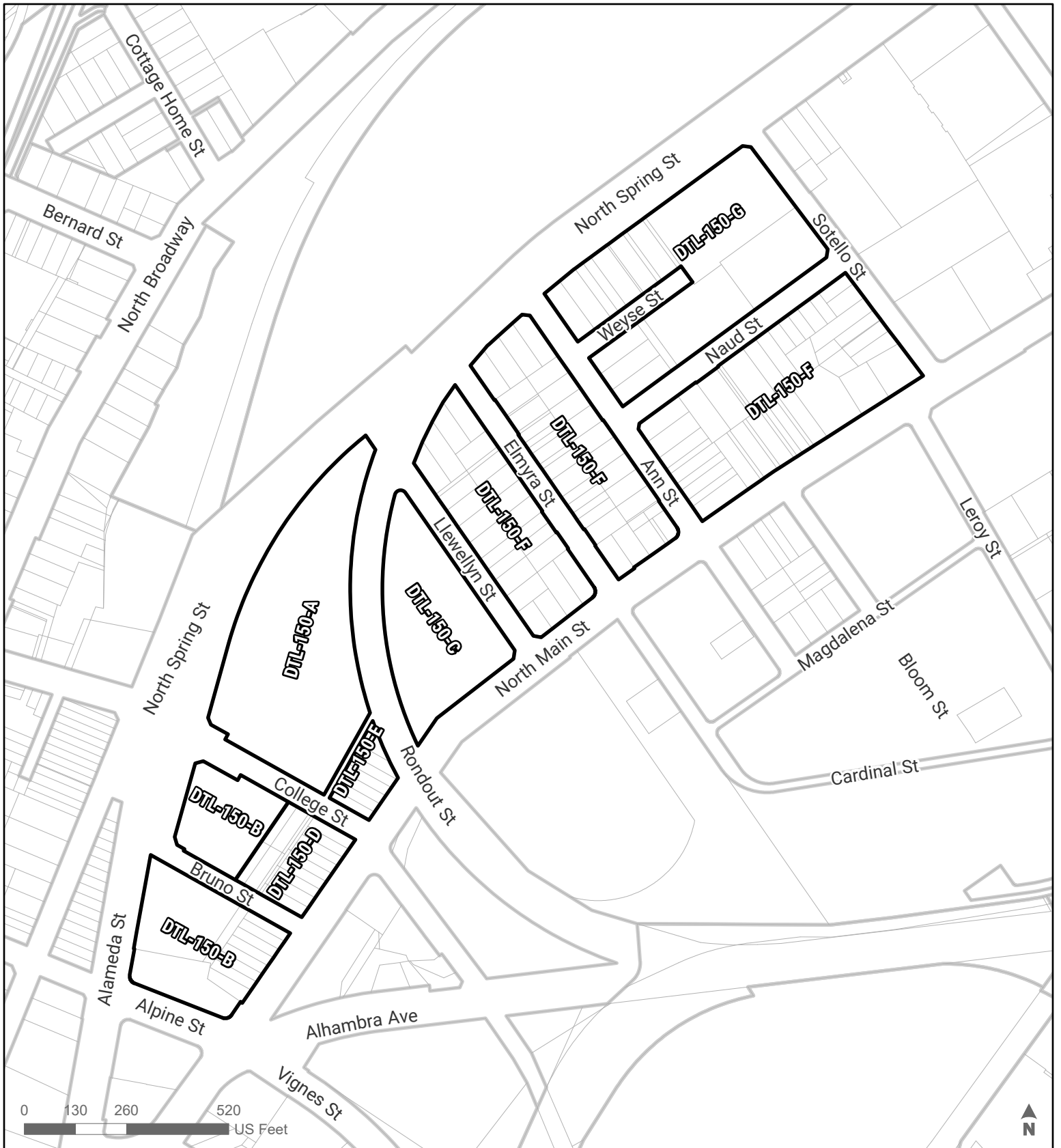
 Building Line Removal

Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-150-A, DTL-150-B, DTL-150-C, DTL-150-D, DTL-150-E, DTL-150-F, DTL-150-G

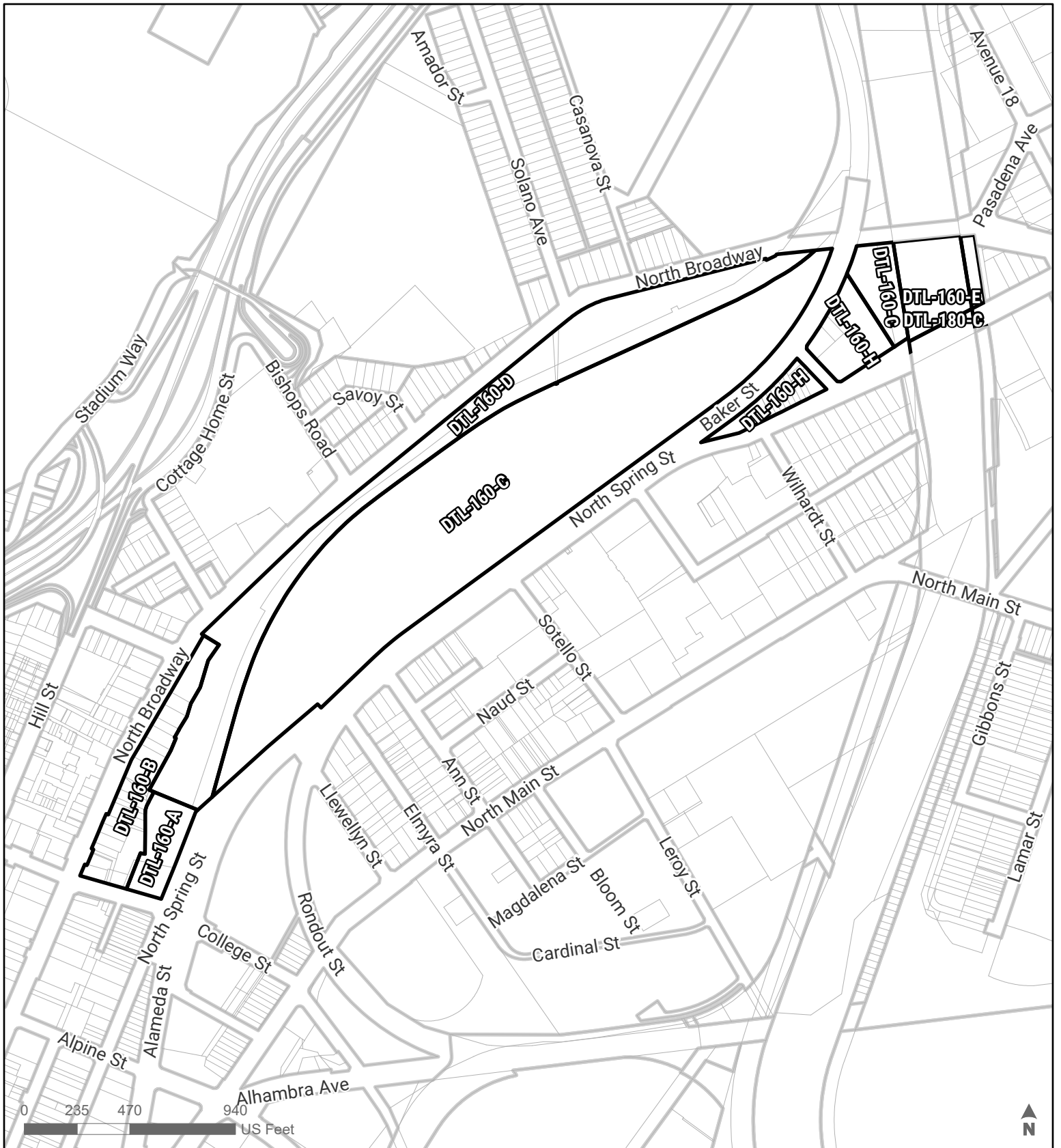
 Building Line Removal

Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-160-A, DTL-160-B, DTL-160-C, DTL-160-D, DTL-160-E, DTL-160-F, DTL-160-G, DTL-160-H, DTL-180-C

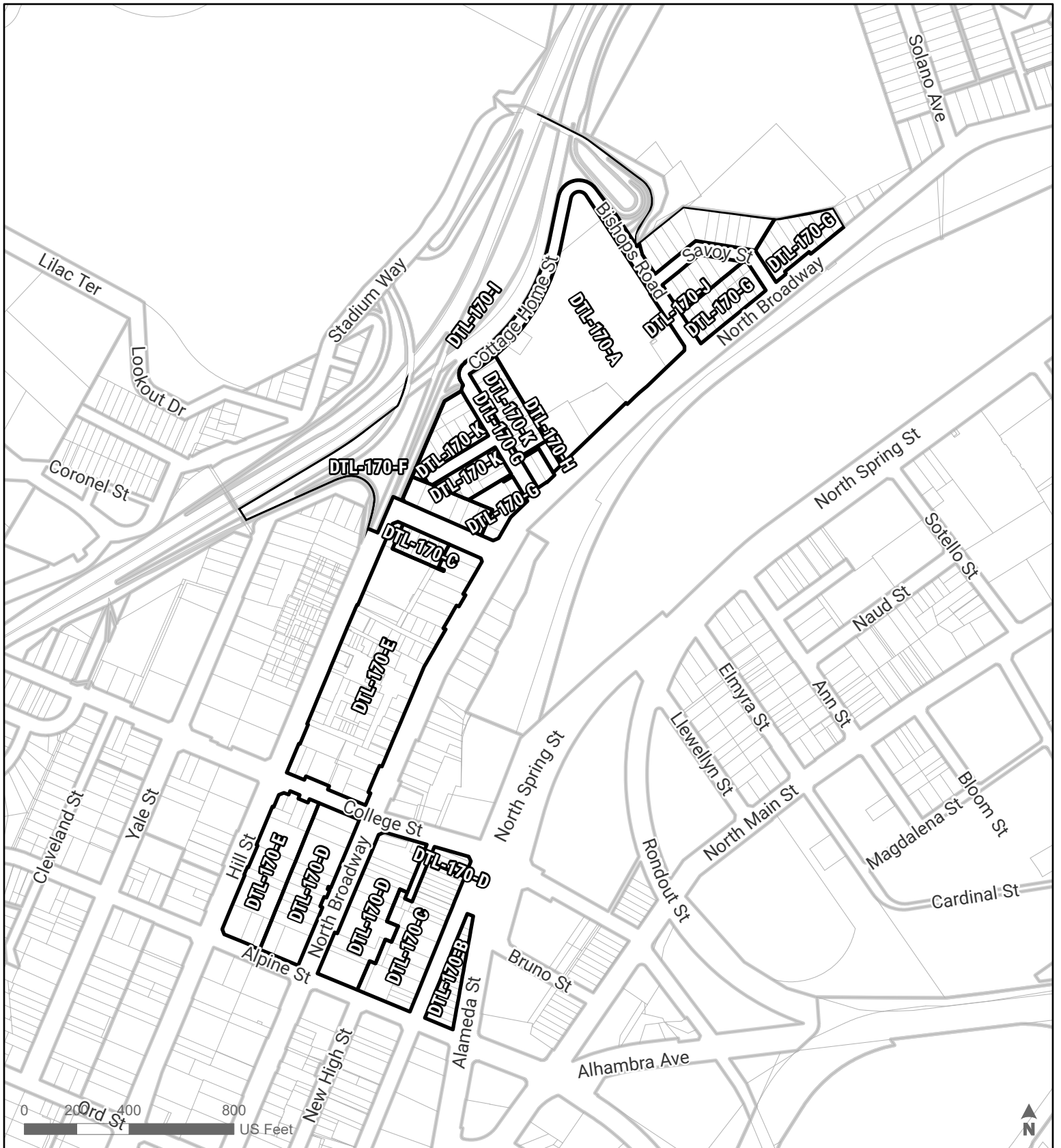
 Building Line Removal

Section:

160

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-170-A, DTL-170-B, DTL-170-C, DTL-170-D, DTL-170-E, DTL-170-F, DTL-170-G,
DTL-170-H, DTL-170-I, DTL-170-J, DTL-170-K, DTL-1660-O, DTL-2420-E

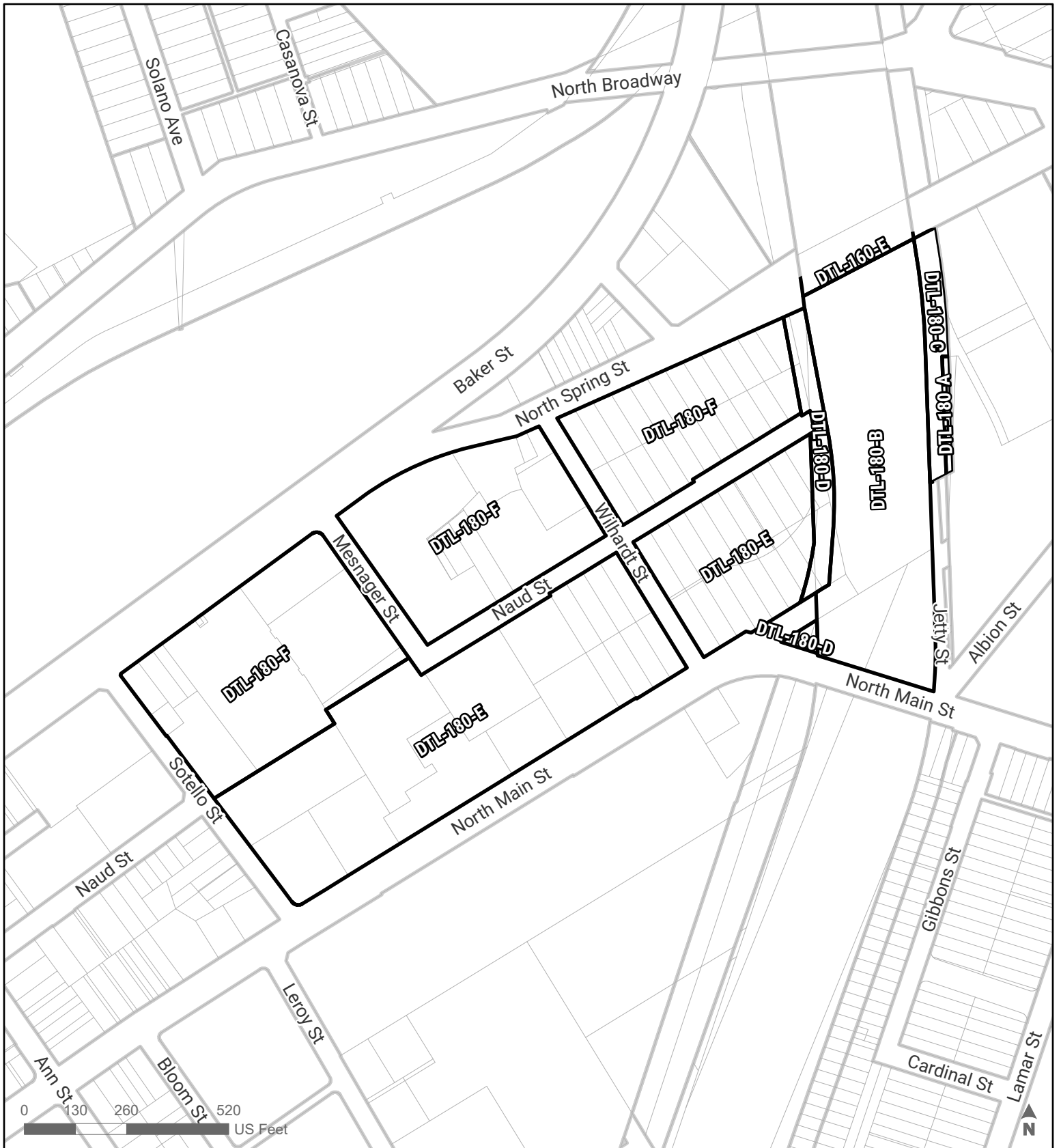
 Building Line Removal

Section:

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CPC-194-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-160-E, DTL-180-A, DTL-180-B, DTL-180-C, DTL-180-D, DTL-180-E, DTL-180-F

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

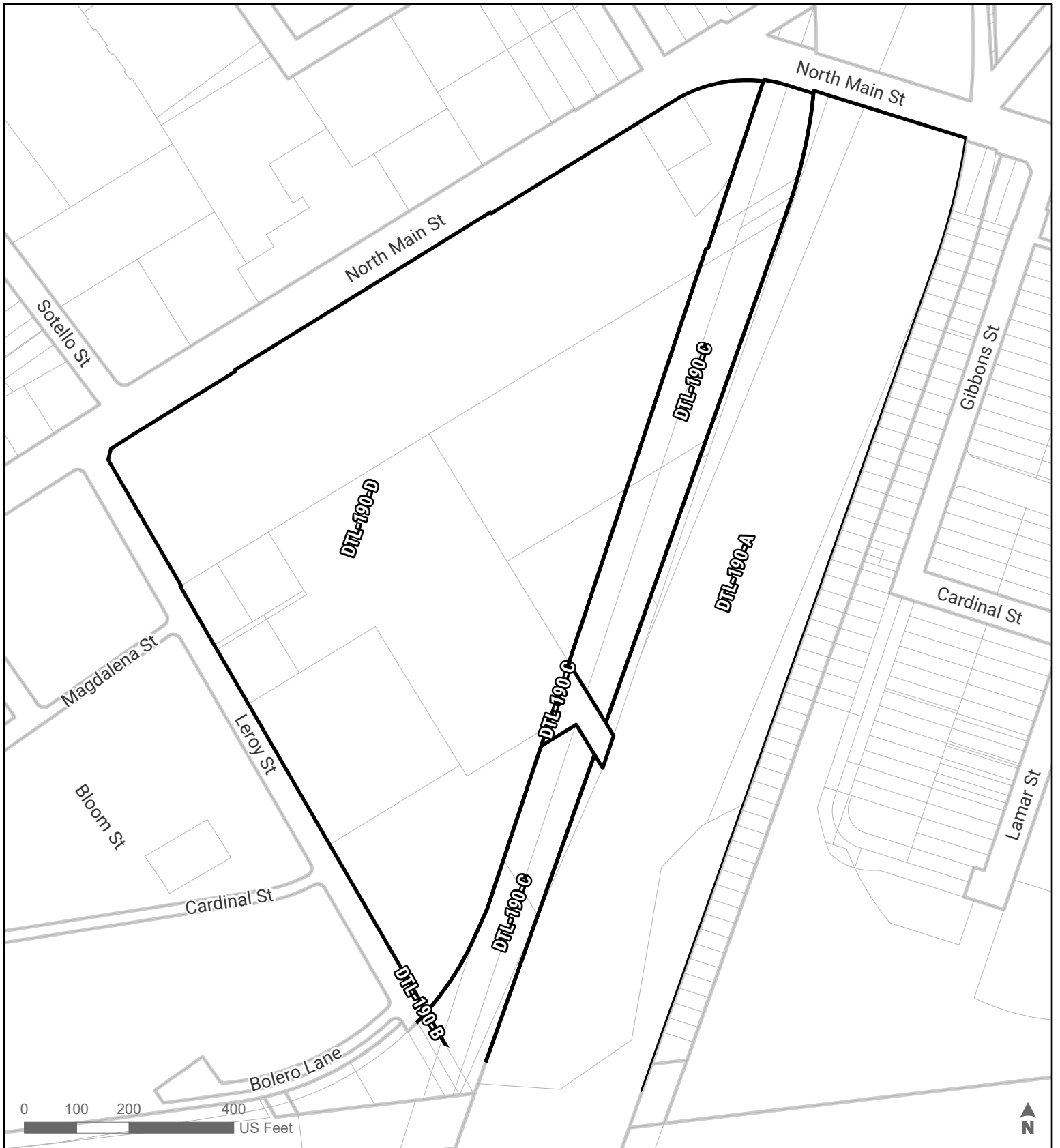
TL / MAR2021

Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-190-A, DTL-190-B, DTL-190-C, DTL-190-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-190-A, DTL-190-B, DTL-190-C, DTL-200-A, DTL-200-B, DTL-200-C, DTL-200-D, DTL-200-E

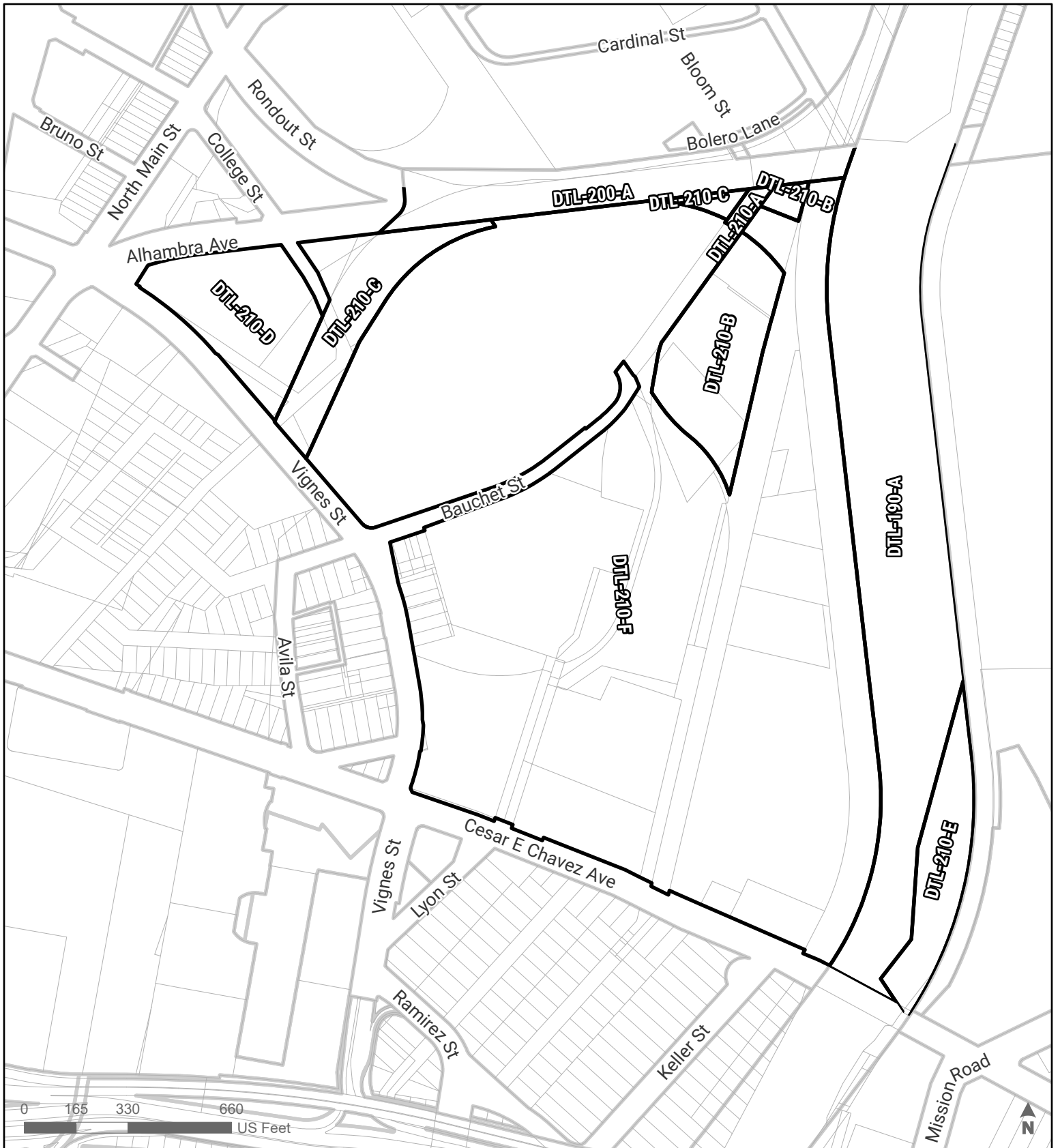
 Building Line Removal

Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-190-A, DTL-200-A, DTL-210-A, DTL-210-B, DTL-210-C, DTL-210-D, DTL-210-E, DTL-210-F, DTL-220-D

 Building Line Removal

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-190-A, DTL-210-E, DTL-220-A, DTL-220-B, DTL-220-C, DTL-220-D, DTL-220-E, DTL-220-F, DTL-220-G, DTL-2290-F, DTL-2410-E, DTL-2410-G

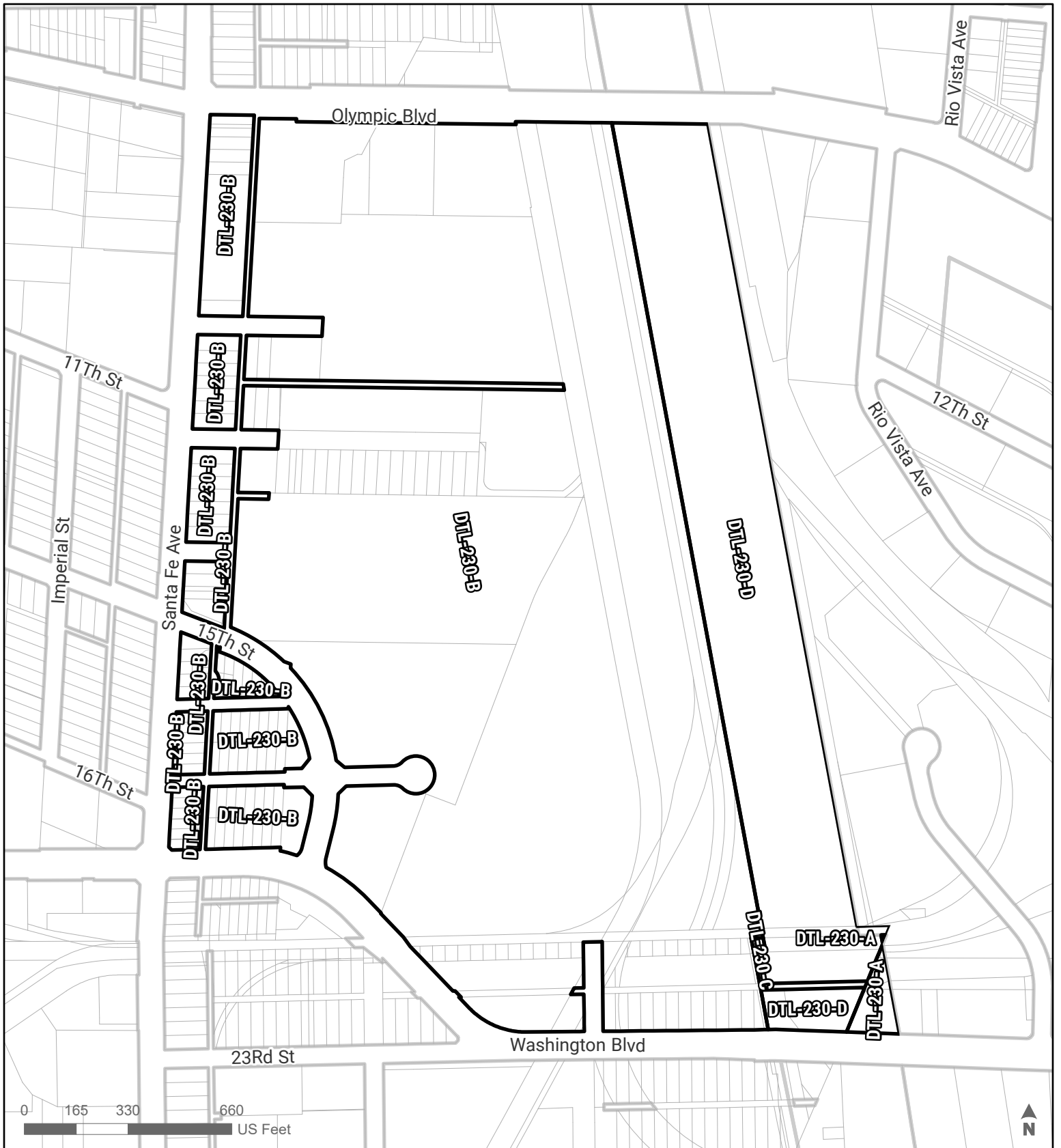
 Building Line Removal

Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-230-A, DTL-230-B, DTL-230-C, DTL-230-D

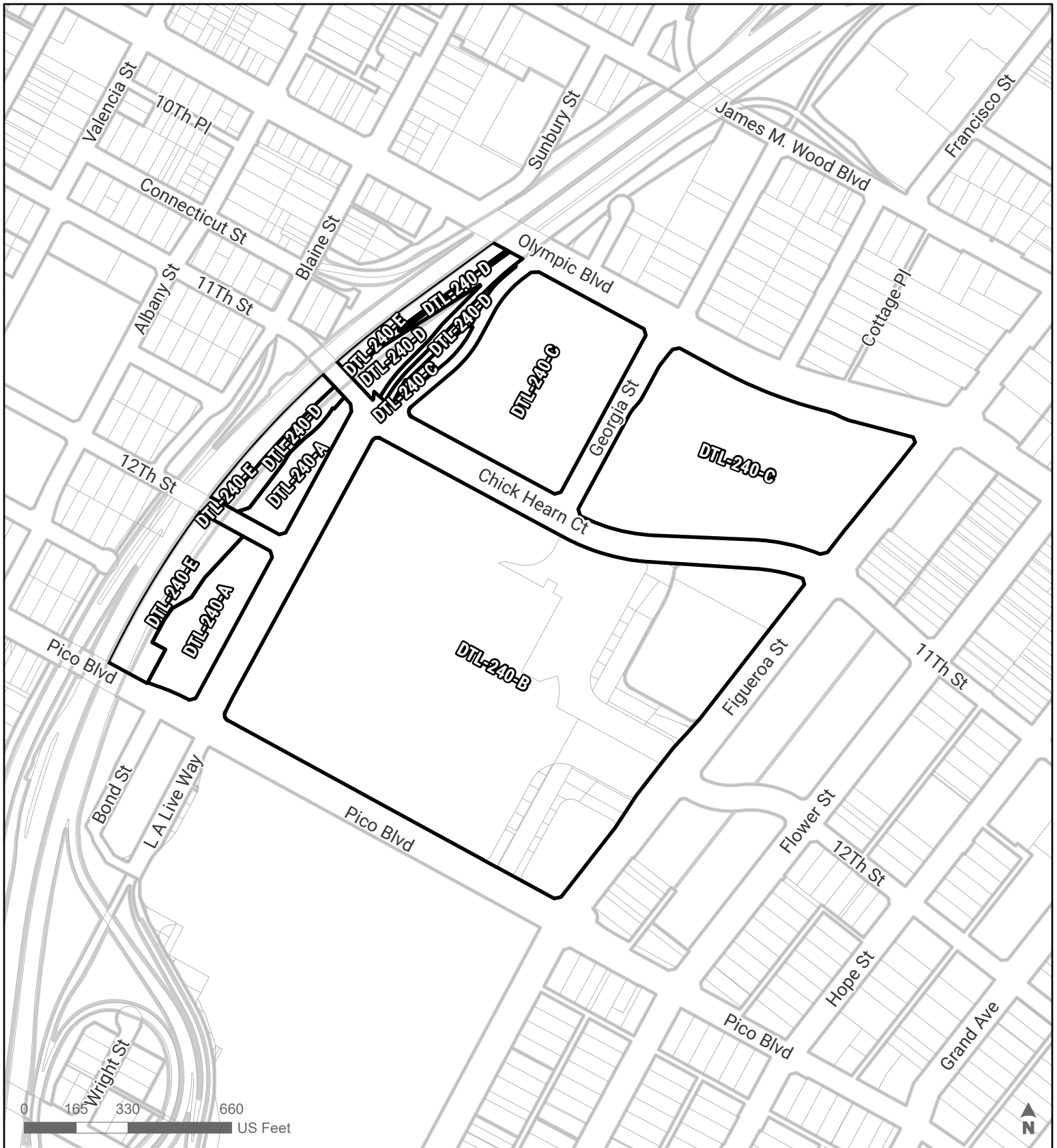
 Building Line Removal

Section:

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CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-240-A, DTL-240-B, DTL-240-C, DTL-240-D, DTL-240-E

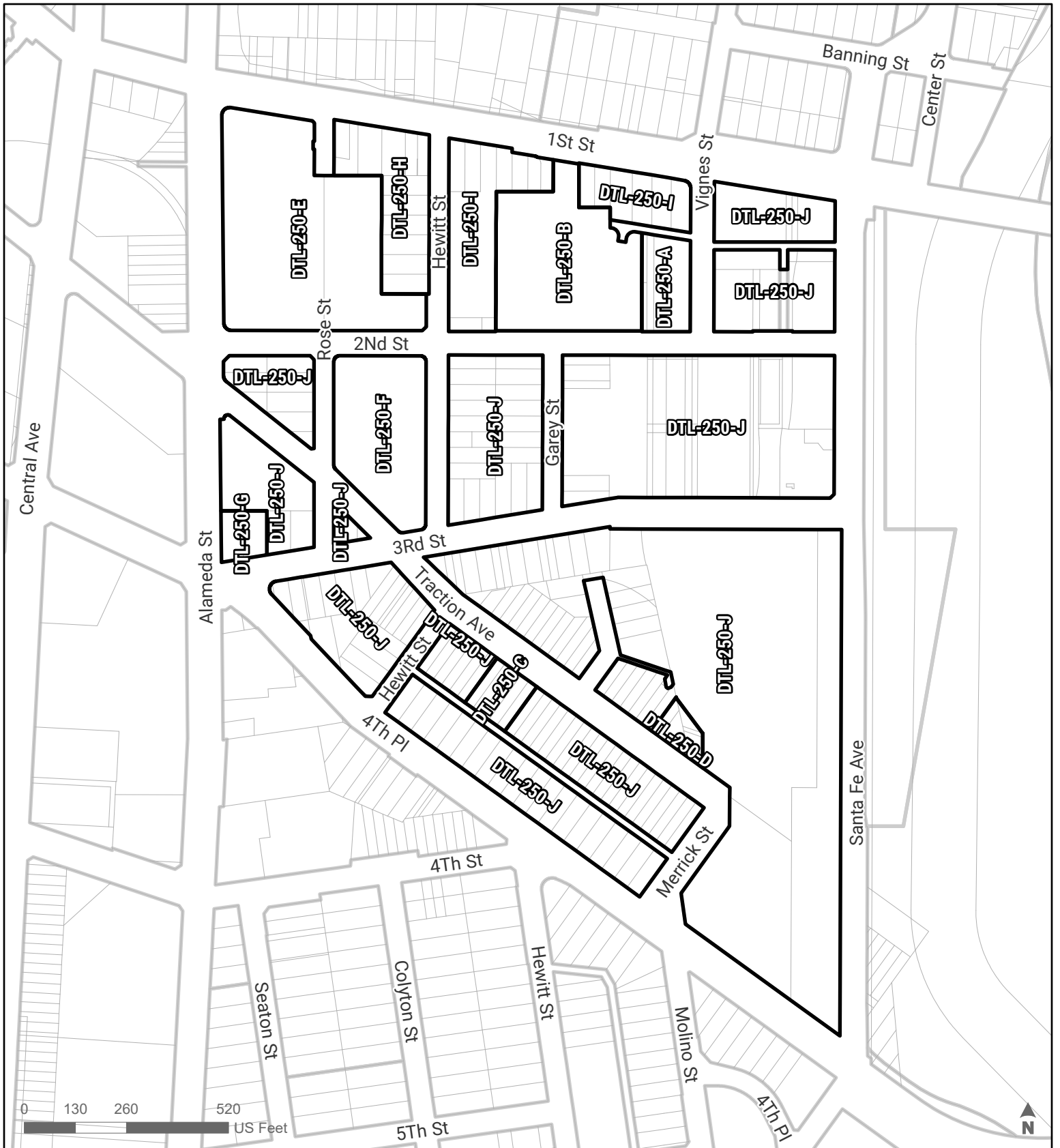
Section:

240

CPC-1994-0213-CPU

**Downtown
Community Plan Area**


Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-250-A, DTL-250-B, DTL-250-C, DTL-250-D, DTL-250-E, DTL-250-F, DTL-250-G,
DTL-250-H, DTL-250-I, DTL-250-J

 Building Line Removal

Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-260-A, DTL-260-B

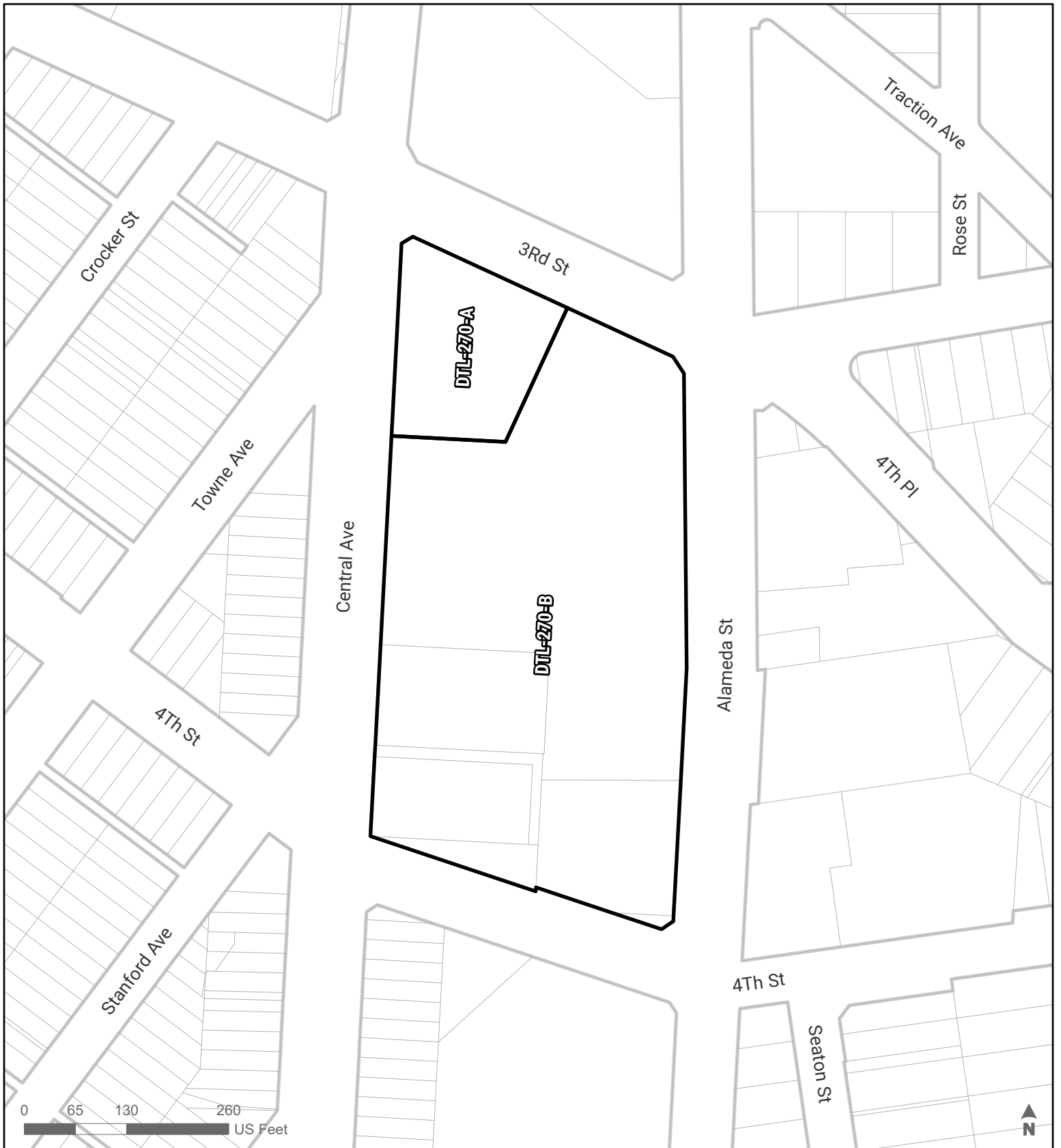
 Building Line Removal

Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-270-A, DTL-270-B

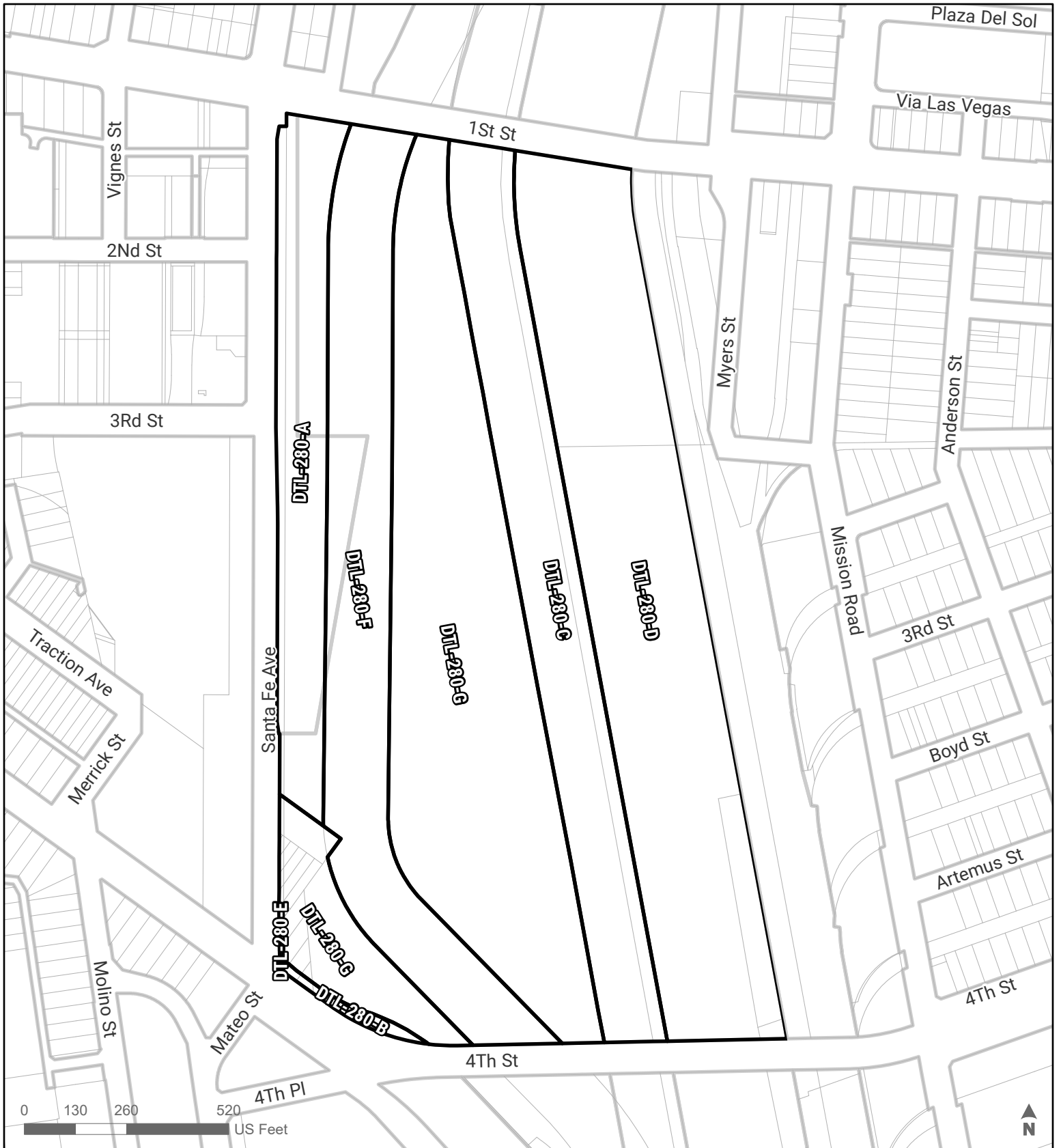
 Building Line Removal

Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-280-A, DTL-280-B, DTL-280-C, DTL-280-D, DTL-280-E, DTL-280-F, DTL-280-G

 Building Line Removal

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-290-A, DTL-290-B, DTL-290-C

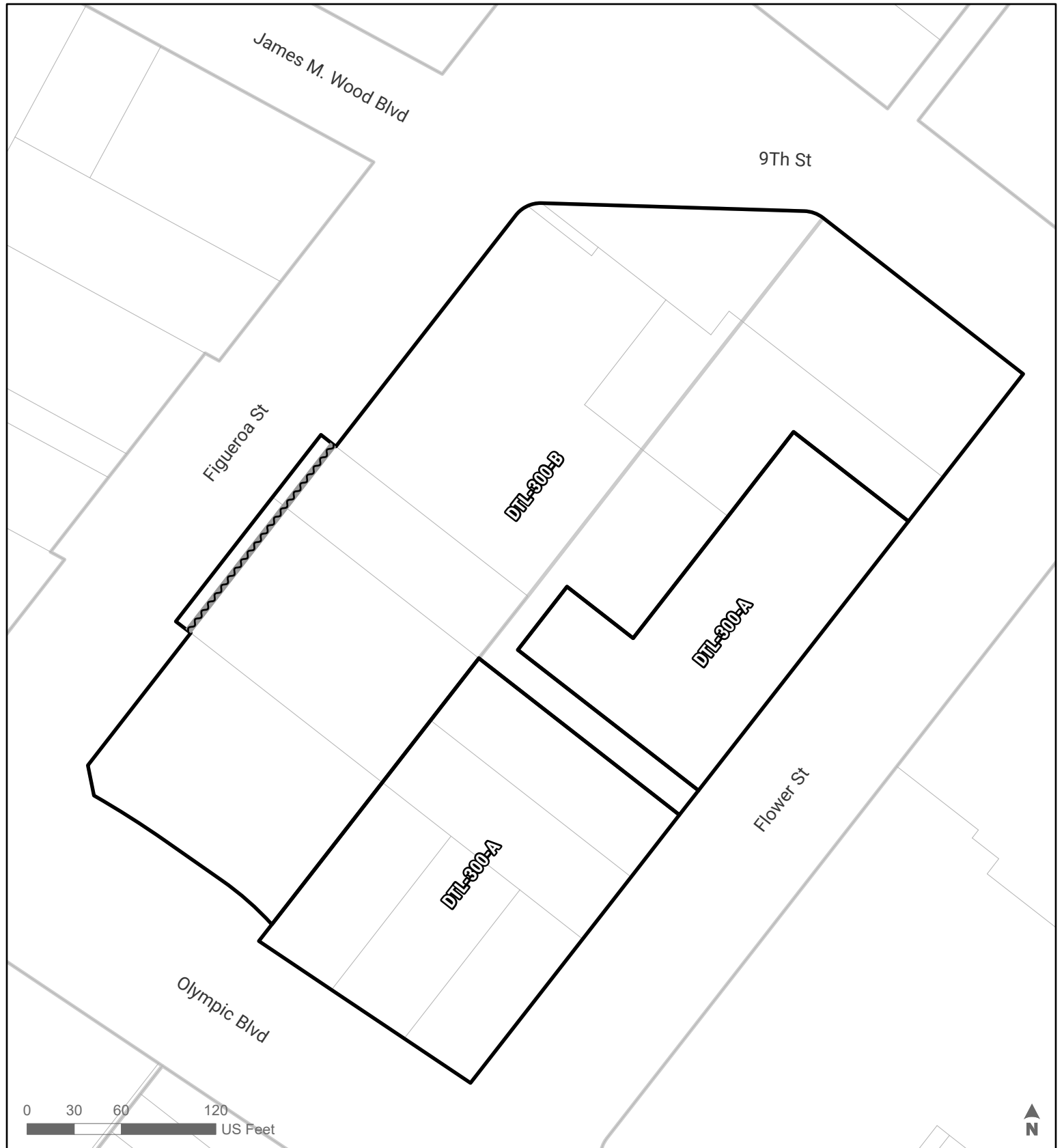
 Building Line Removal

Section:

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CPC-1994-0213-CPU

**Downtown
Community Plan Area**




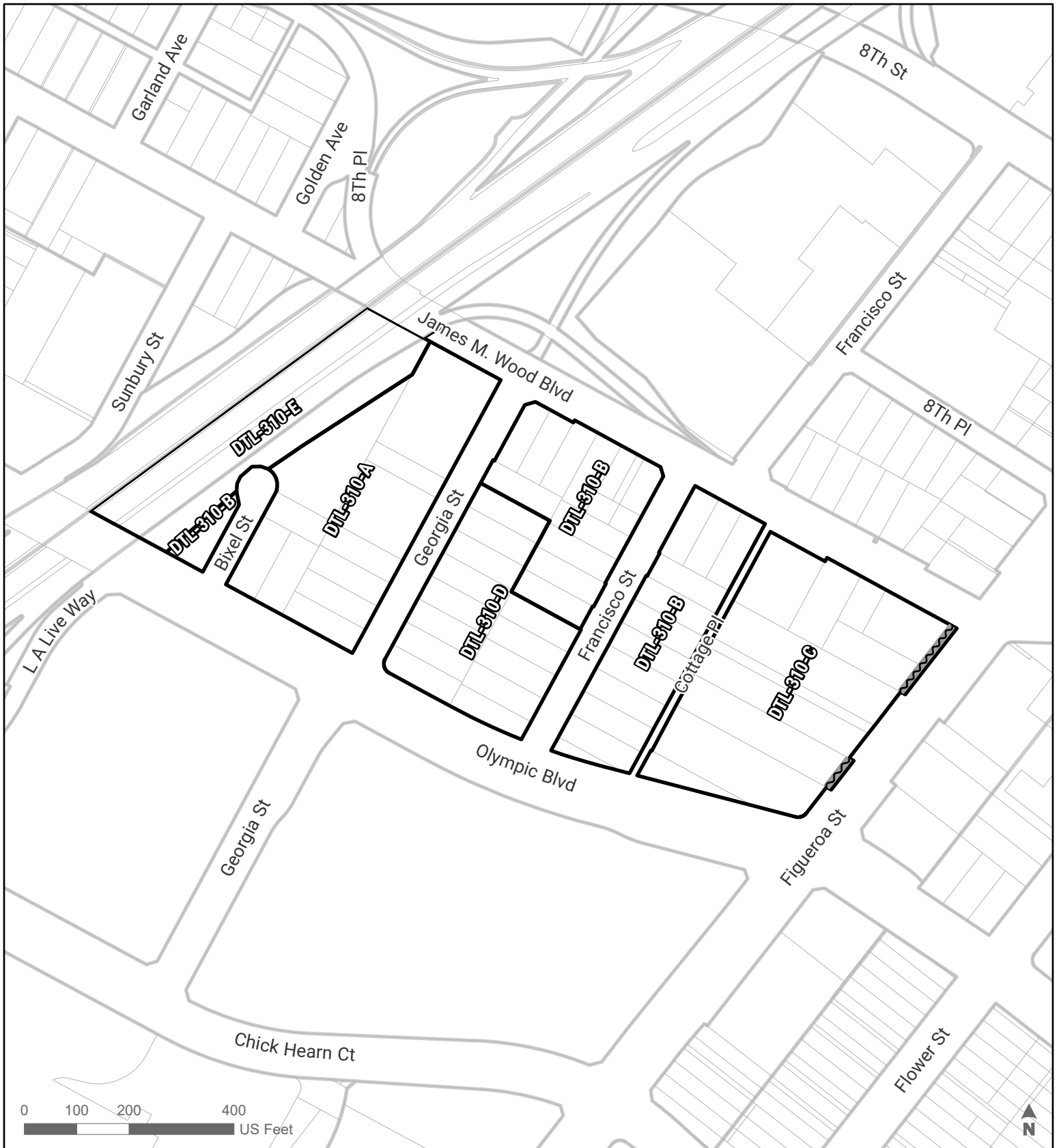
ZONING MAP AMENDMENTS
SUBAREAS
 DTL-300-A, DTL-300-B

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CPC-1994-0213-CPU

**Downtown
 Community Plan Area**


 Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-310-A, DTL-310-B, DTL-310-C, DTL-310-D, DTL-310-E, DTL-970-B

 Building Line Removal

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CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-320-A

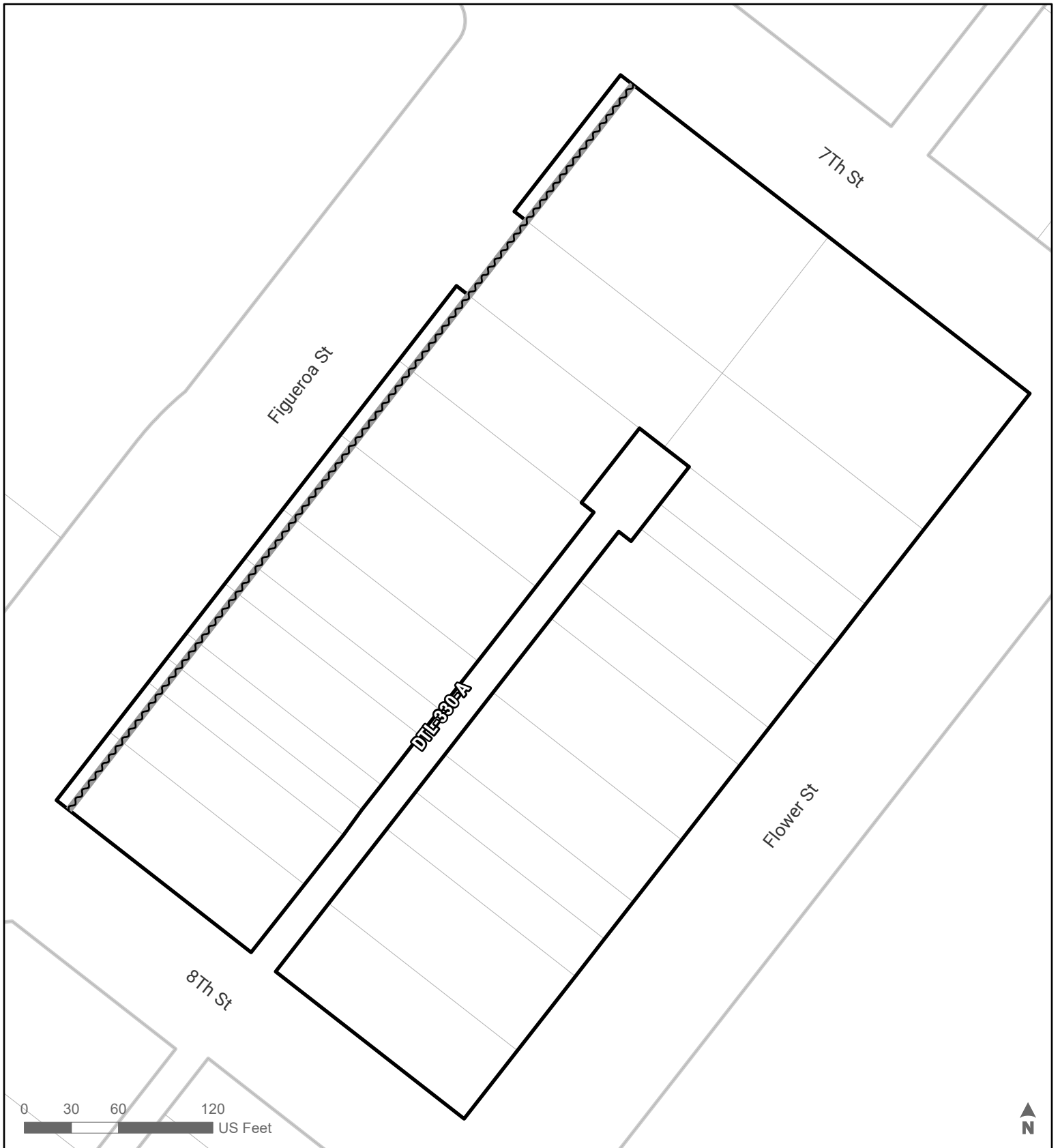
 Building Line Removal

Section:


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CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-330-A

 Building Line Removal

Section:


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CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-340-A

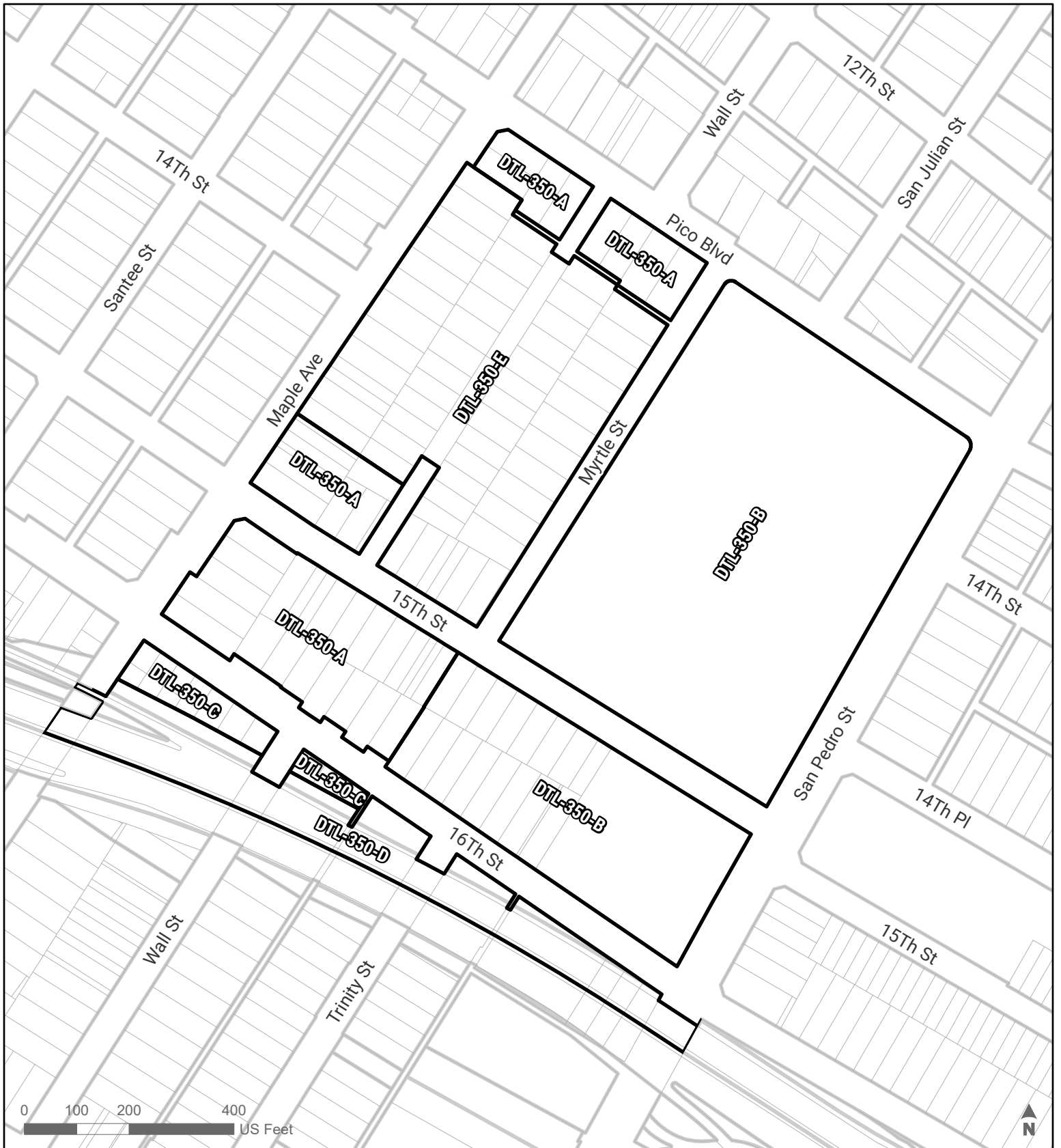
 Building Line Removal

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CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-350-A, DTL-350-B, DTL-350-C, DTL-350-D, DTL-350-E, DTL-400-D, DTL-400-E, DTL-1100-F

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

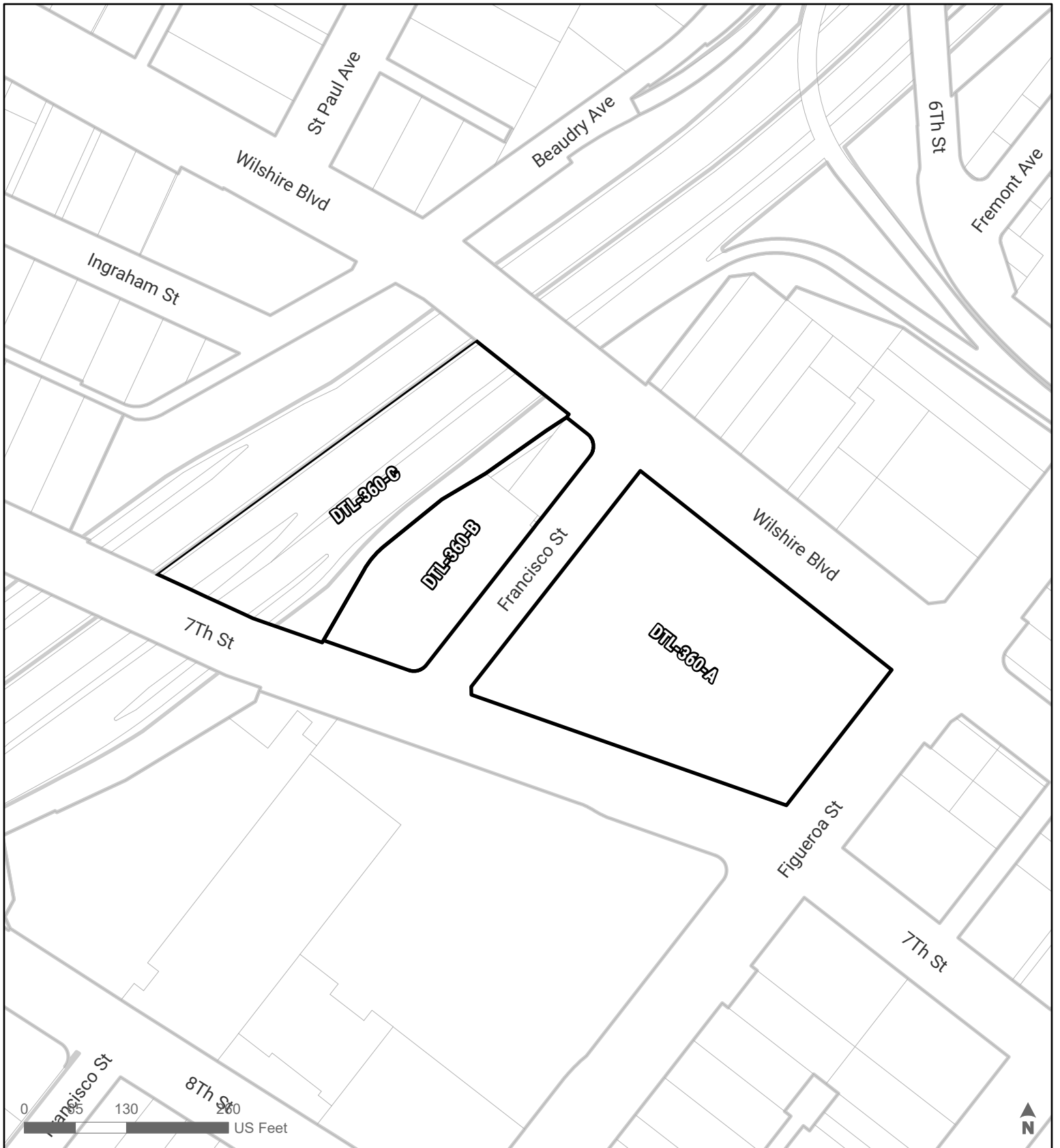
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Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-360-A, DTL-360-B, DTL-360-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

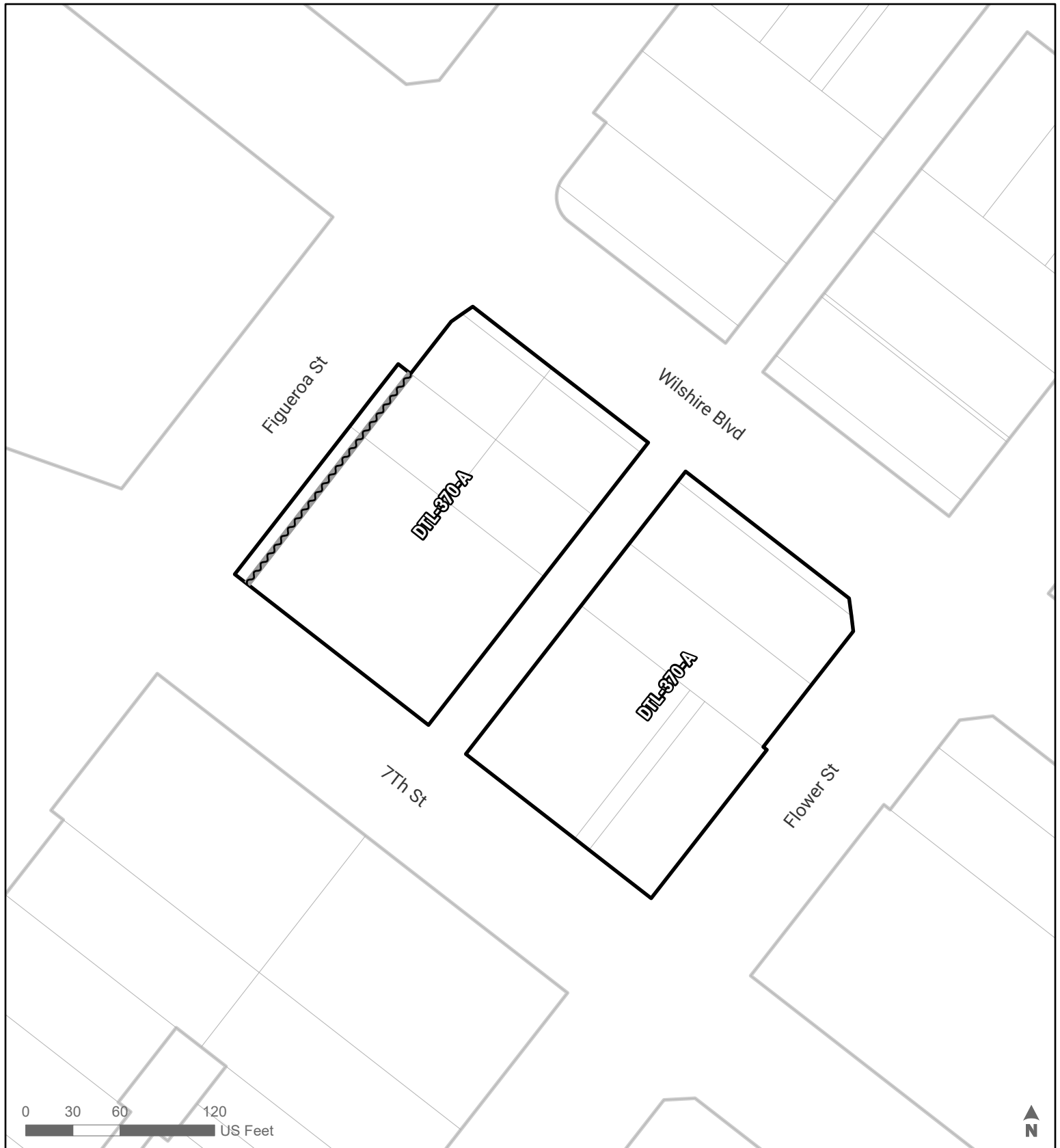
TL / MAR2021

Section:


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CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-370-A

 Building Line Removal

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**Downtown
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ZONING MAP AMENDMENTS
SUBAREAS
 DTL-380-A

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**Downtown
 Community Plan Area**


 Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-390-A, DTL-390-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

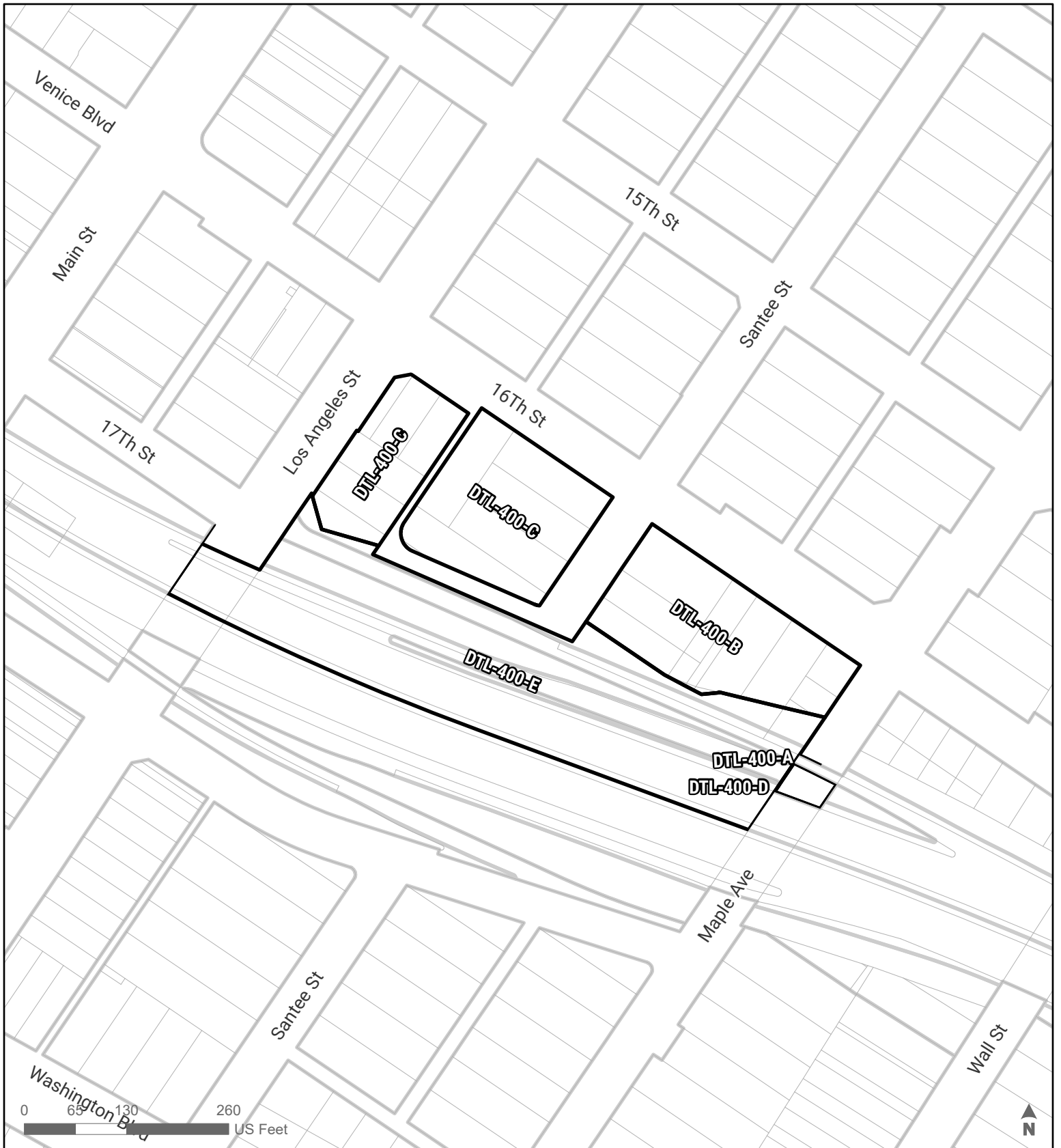
TL / MAR2021

Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-400-A, DTL-350-D, DTL-400-B, DTL-400-C, DTL-400-D, DTL-400-E, DTL-840-C

 Building Line Removal

Section:

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**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-410-A

 Building Line Removal

Section:

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CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-420-A, DTL-420-B, DTL-420-C, DTL-420-D

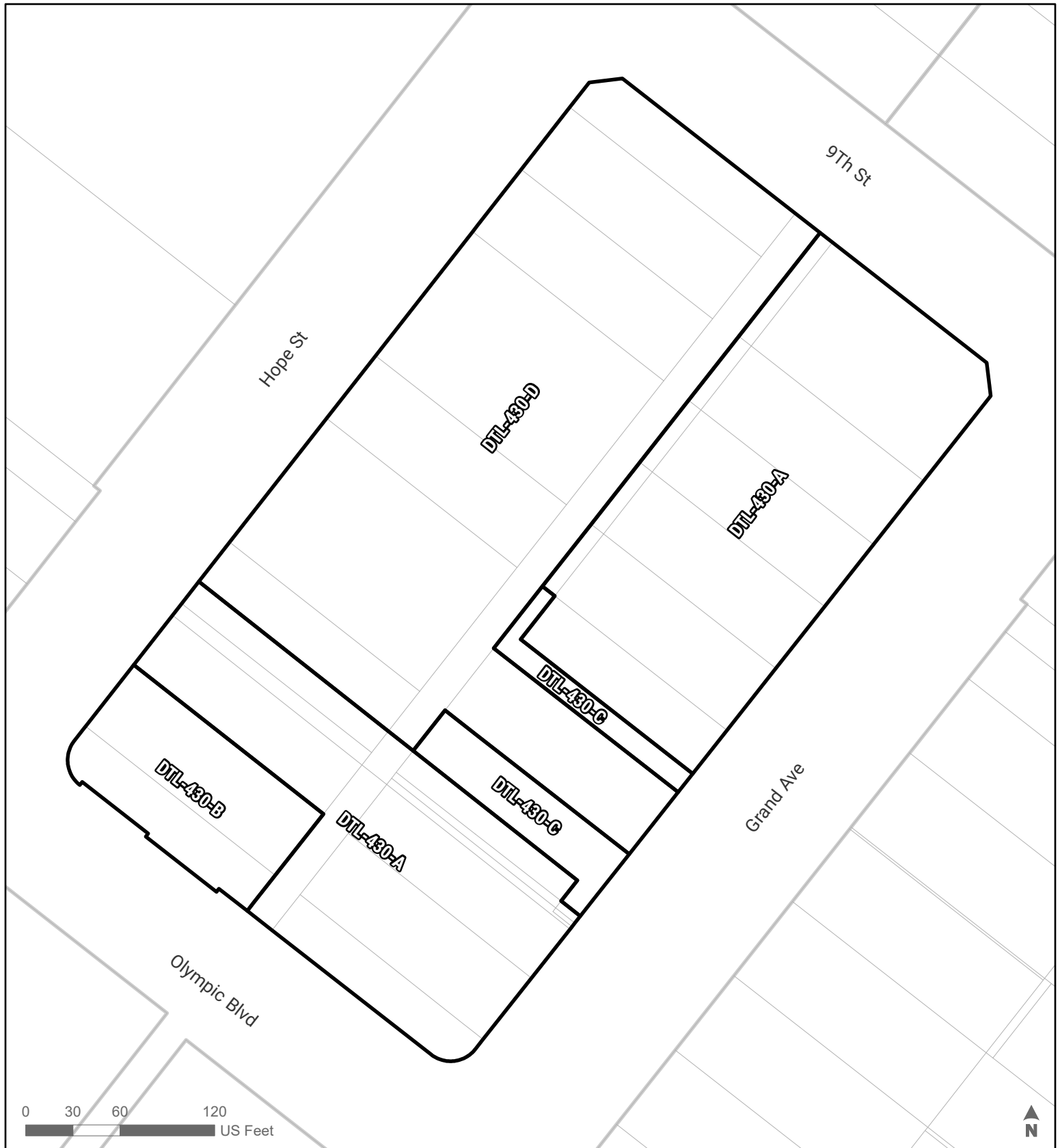
 Building Line Removal

Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-430-A, DTL-430-B, DTL-430-C, DTL-430-D

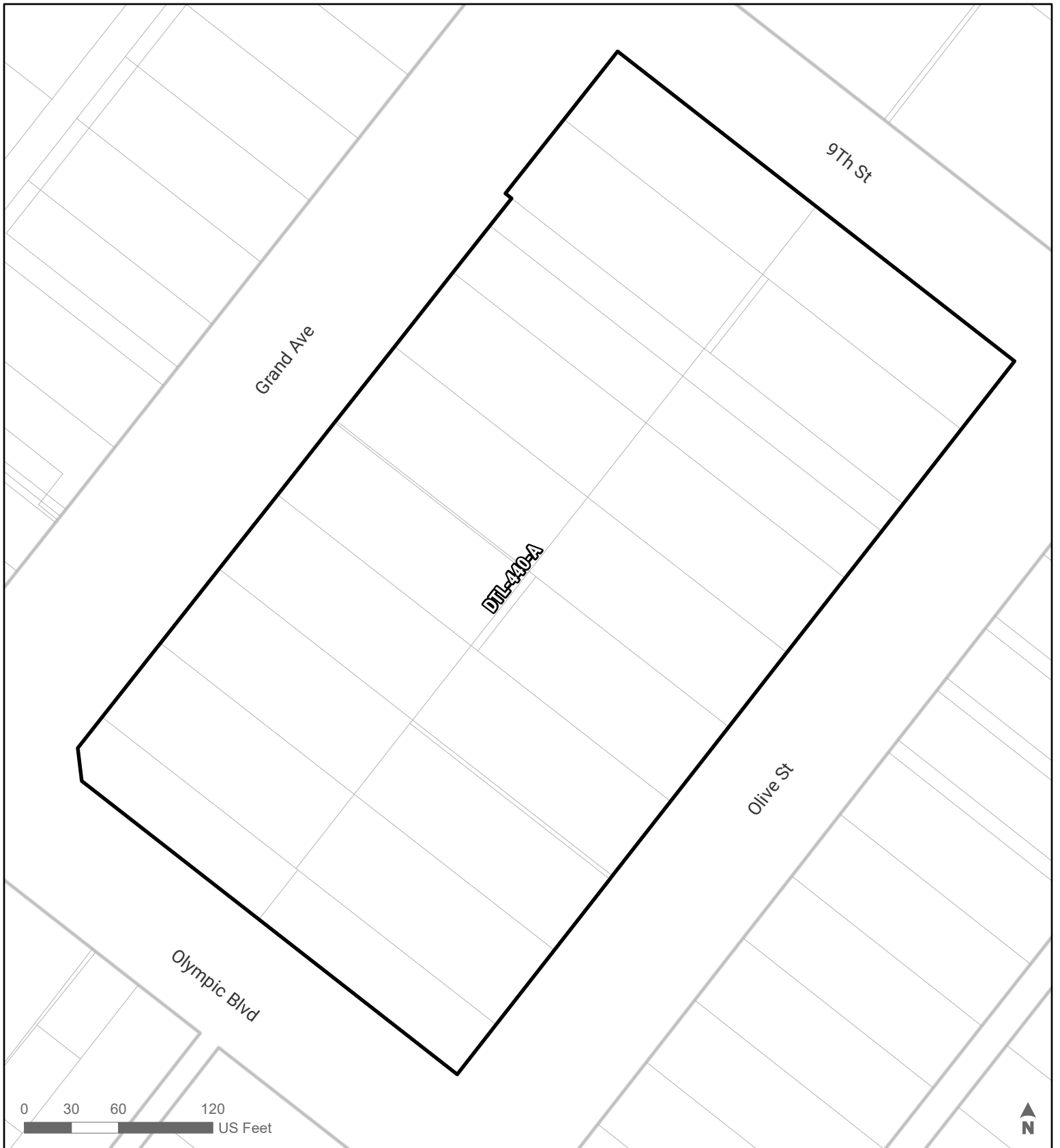
 Building Line Removal

Section:


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CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-440-A

 Building Line Removal

Section:


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CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-450-A

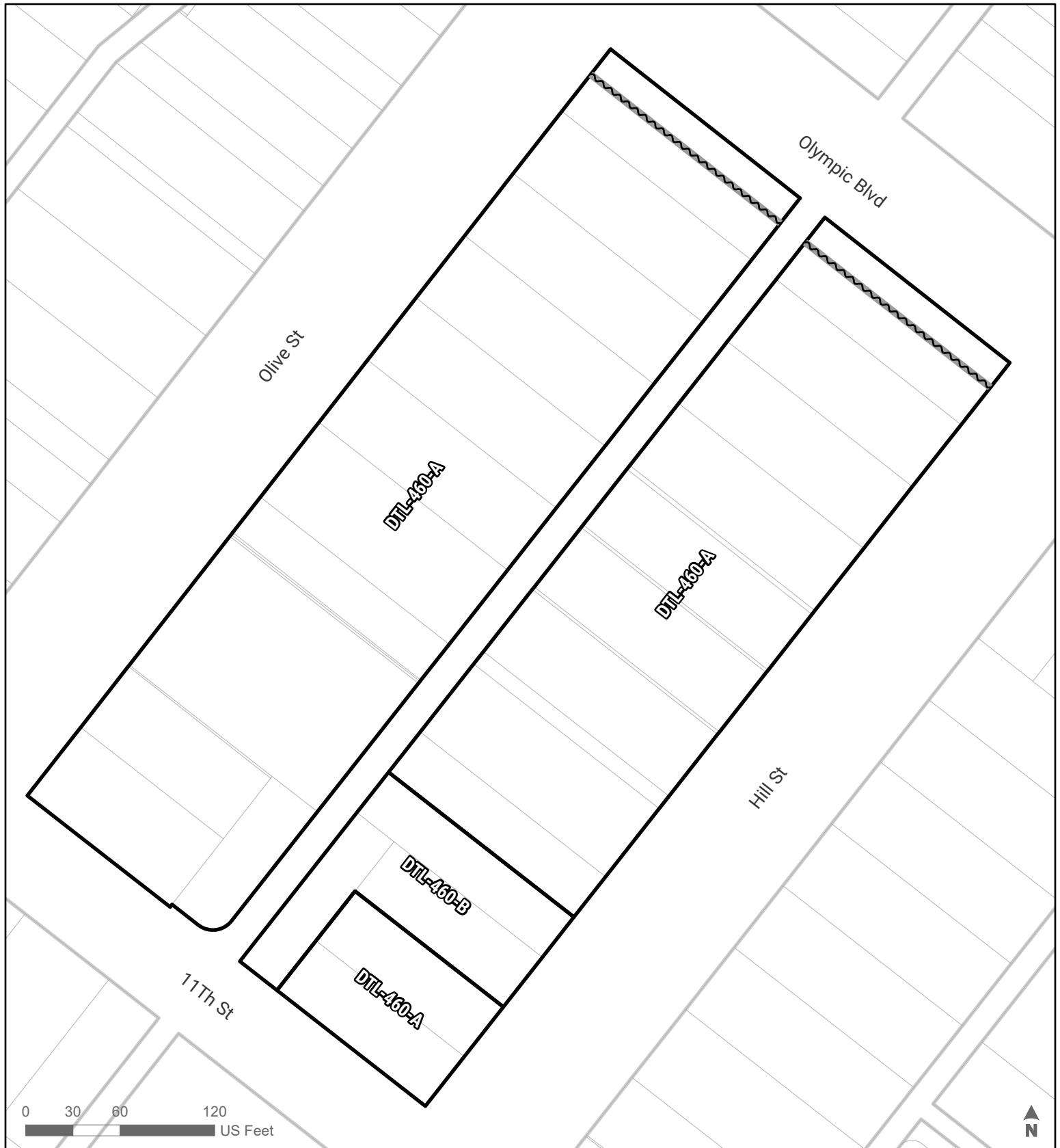
 Building Line Removal

Section:

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CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-460-A, DTL-460-B

 Building Line Removal

Section:

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CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-470-A, DTL-470-B, DTL-530-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

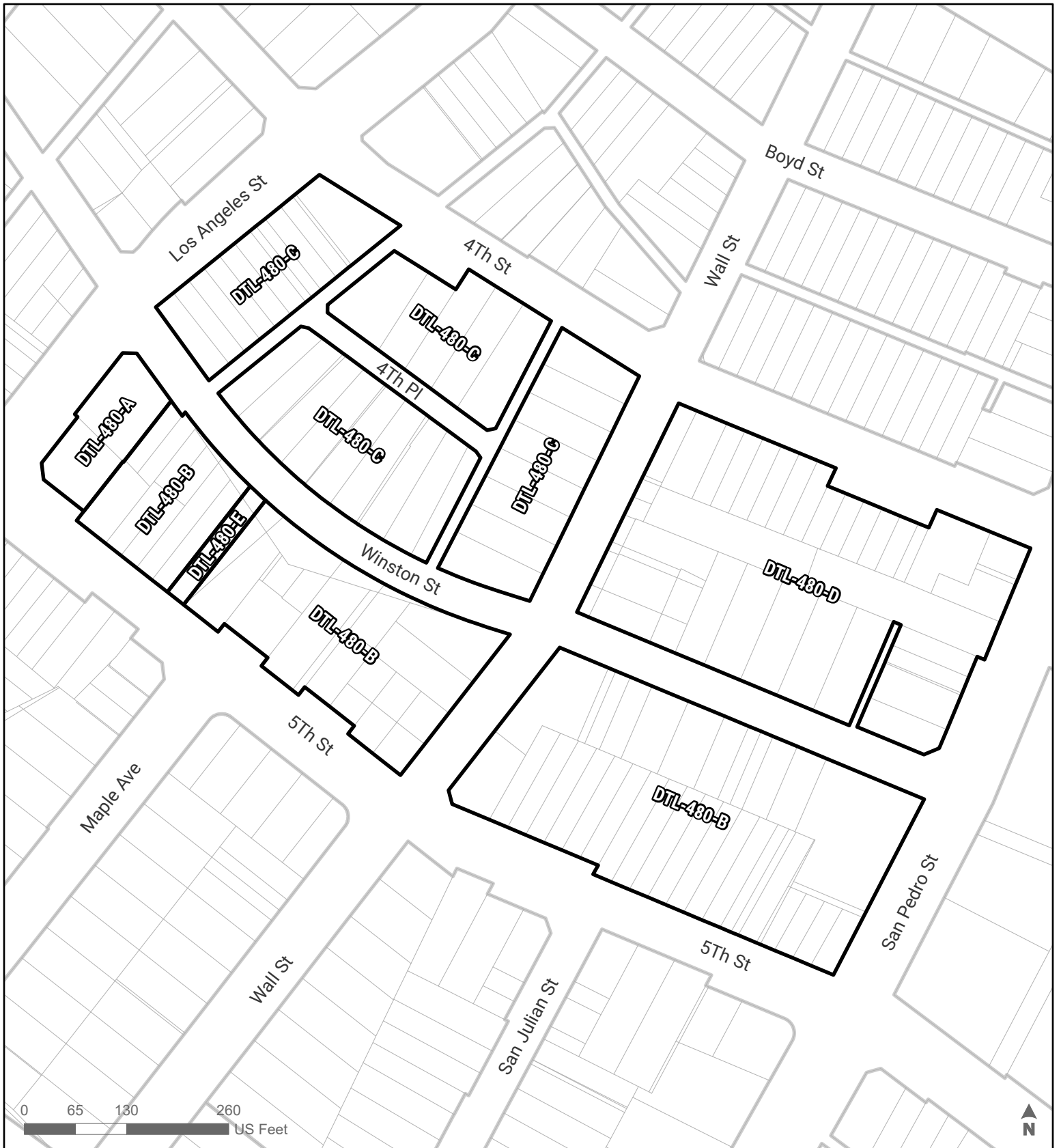
TL / MAR2021

Section:

470

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-480-A, DTL-480-B, DTL-480-C, DTL-480-D, DTL-480-E

 Building Line Removal

Section:

480

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-490-A, DTL-490-B, DTL-490-C, DTL-490-D, DTL-490-E

 Building Line Removal

Section:

490

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-500-A, DTL-500-B

 Building Line Removal

Section:

500

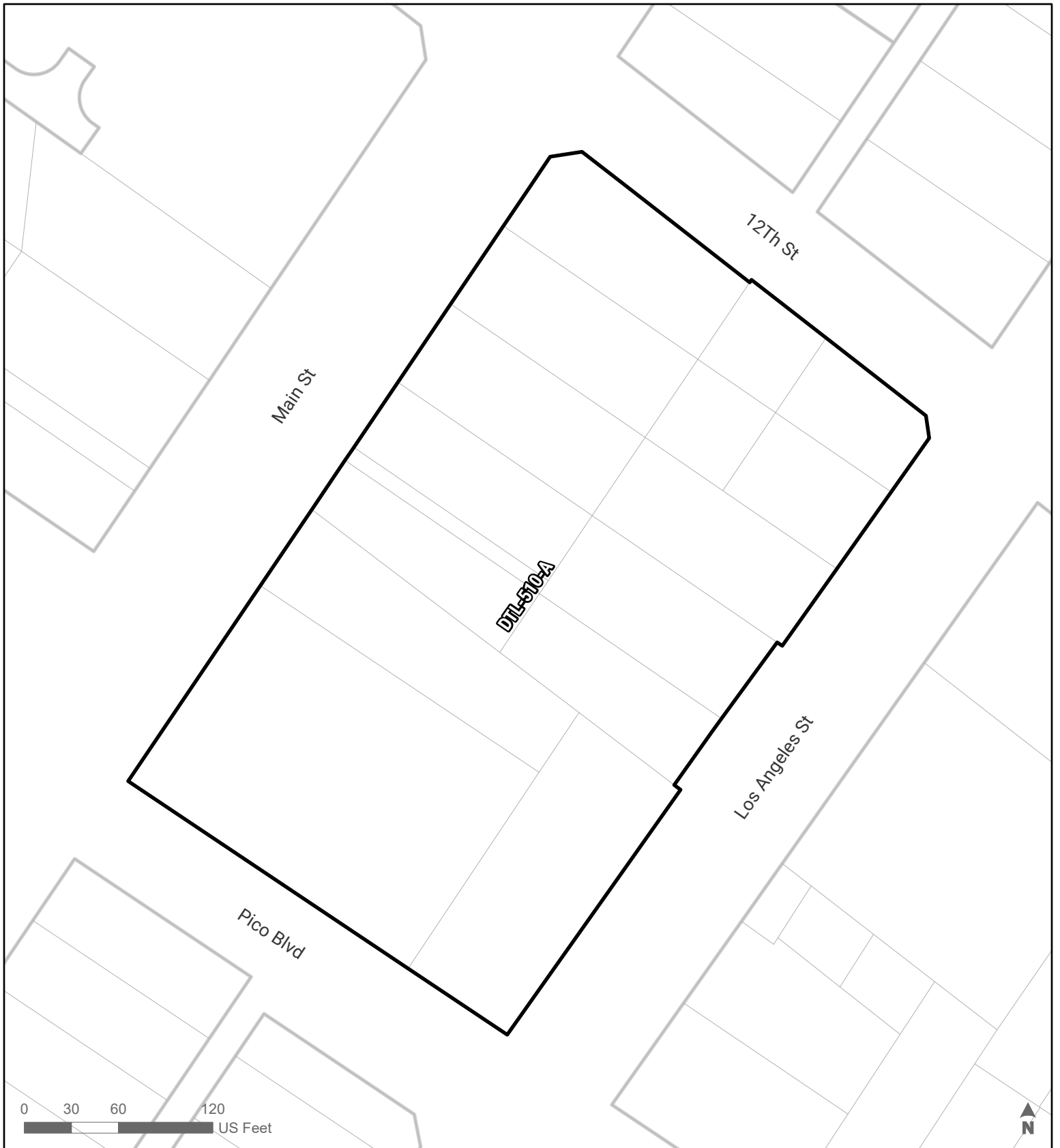
CPC-1994-0213-CPU

**Downtown
Community Plan Area**

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Approved by City Planning Commission September 23, 2021
CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-510-A

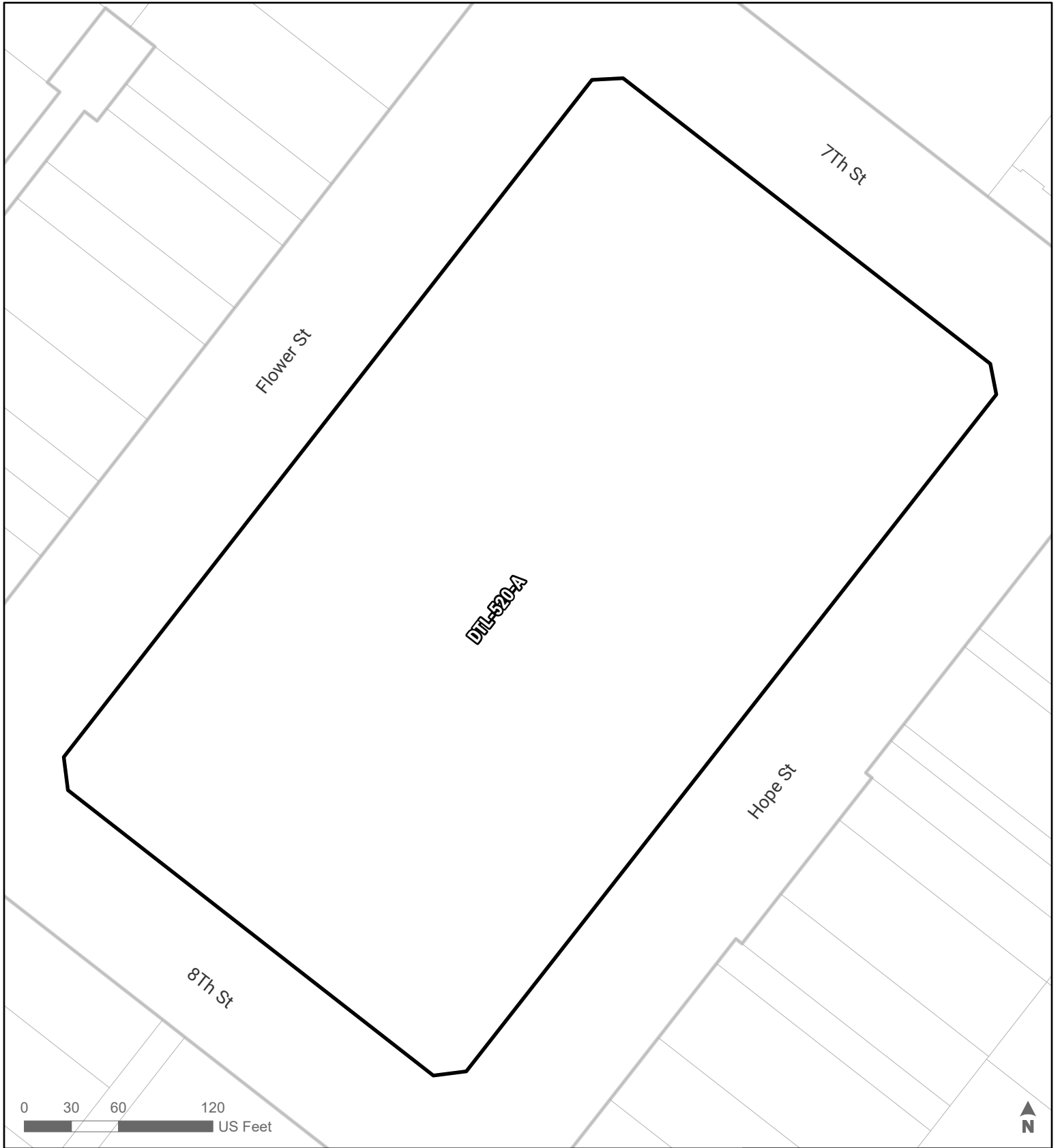
 Building Line Removal

Section:


510

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-520-A

 Building Line Removal

Section:

520

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-470-B, DTL-530-A, DTL-530-B

 Building Line Removal

Section:


530

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-540-A

 Building Line Removal

Section:


540

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-550-A

 Building Line Removal

Section:

550

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-560-A, DTL-560-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

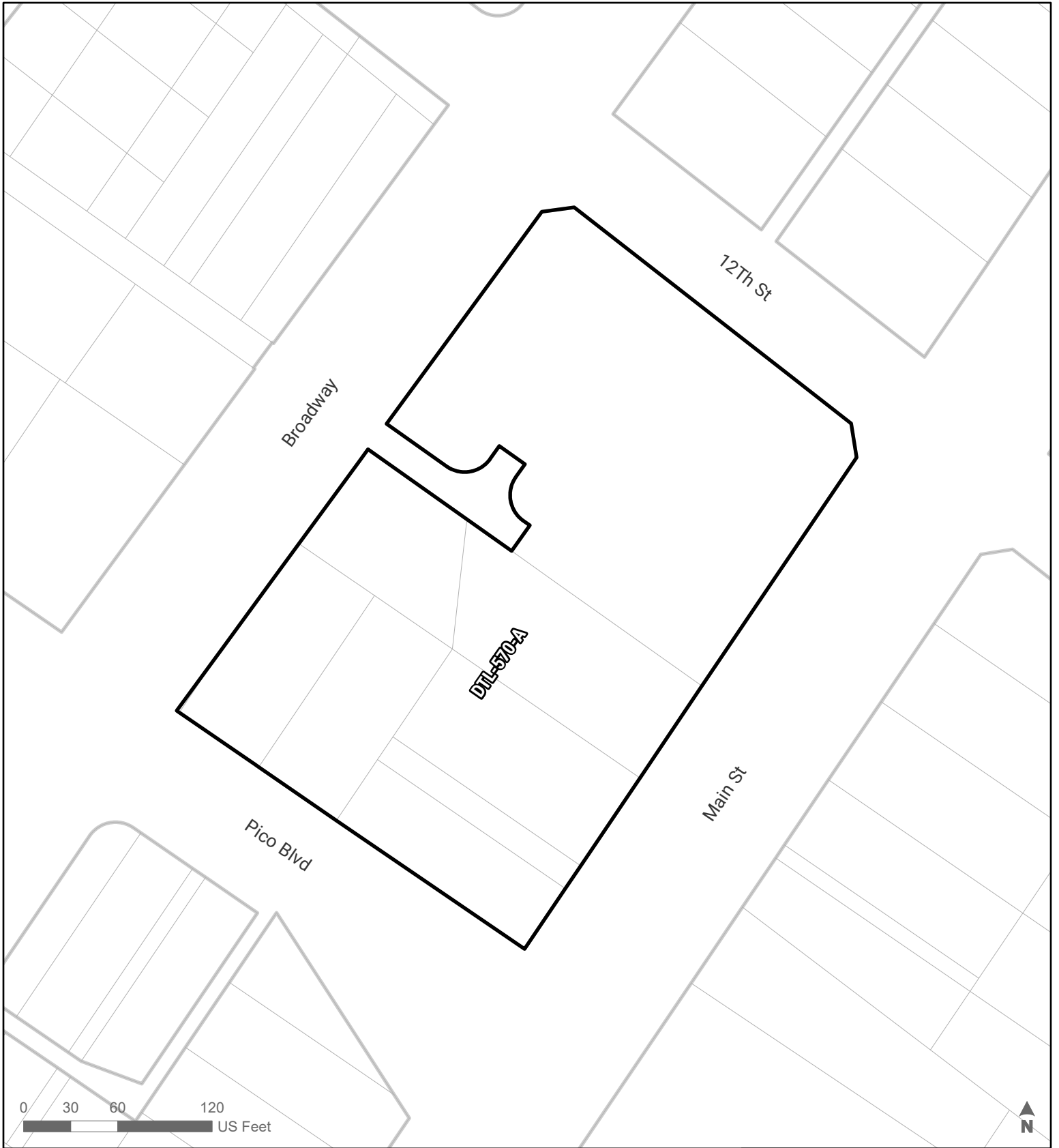
TL / MAR2021

Section:


560

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-570-A

 Building Line Removal

Section:

570

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-580-A, DTL-580-B

 Building Line Removal

Section:

580

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-590-A, DTL-590-B

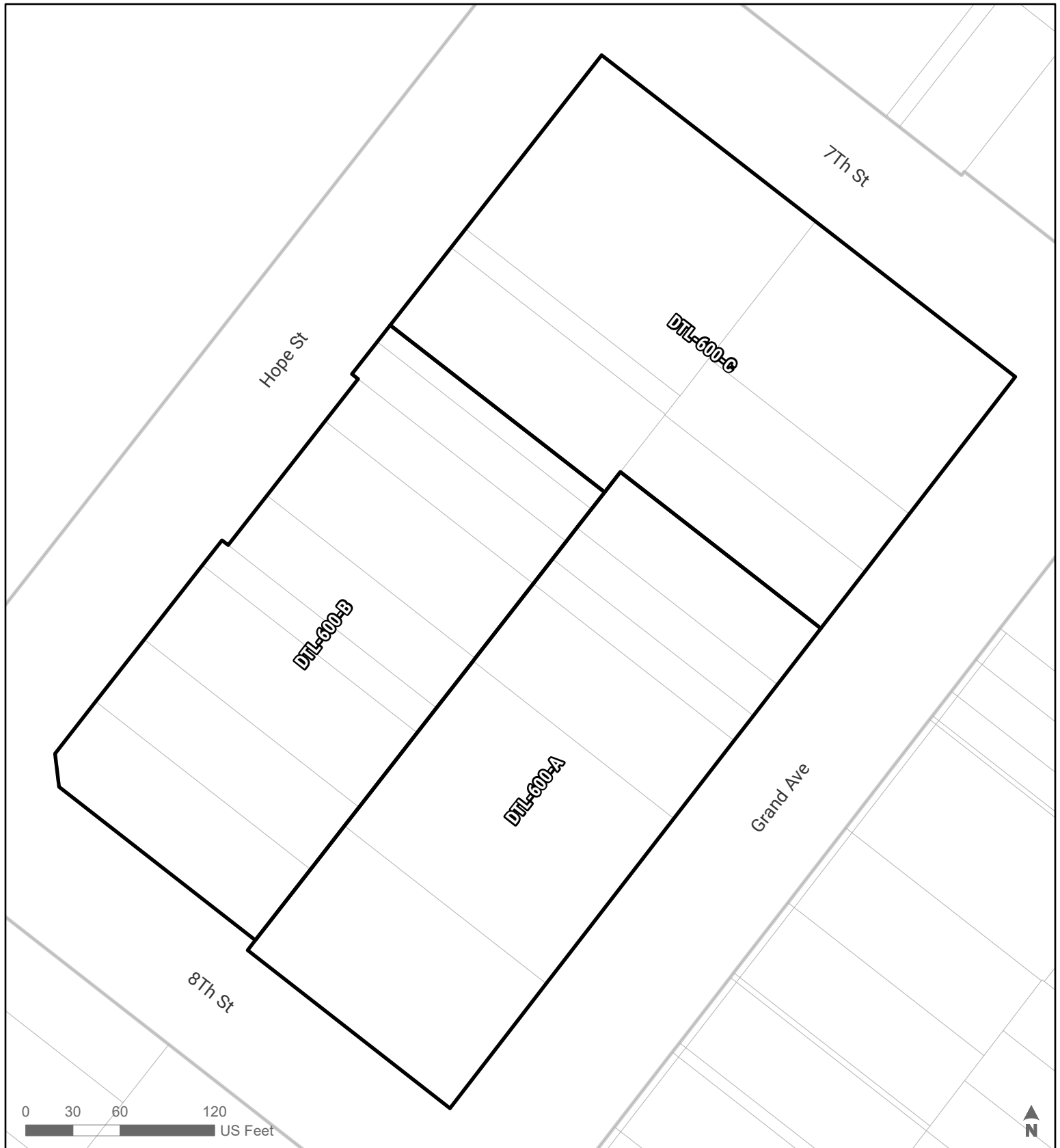
 Building Line Removal

Section:

590

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-600-A, DTL-600-B, DTL-600-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

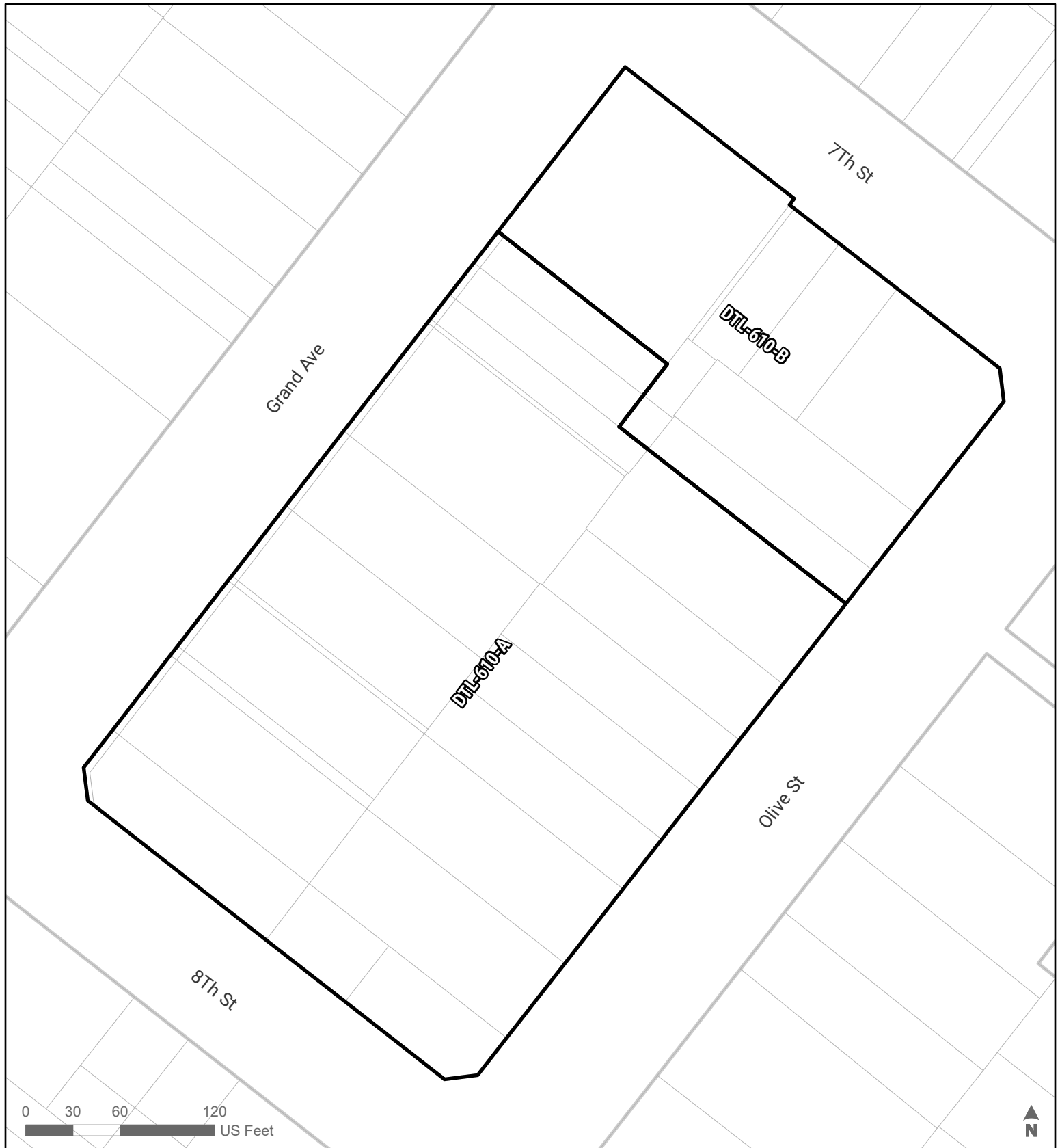
TL / MAR2021

Section:

600

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-610-A, DTL-610-B

 Building Line Removal

Section:

610

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-620-A, DTL-620-B

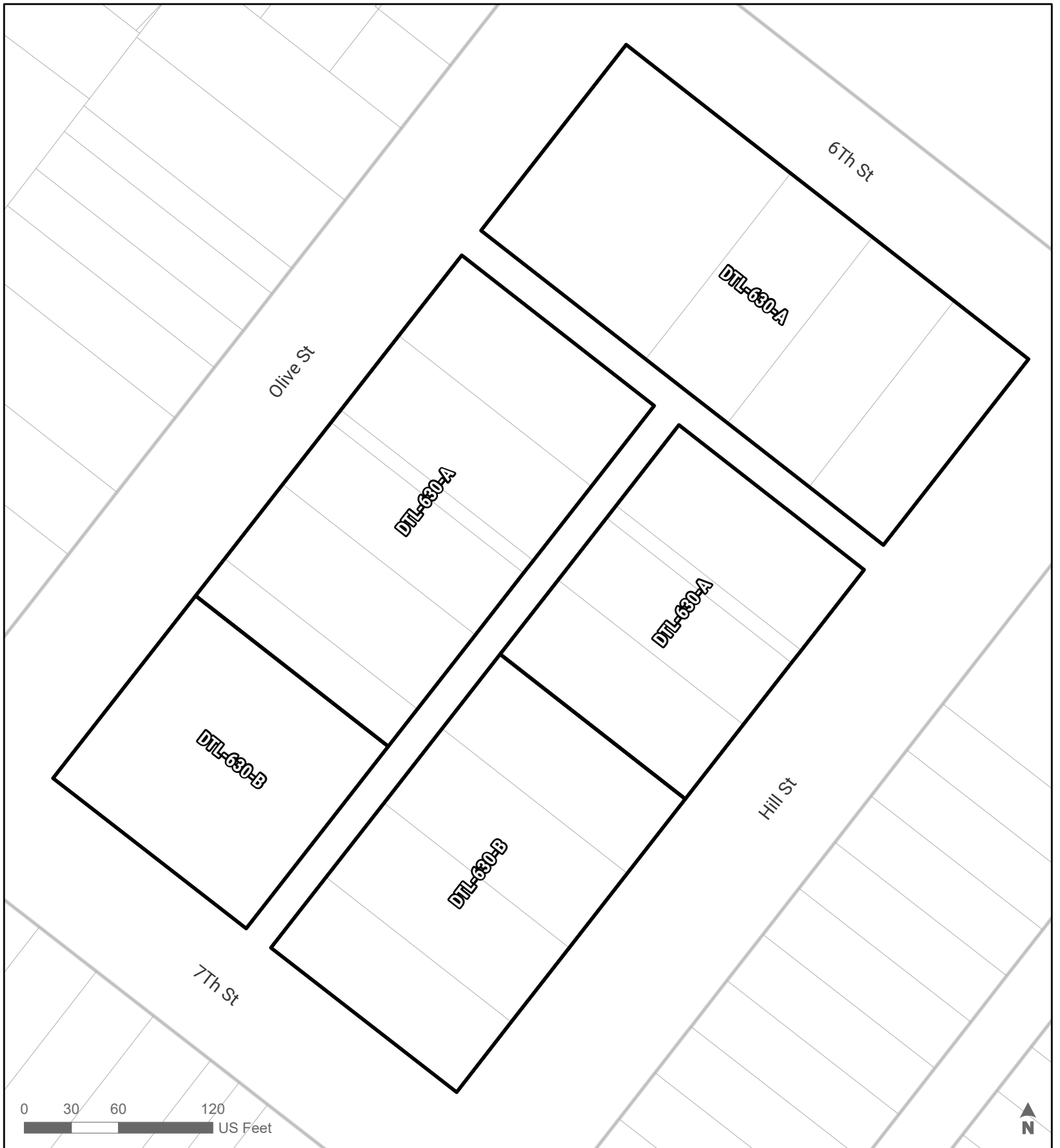
 Building Line Removal

Section:

620

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-630-A, DTL-630-B

 Building Line Removal

Section:

630

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-640-A, DTL-640-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

640

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-650-A, DTL-650-B, DTL-650-C, DTL-650-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

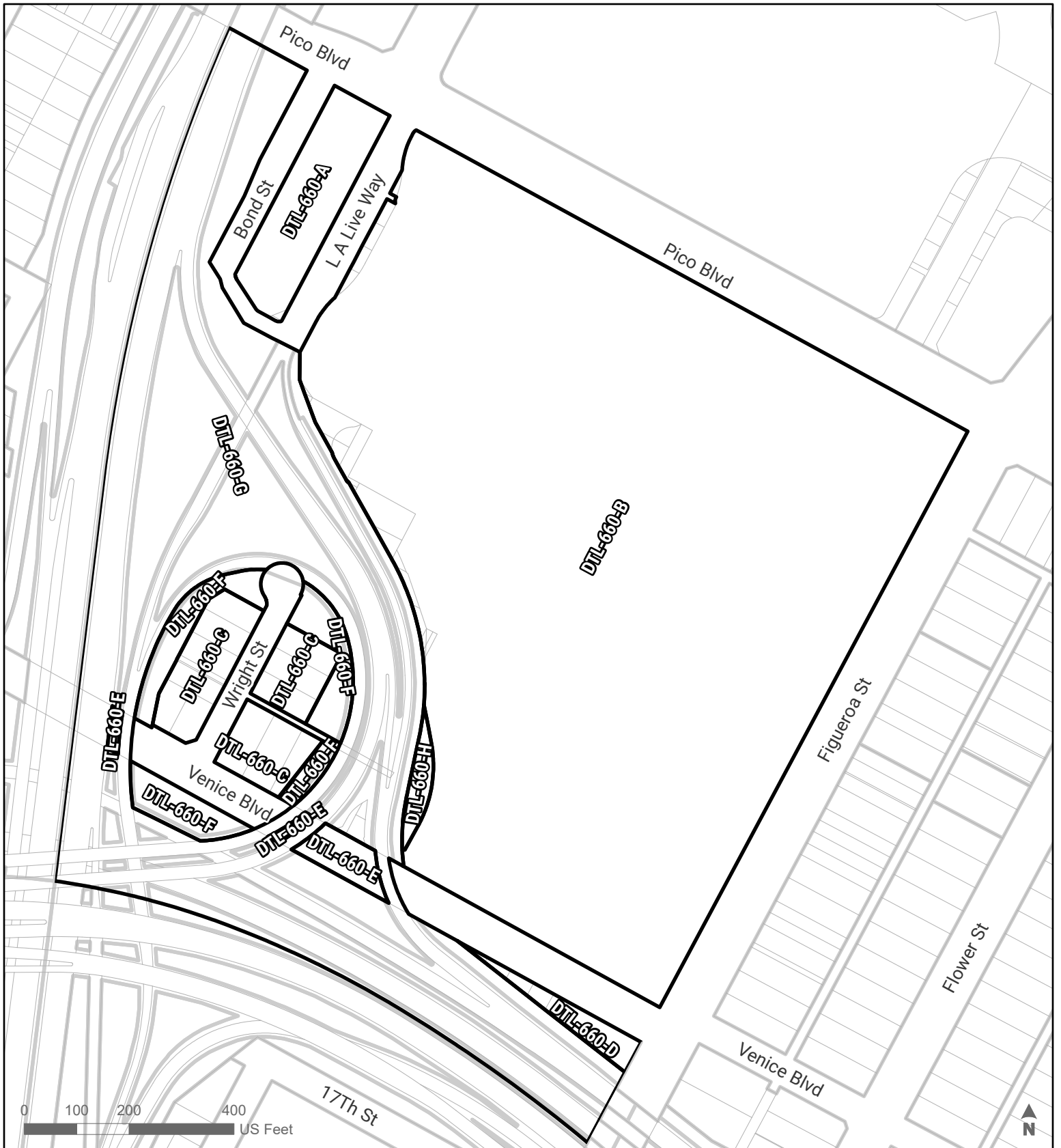
TL / MAR2021

Section:

650

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-660-A, DTL-660-B, DTL-660-C, DTL-660-D, DTL-660-E, DTL-660-F, DTL-660-G,
DTL-660-H, DTL-770-C, DTL-770-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

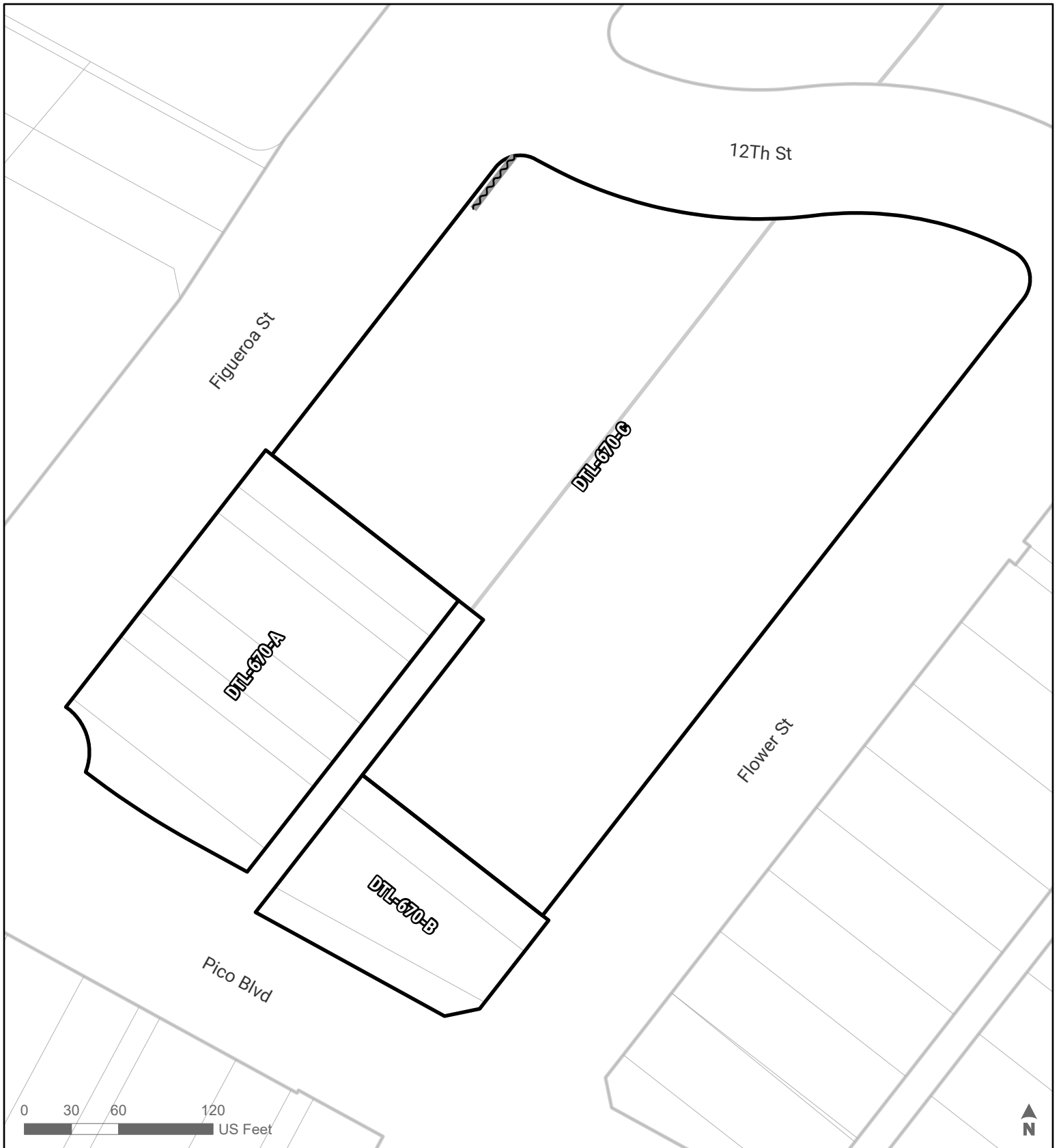
TL / MAR2021

Section:

660

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-670-A, DTL-670-B, DTL-670-C

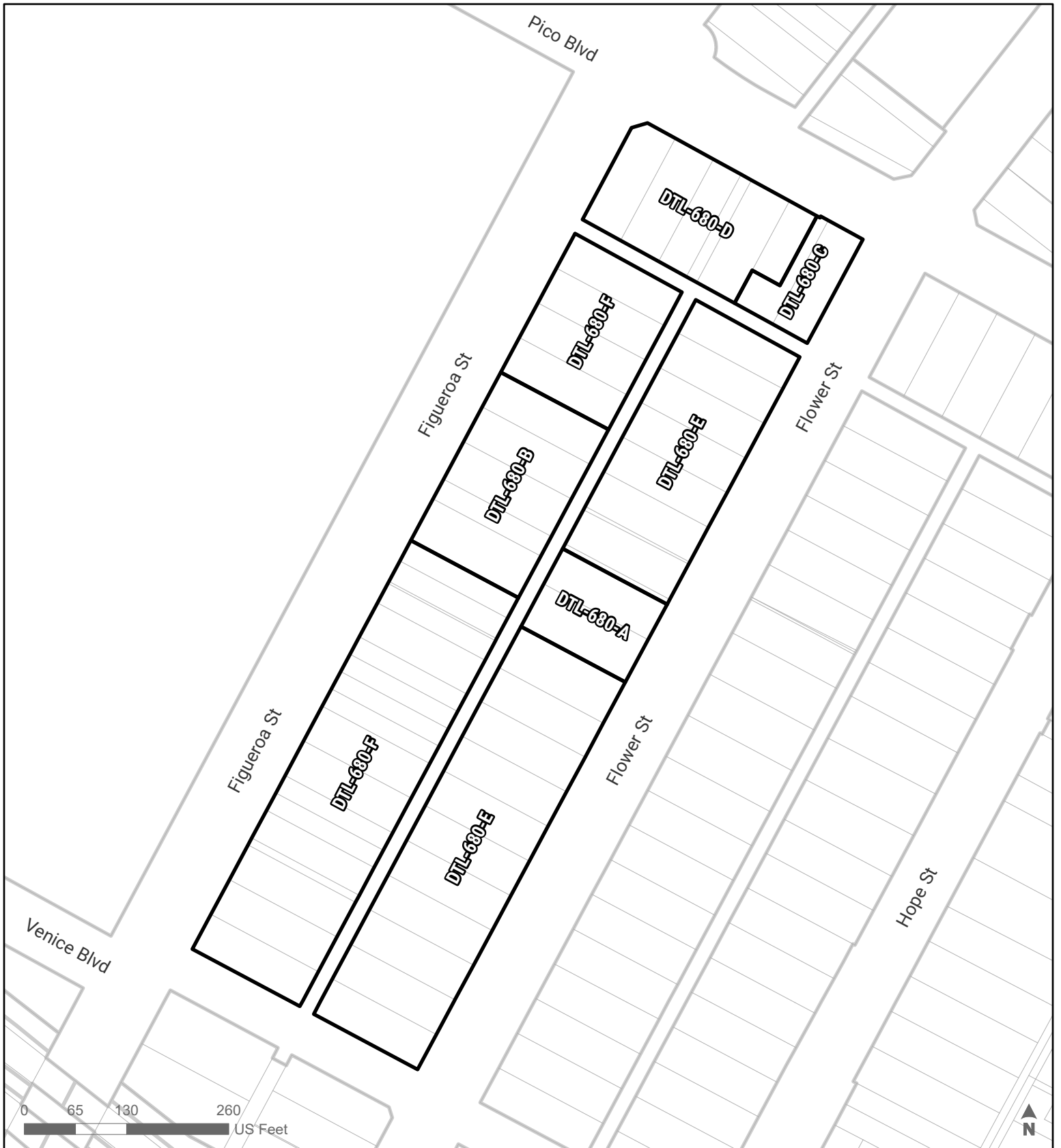
 Building Line Removal

Section:

670

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS


DTL-680-A, DTL-680-B, DTL-680-C, DTL-680-D, DTL-680-E, DTL-680-F

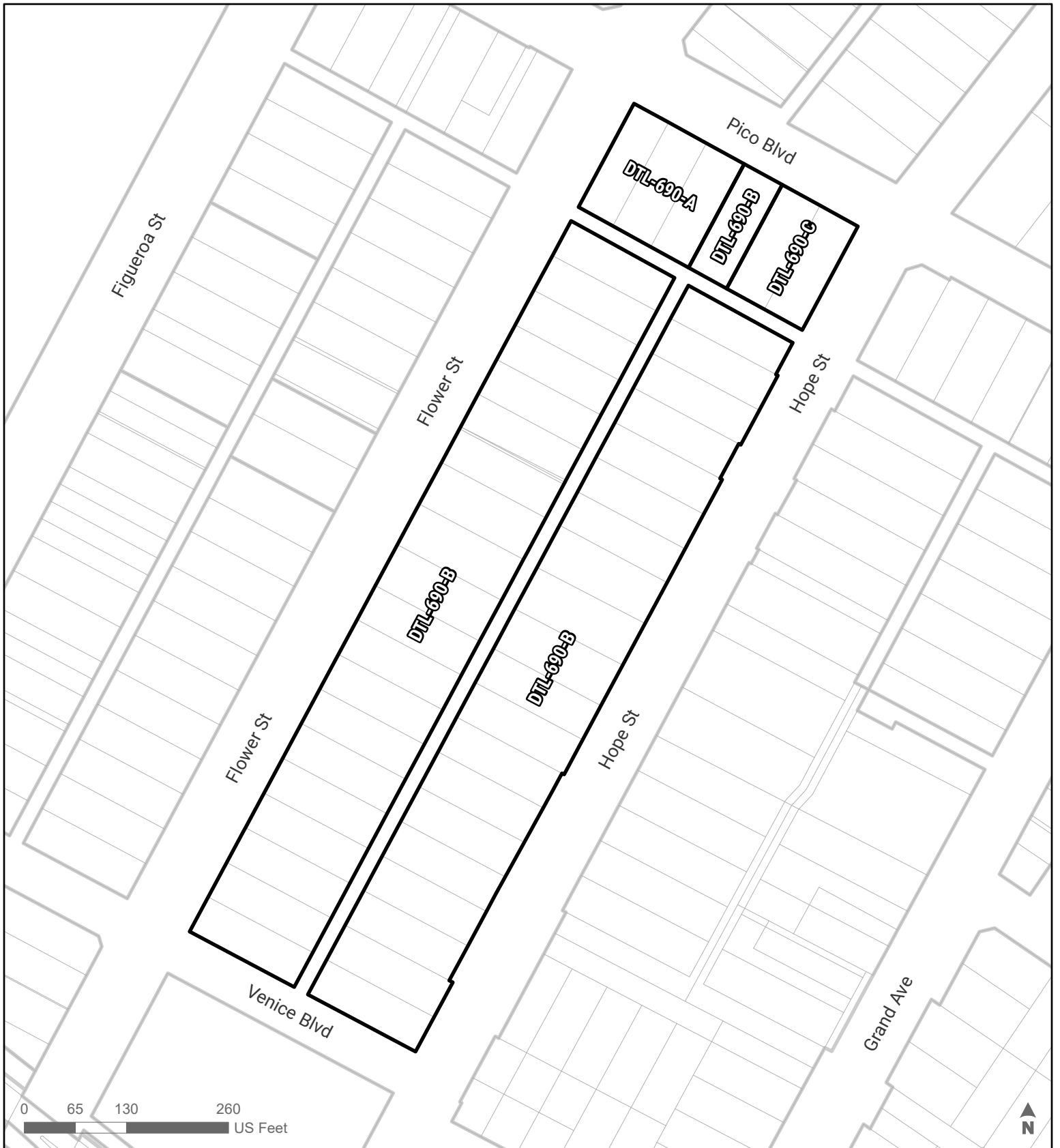
Section:

680

CPC-1994-0213-CPU

**Downtown
Community Plan Area**


 Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-690-A, DTL-690-B, DTL-690-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

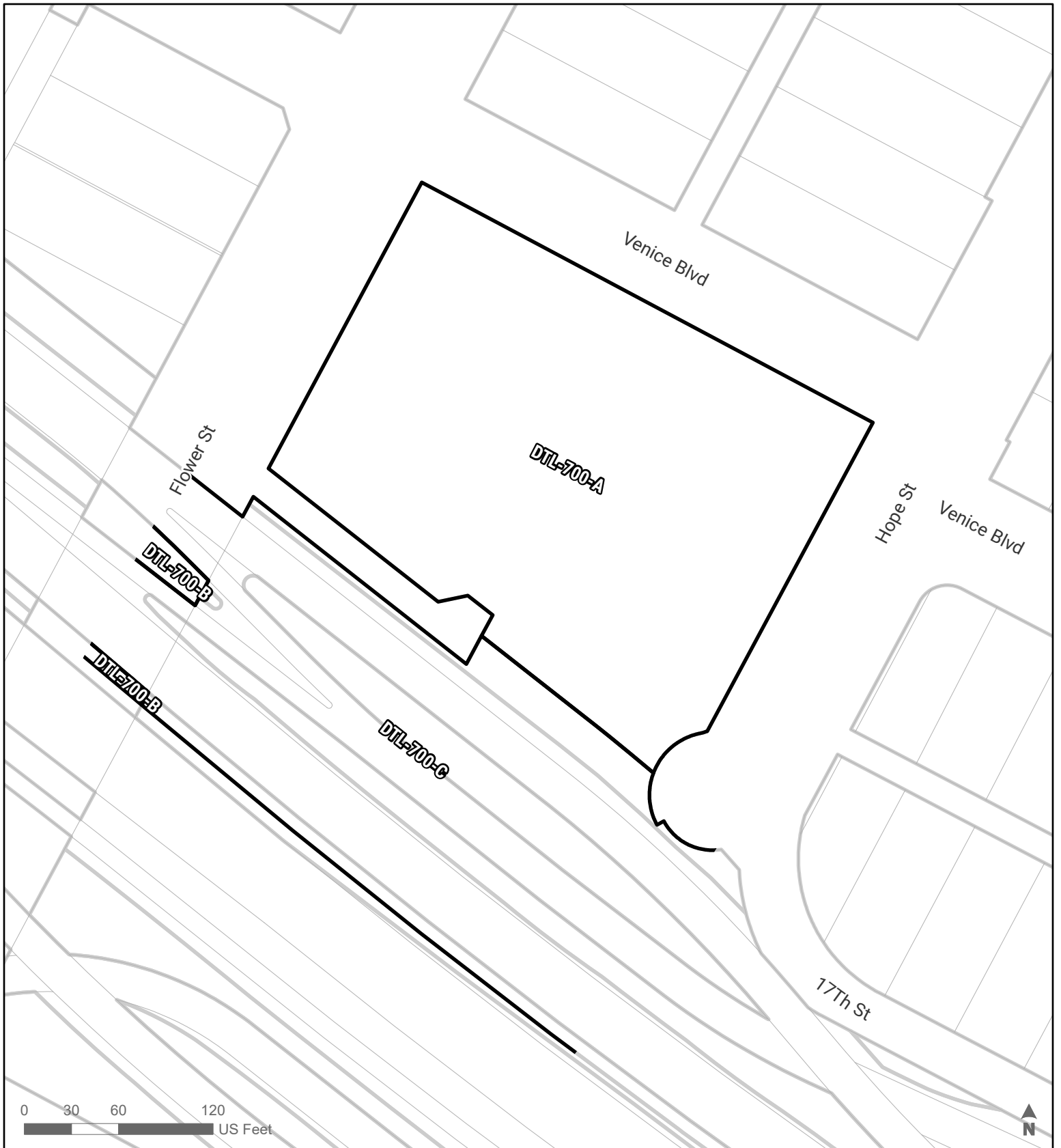
TL / MAR2021

Section:

690

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-700-A, DTL-700-B, DTL-700-C

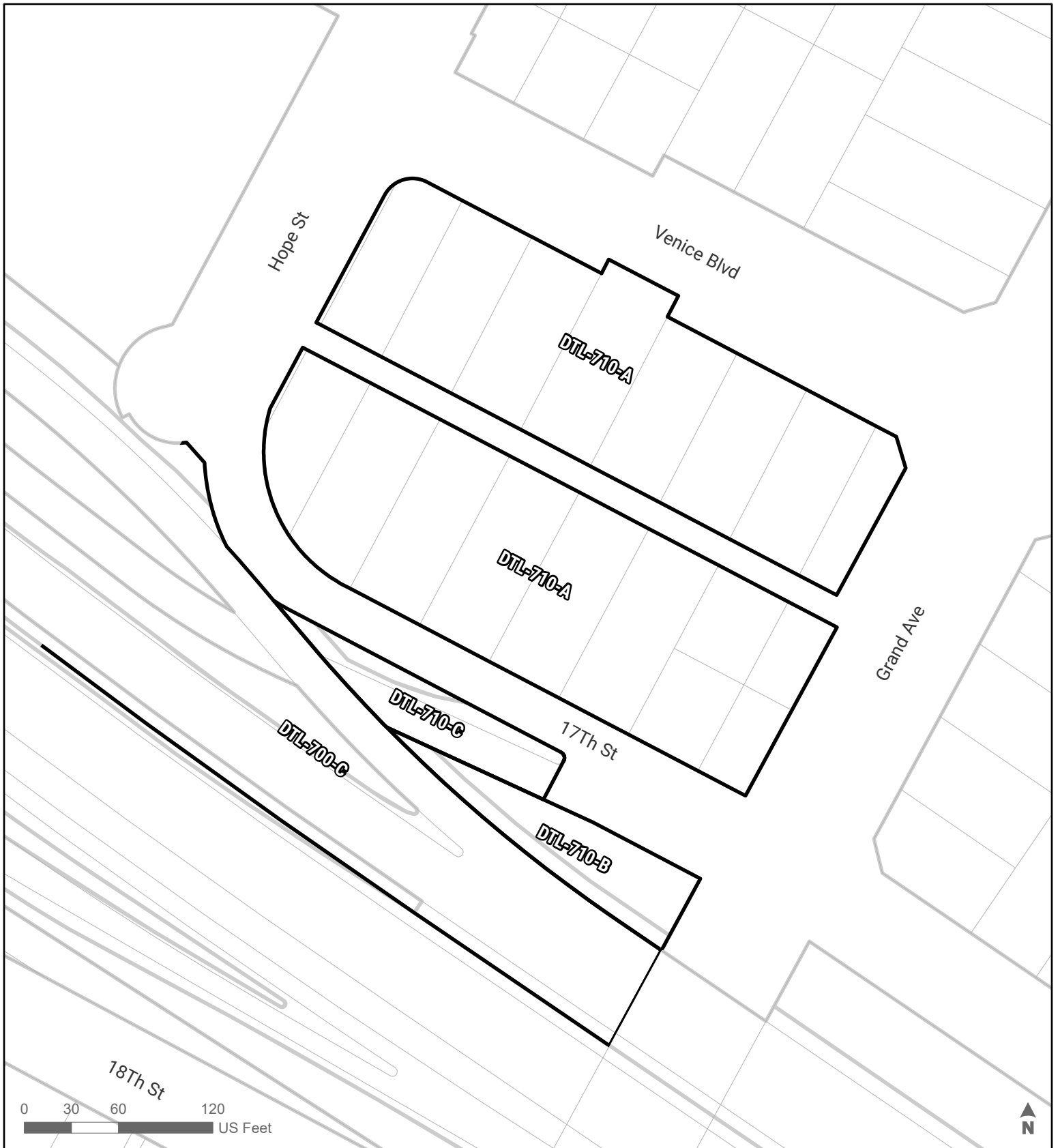
 Building Line Removal

Section:

700

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-700-C, DTL-710-A, DTL-710-B, DTL-710-C

 Building Line Removal

Section:

710

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-720-A, DTL-720-B, DTL-720-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

Approved by City Planning Commission September 23, 2021
 CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617

TL / MAR2021

Section:

720

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-730-A, DTL-730-B, DTL-730-C

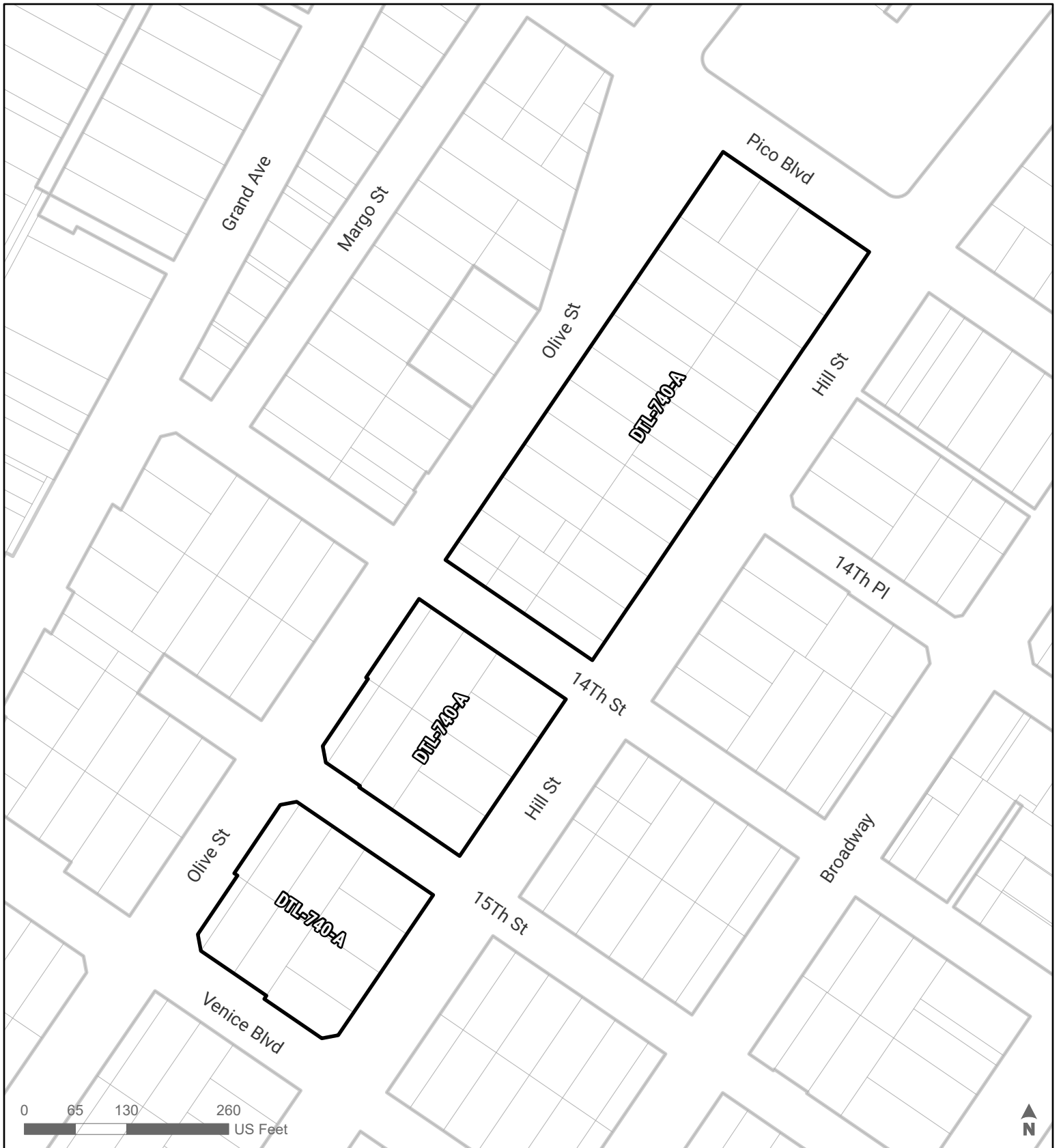
 Building Line Removal

Section:


730

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-740-A

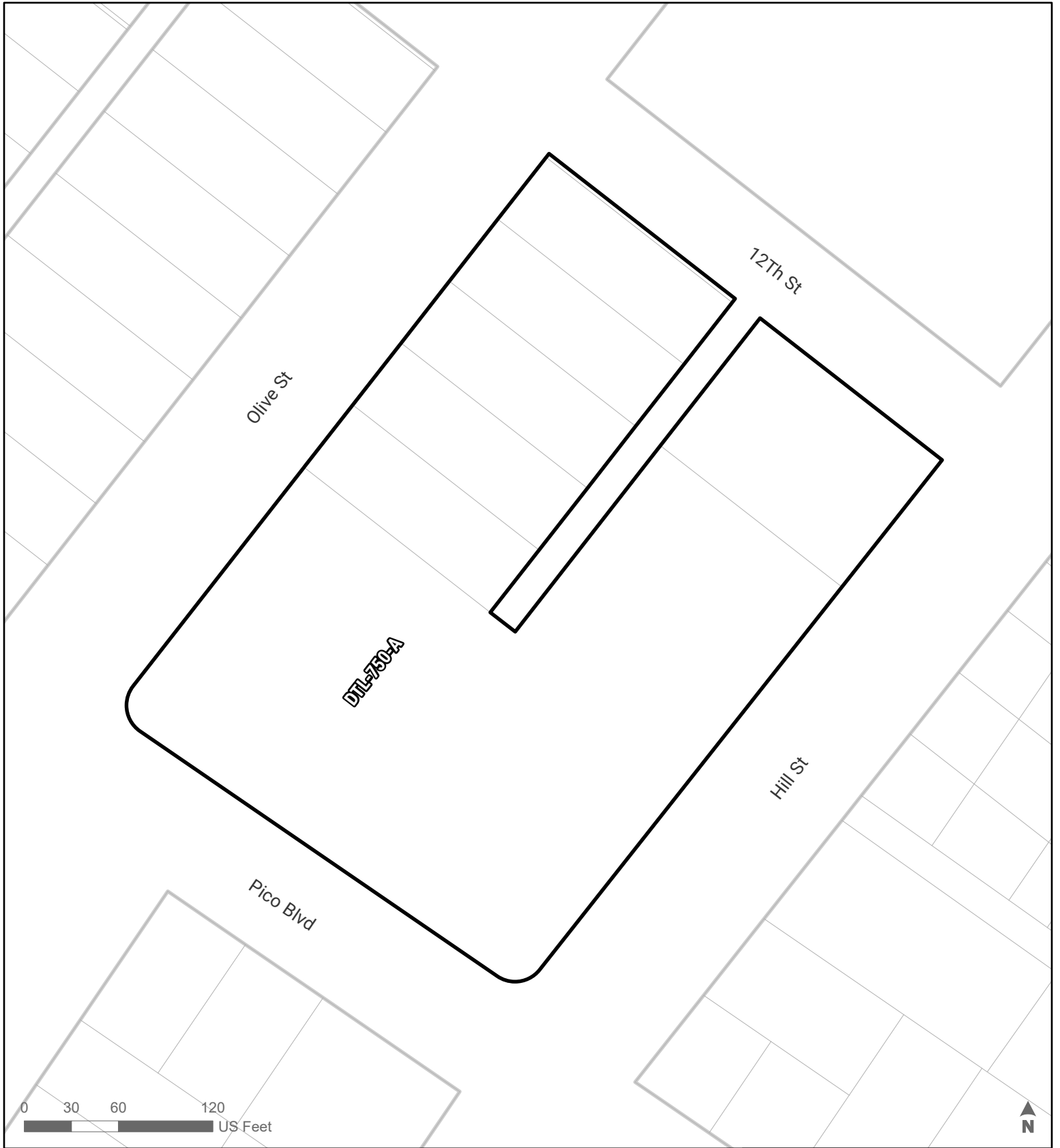
 Building Line Removal

Section:


740

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-750-A

 Building Line Removal

Section:


750

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-760-A

 Building Line Removal

Section:

760

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021


Approved by City Planning Commission September 23, 2021
 CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617



ZONING MAP AMENDMENTS

SUBAREAS

DTL-660-D, DTL-660-G, DTL-700-B, DTL-700-C, DTL-770-A, DTL-770-B, DTL-770-C, DTL-770-D

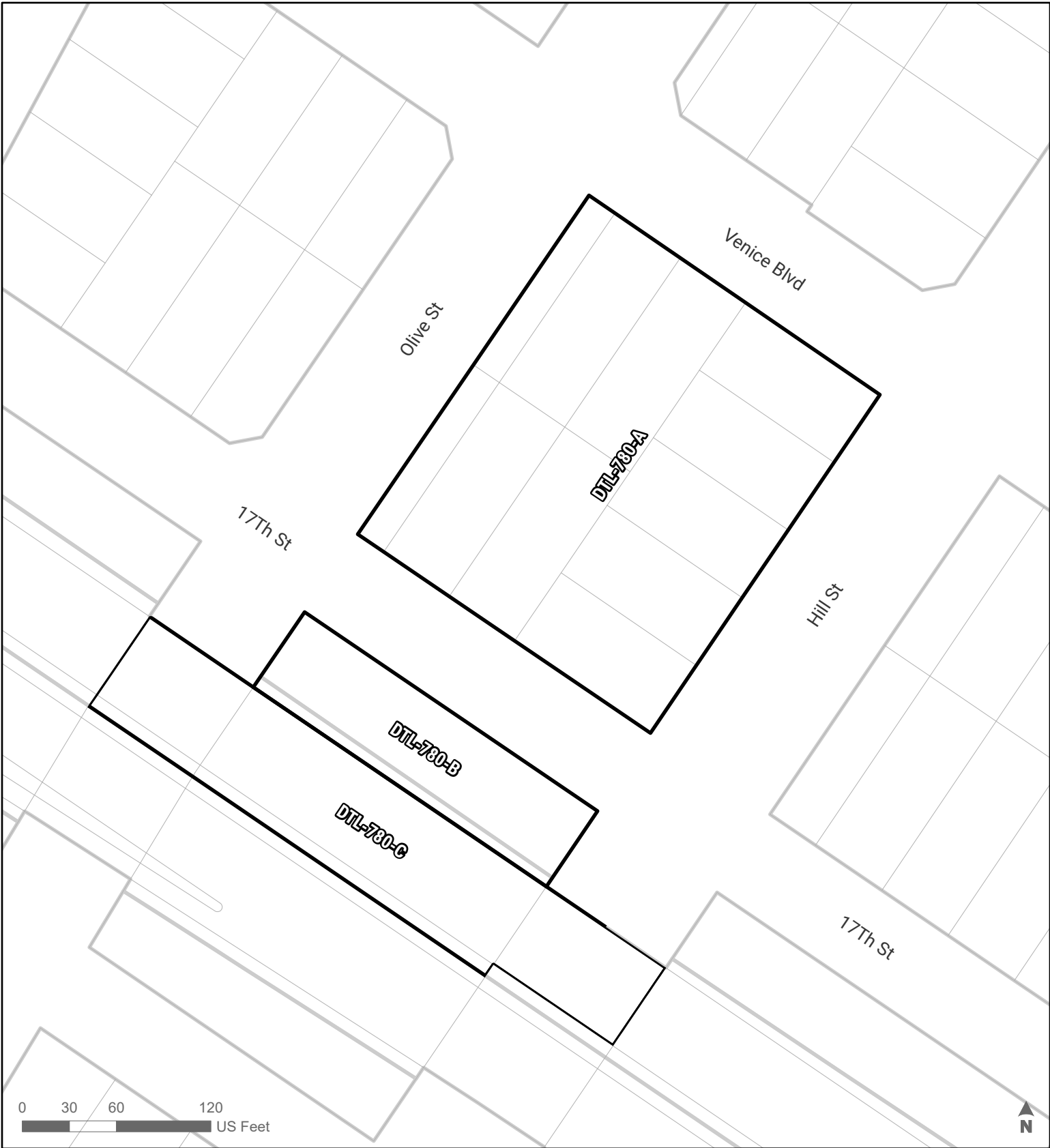
 Building Line Removal

Section:

770

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-780-A, DTL-780-B, DTL-780-C, DTL-790-C, DTL-830-B, DTL-830-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

780

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-780-C, DTL-790-A, DTL-790-B, DTL-790-C, DTL-800-C

 Building Line Removal

Section:

790

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-790-C, DTL-800-A, DTL-800-B, DTL-800-C, DTL-840-C

 Building Line Removal

Section:

800

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-810-A, DTL-810-B

 Building Line Removal

Section:

810

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-820-A, DTL-820-B

 Building Line Removal

Section:

820

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-700-C, DTL-780-C, DTL-830-A, DTL-830-B, DTL-830-C

 Building Line Removal

Section:

830

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-400-E, DTL-800-C, DTL-840-A, DTL-840-B, DTL-840-C

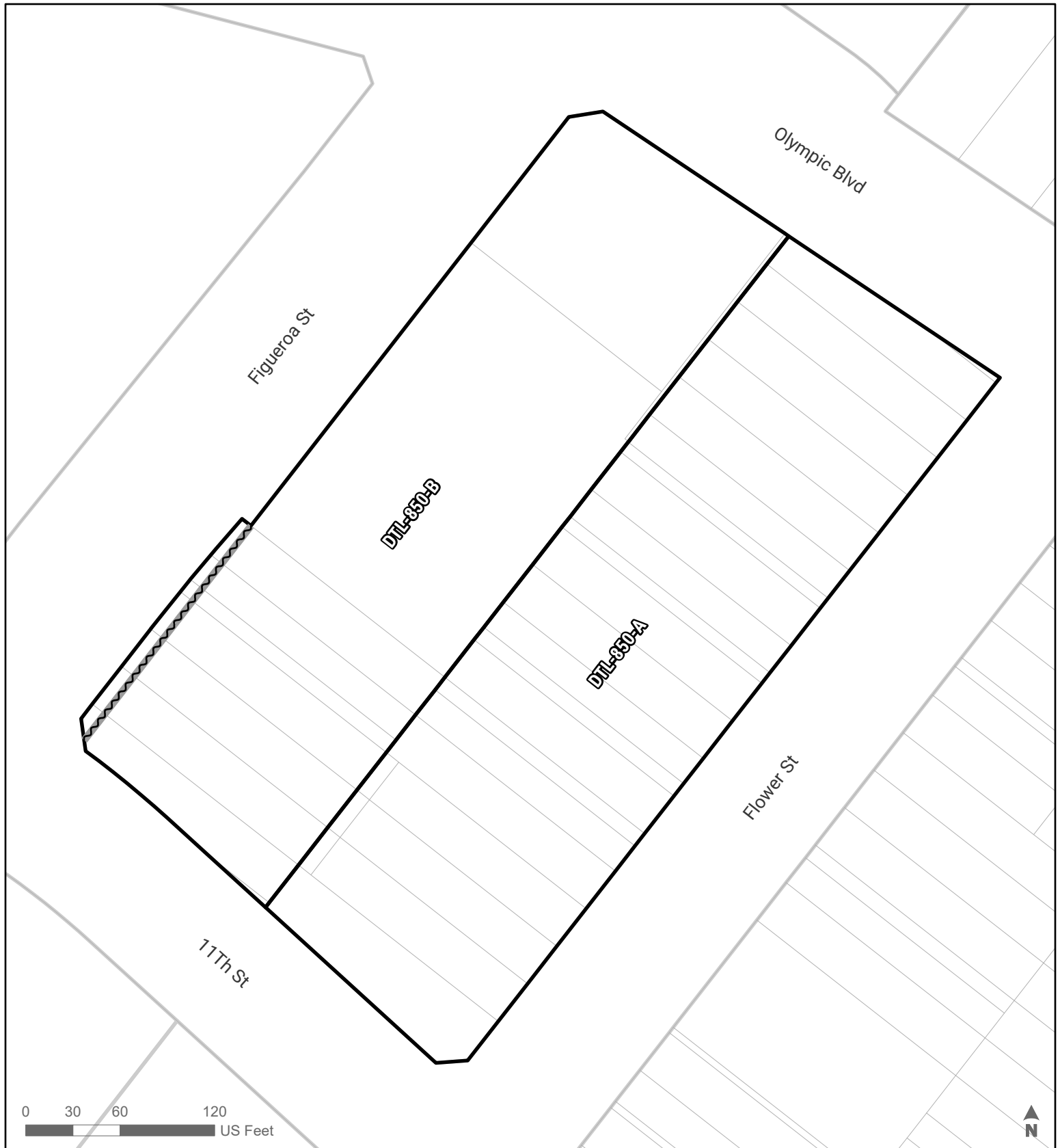
 Building Line Removal

Section:

840

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-850-A, DTL-850-B

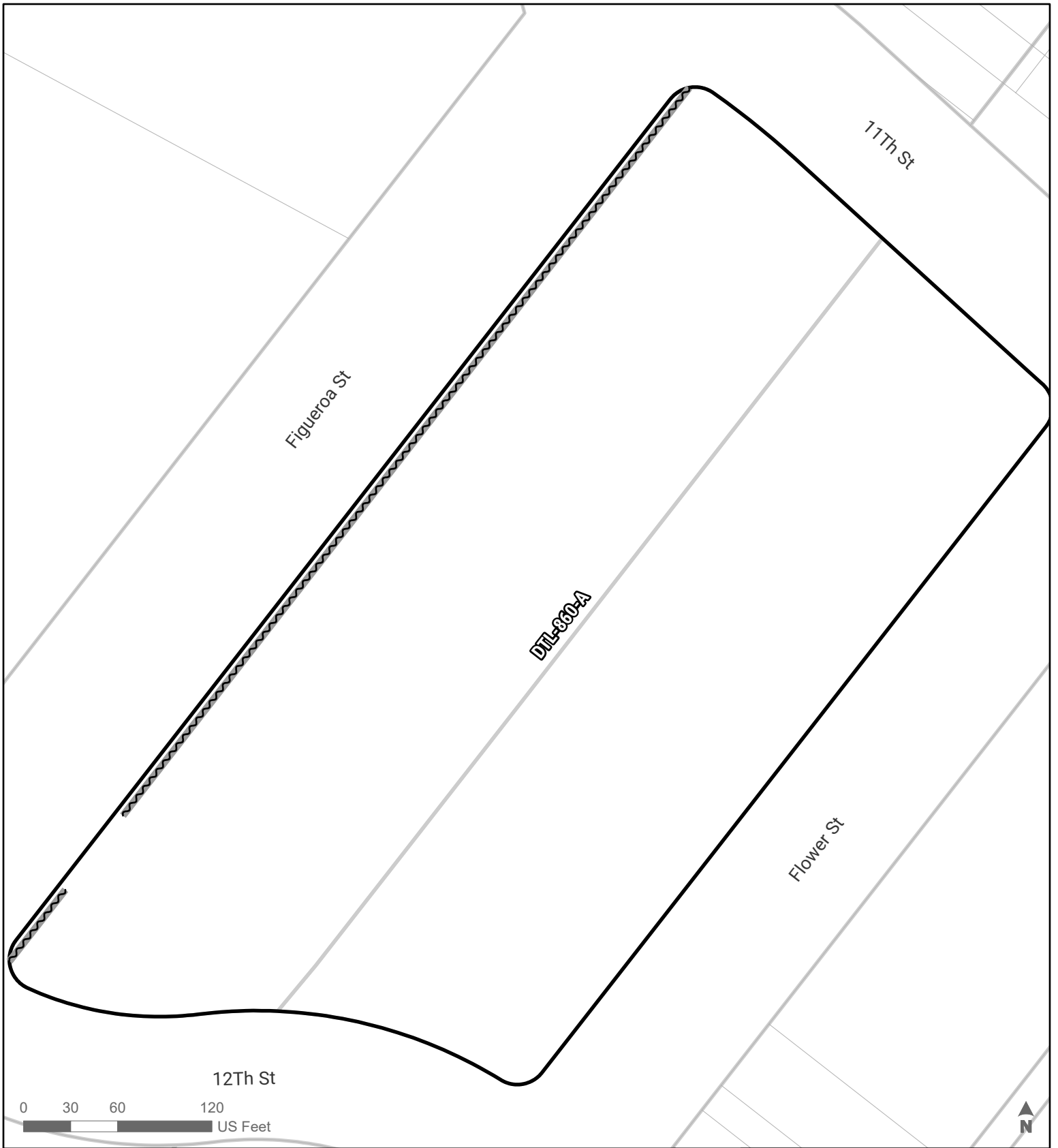
 Building Line Removal

Section:


850

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-860-A

 Building Line Removal

Section:

860

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**




ZONING MAP AMENDMENTS
SUBAREAS
 DTL-870-A, DTL-870-B

Section:

870

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**


 Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-880-A, DTL-880-B

 Building Line Removal

Section:

880

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-890-A, DTL-890-B

 Building Line Removal

Section:

890

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-900-A, DTL-900-B

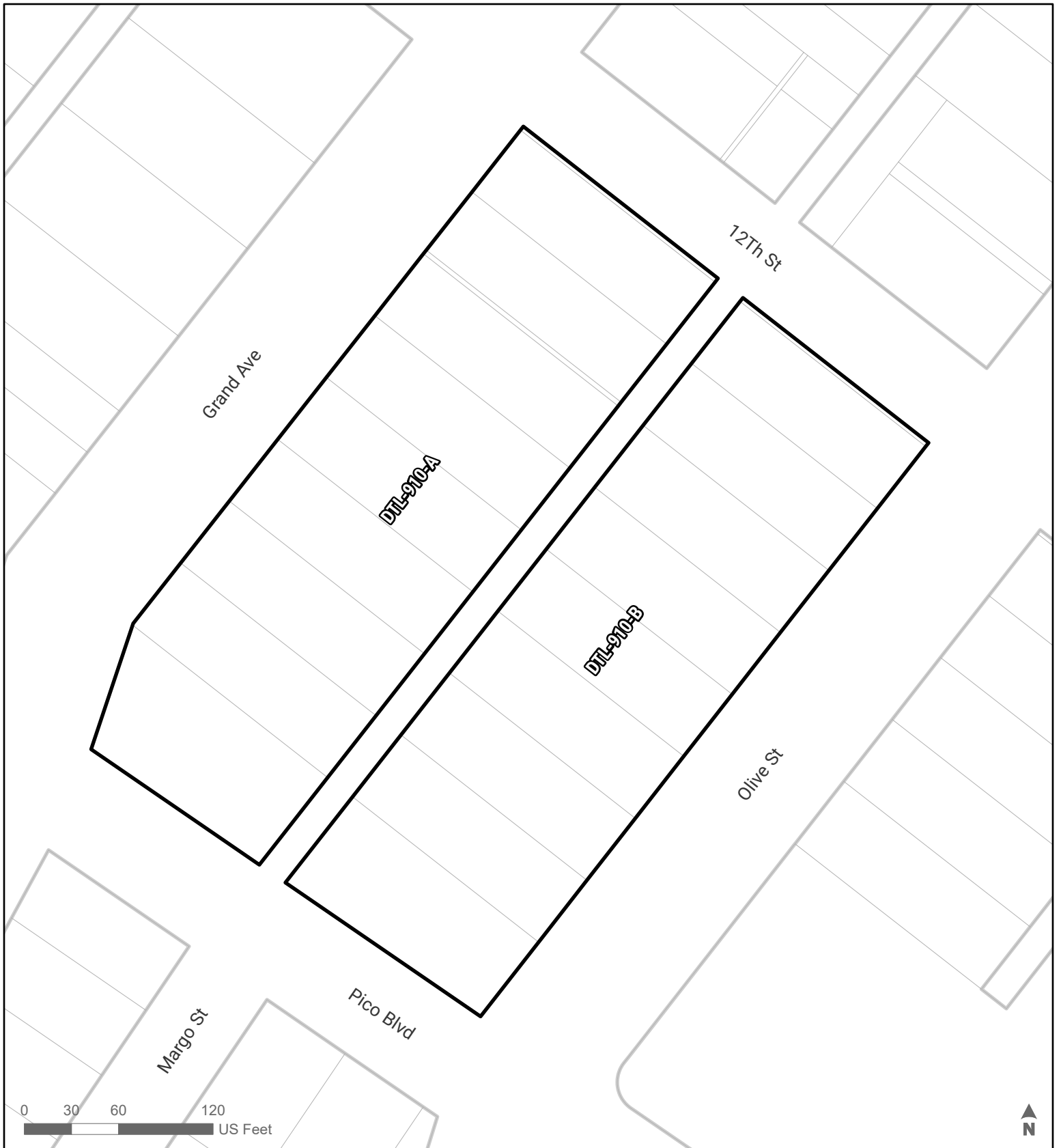
 Building Line Removal

Section:

900

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-910-A, DTL-910-B

 Building Line Removal

Section:

910

CPC-1994-0213-CPU

**Downtown
Community Plan Area**




ZONING MAP AMENDMENTS
SUBAREAS
 DTL-920-A, DTL-920-B

Section:

920

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**


 Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-930-A, DTL-930-B, DTL-930-C

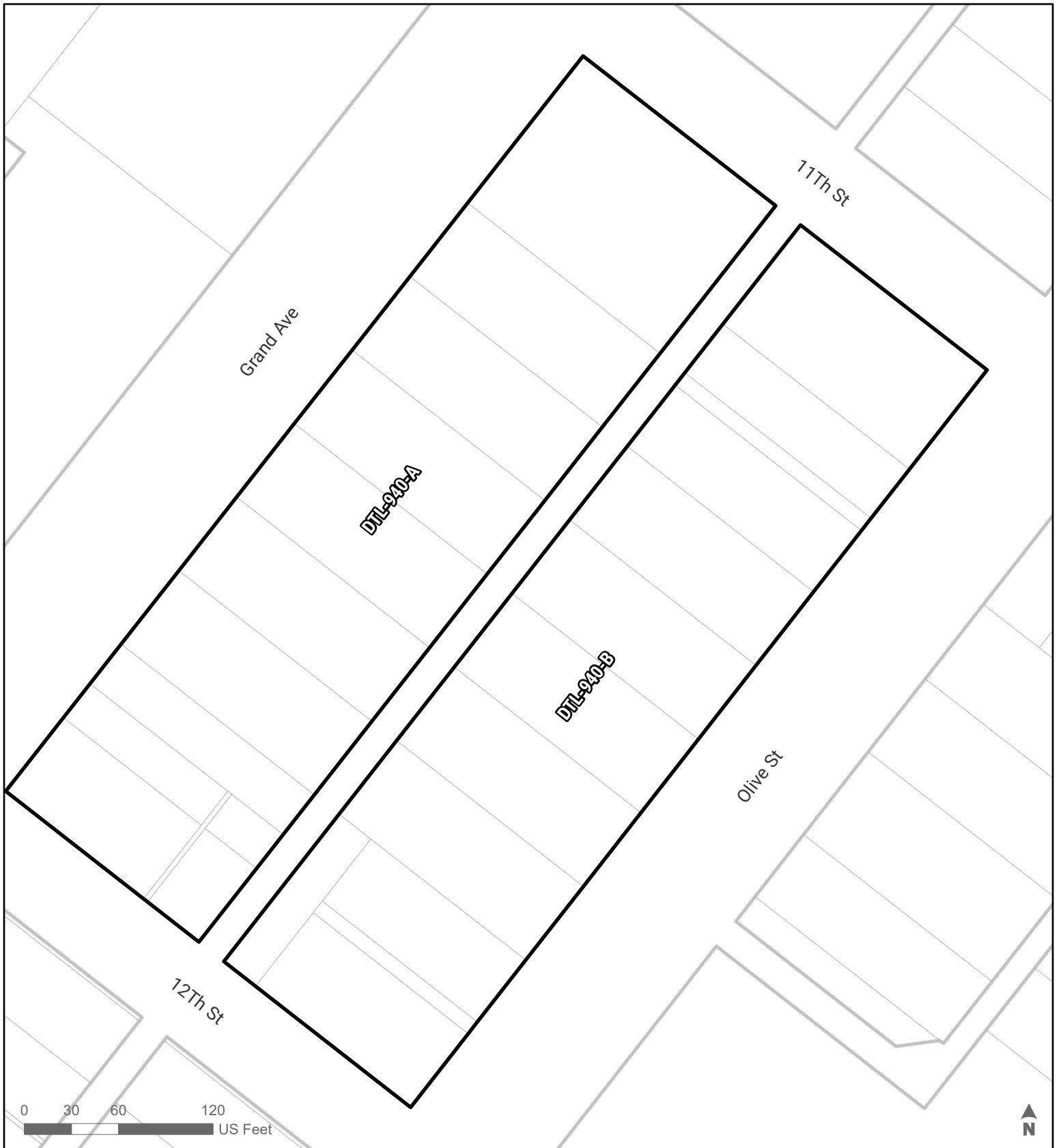
 Building Line Removal

Section:

930

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-940-A, DTL-940-B

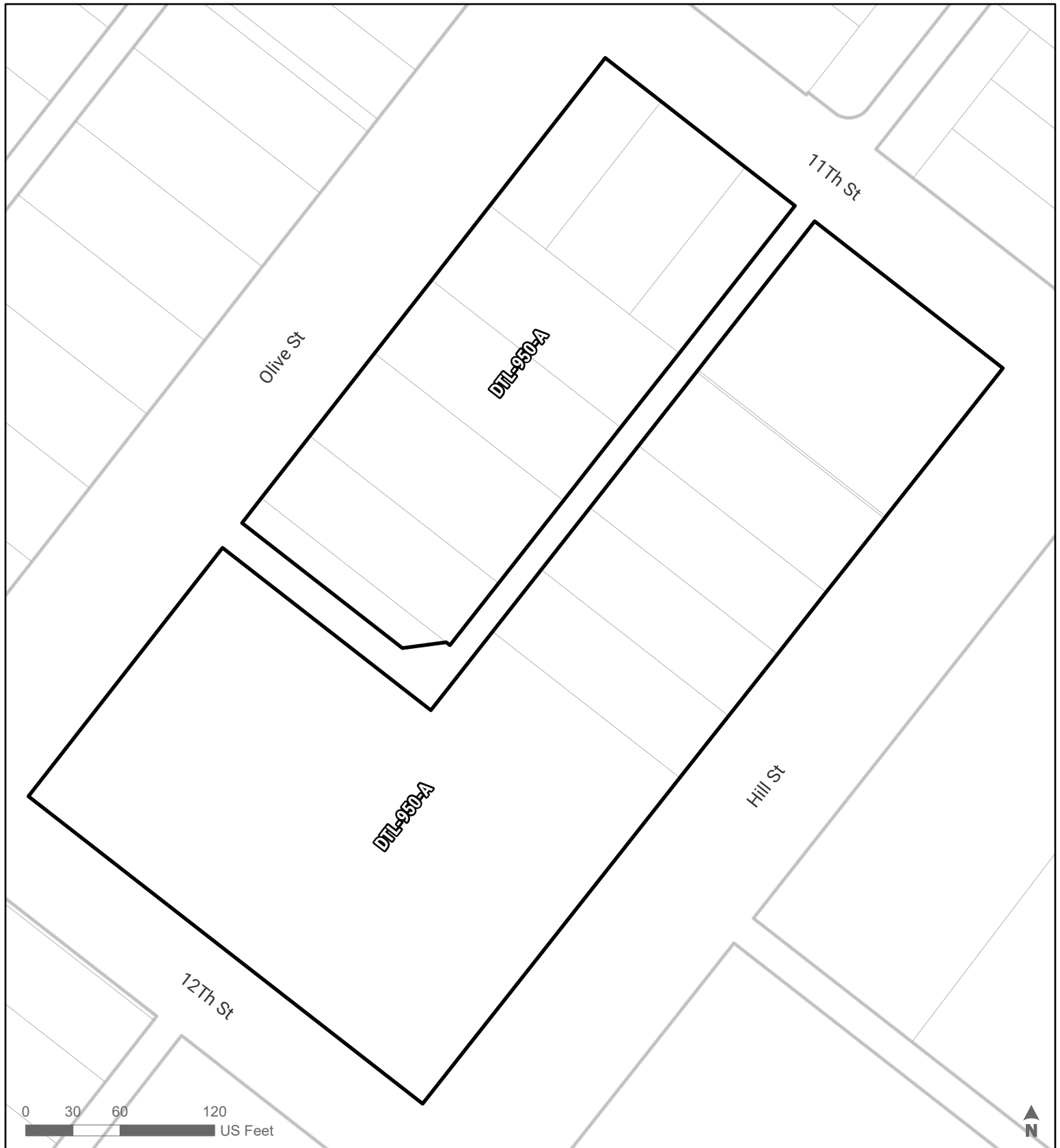
 Building Line Removal

Section:

940

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-950-A

 Building Line Removal

Section:


950

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-960-A

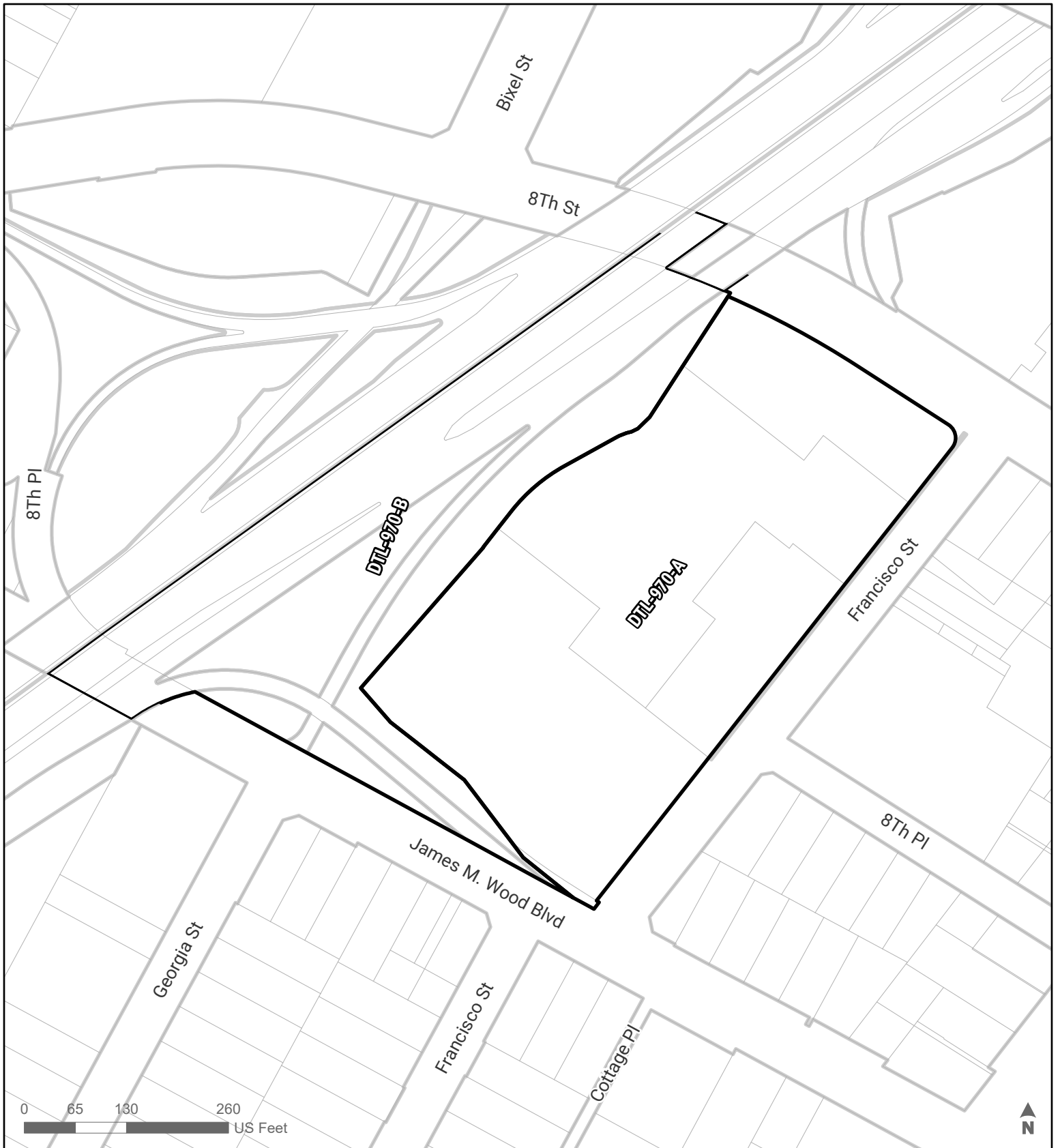
 Building Line Removal

Section:

960

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-310-E, DTL-970-A, DTL-970-B, DTL-990-B, DTL-990-C

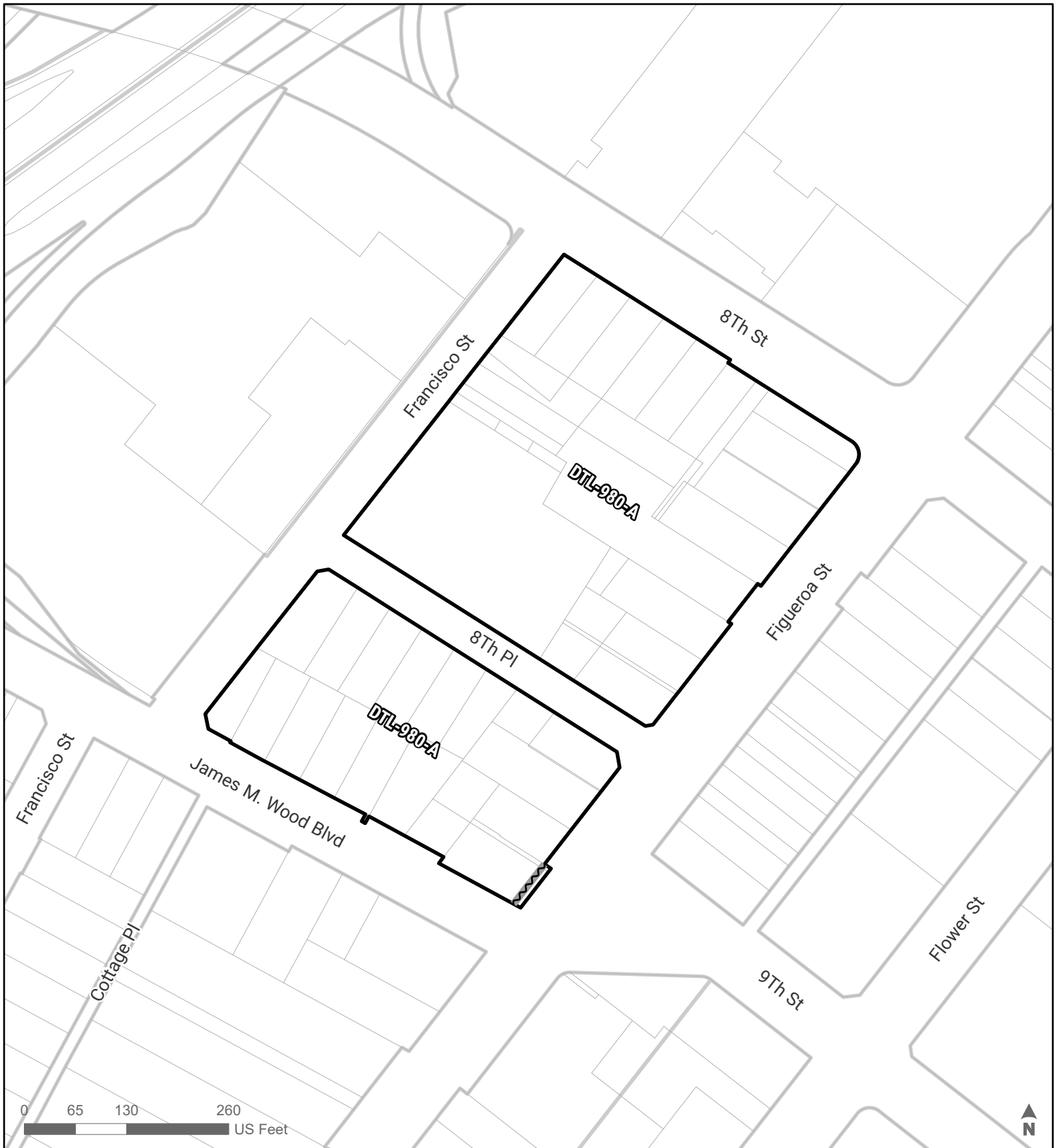
 Building Line Removal

Section:

970

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-980-A

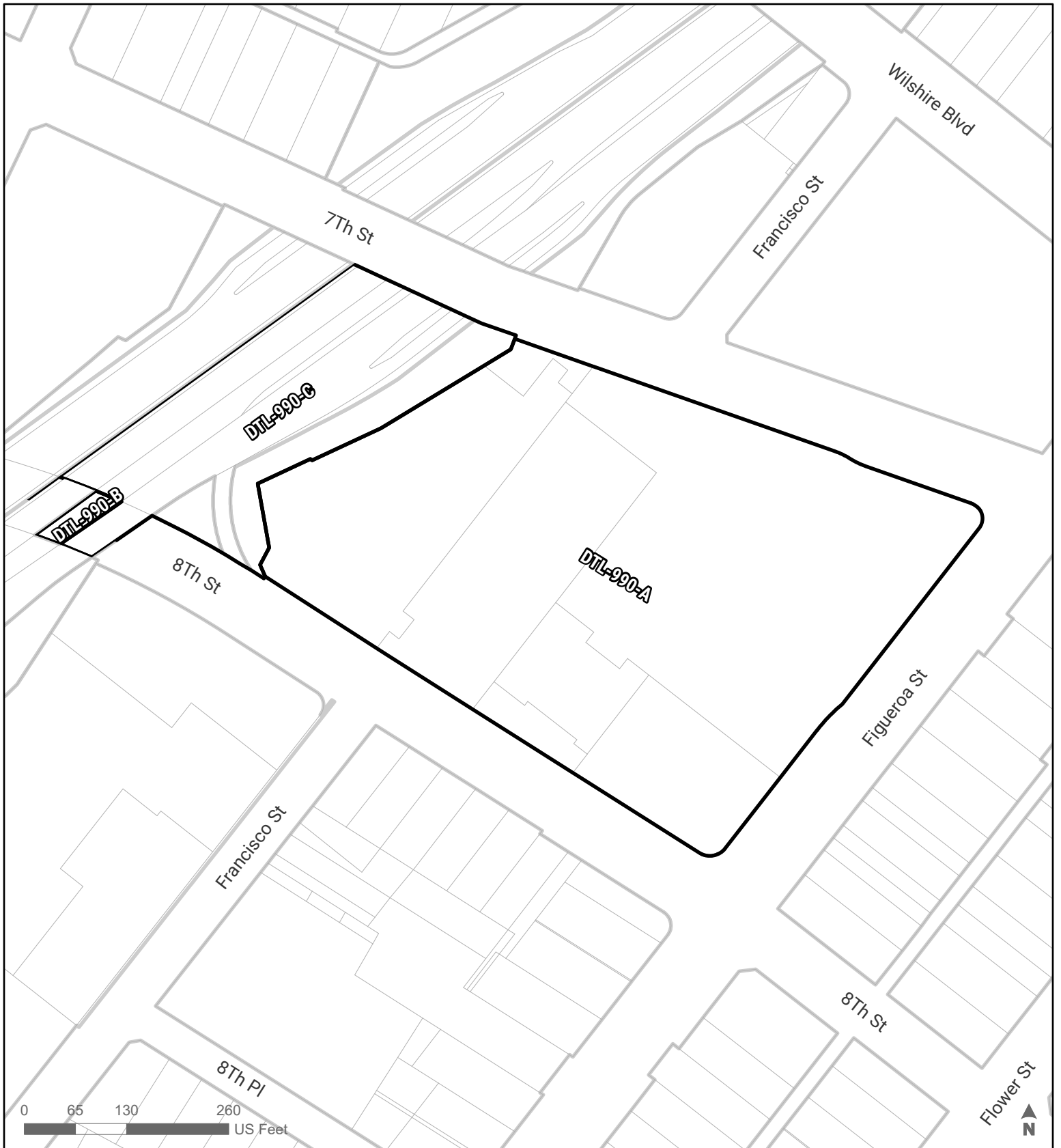
 Building Line Removal

Section:

980

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-970-B, DTL-990-A, DTL-990-B, DTL-990-C

 Building Line Removal

Section:

990

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-130-L, DTL-1000-A, DTL-1000-B, DTL-1000-C, DTL-1000-D, DTL-1000-E,
DTL-1000-F, DTL-1490-C, DTL-1500-D, DTL-1520-B

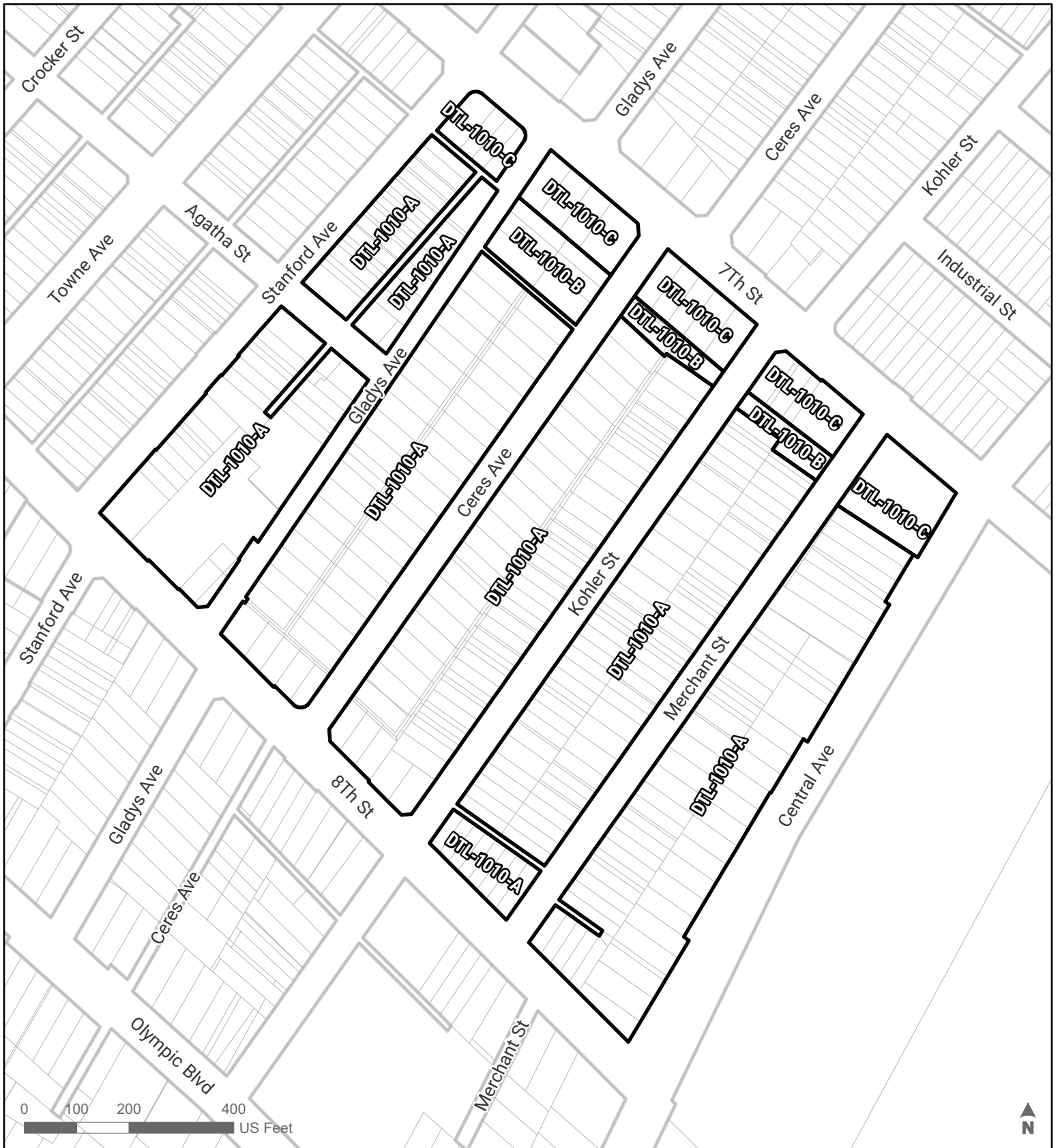
 Building Line Removal

Section:

1000

CPC-194-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1010-A, DTL-1010-B, DTL-1010-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

Approved by City Planning Commission September 23, 2021
 CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617

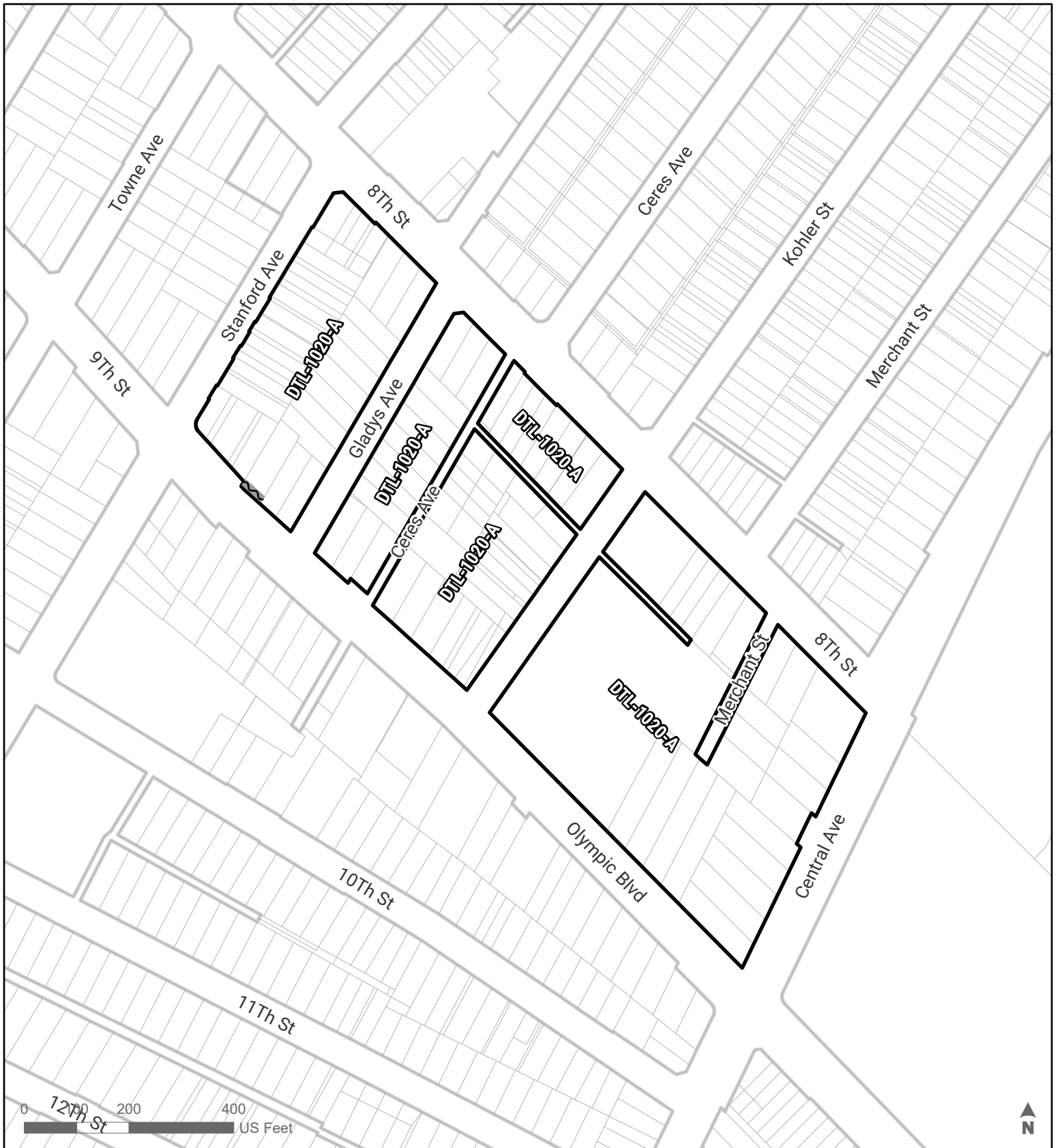
TL / MAR2021

Section:


1010

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1020-A

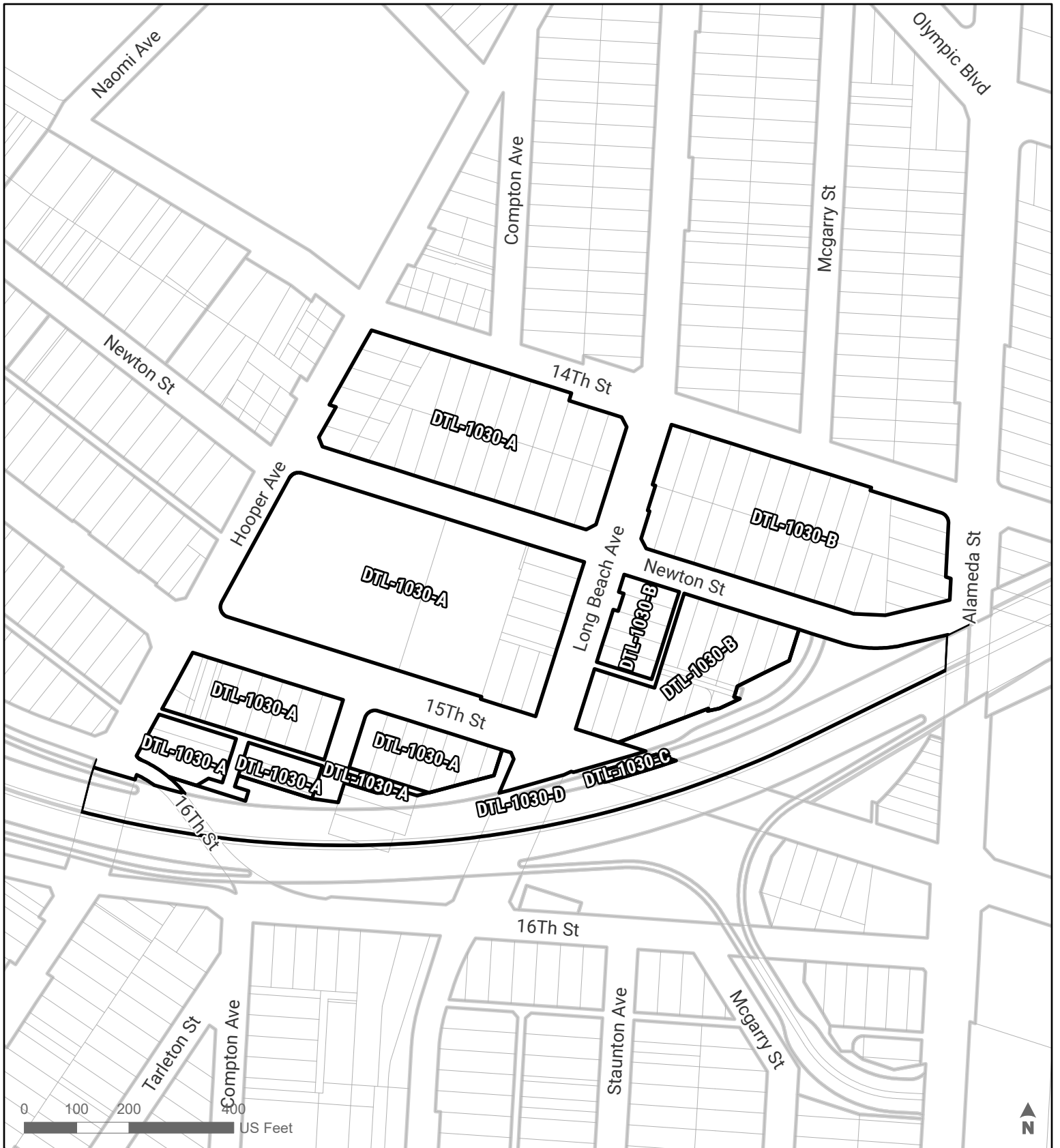
 Building Line Removal

Section:

1020

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1030-A, DTL-1030-B, DTL-1030-C, DTL-1030-D, DTL-1060-B, DTL-1490-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:


1030

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1040-A

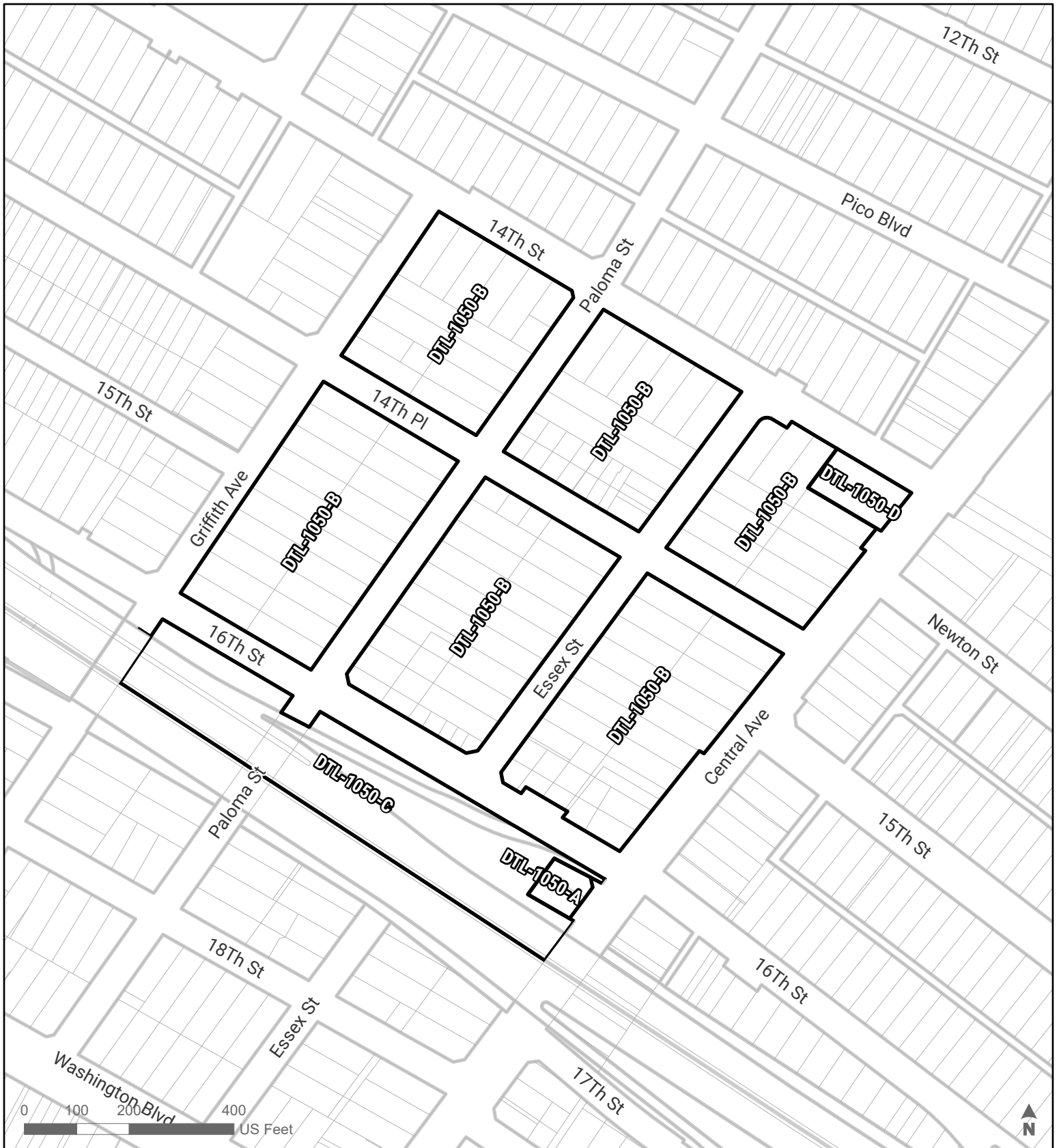
 Building Line Removal

Section:

1040

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS


DTL-1050-A, DTL-1050-B, DTL-1050-C, DTL-1050-D, DTL-1060-B, DTL-1100-F

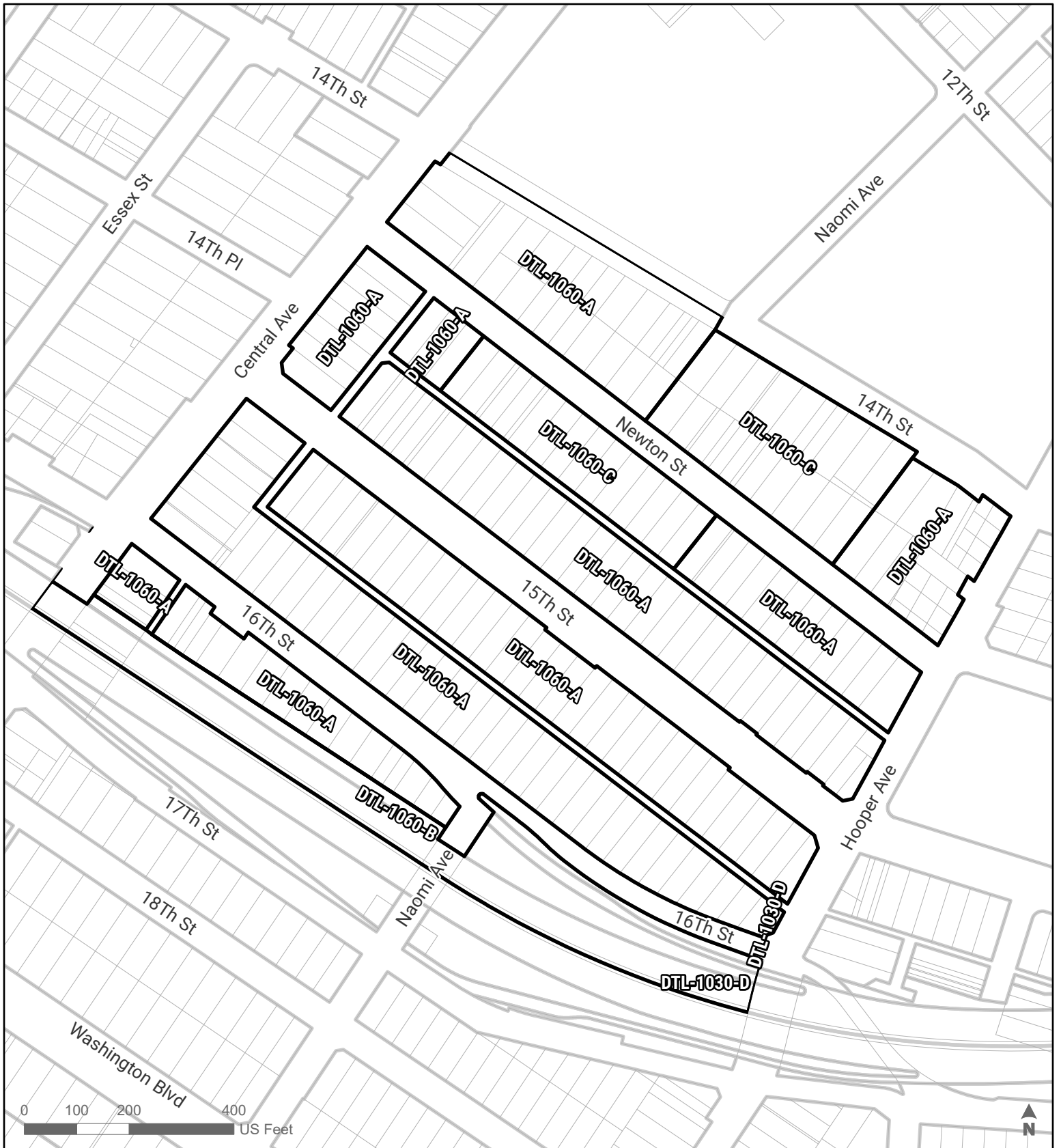
Section:

1050

CPC-1994-0213-CPU

**Downtown
Community Plan Area**


 Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1030-D, DTL-1050-C, DTL-1060-A, DTL-1060-B, DTL-1060-C, DTL-1110-A

 Building Line Removal

Section:

1060

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1070-A, DTL-1070-B, DTL-1070-C, DTL-1070-D, DTL-1070-E

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

1070

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1080-A, DTL-1080-B, DTL-1550-A

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:


1080

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1090-A, DTL-1090-B

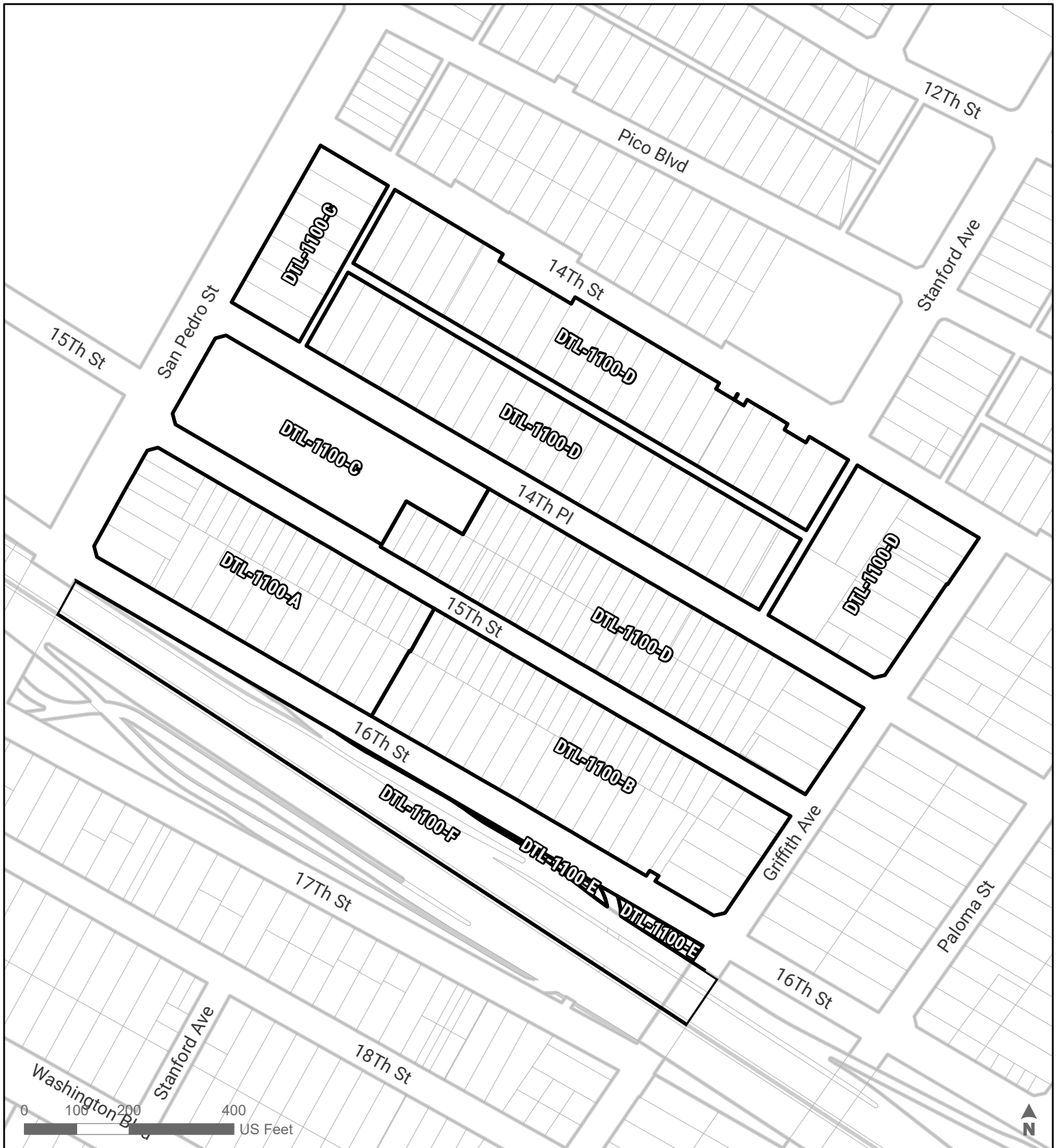
 Building Line Removal

Section:

1090

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS


DTL-1100-A, DTL-1100-B, DTL-1100-C, DTL-1100-D, DTL-1100-E, DTL-1100-F

Section:

1100

CPC-1994-0213-CPU

**Downtown
Community Plan Area**


 Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1060-A, DTL-1110-A, DTL-1110-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

1110

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1120-A, DTL-1120-B, DTL-1120-D, DTL-1120-E, DTL-1120-F, DTL-1120-G,
DTL-1120-H

 Building Line Removal

Section:

1120

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1130-A, DTL-1130-B, DTL-1130-C, DTL-1130-D

 Building Line Removal

Section:

1130

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1140-A, DTL-1140-B, DTL-1140-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

1140

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1150-A, DTL-1150-B, DTL-1150-C, DTL-1150-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

1150

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1160-A, DTL-1160-B, DTL-1160-C, DTL-1160-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

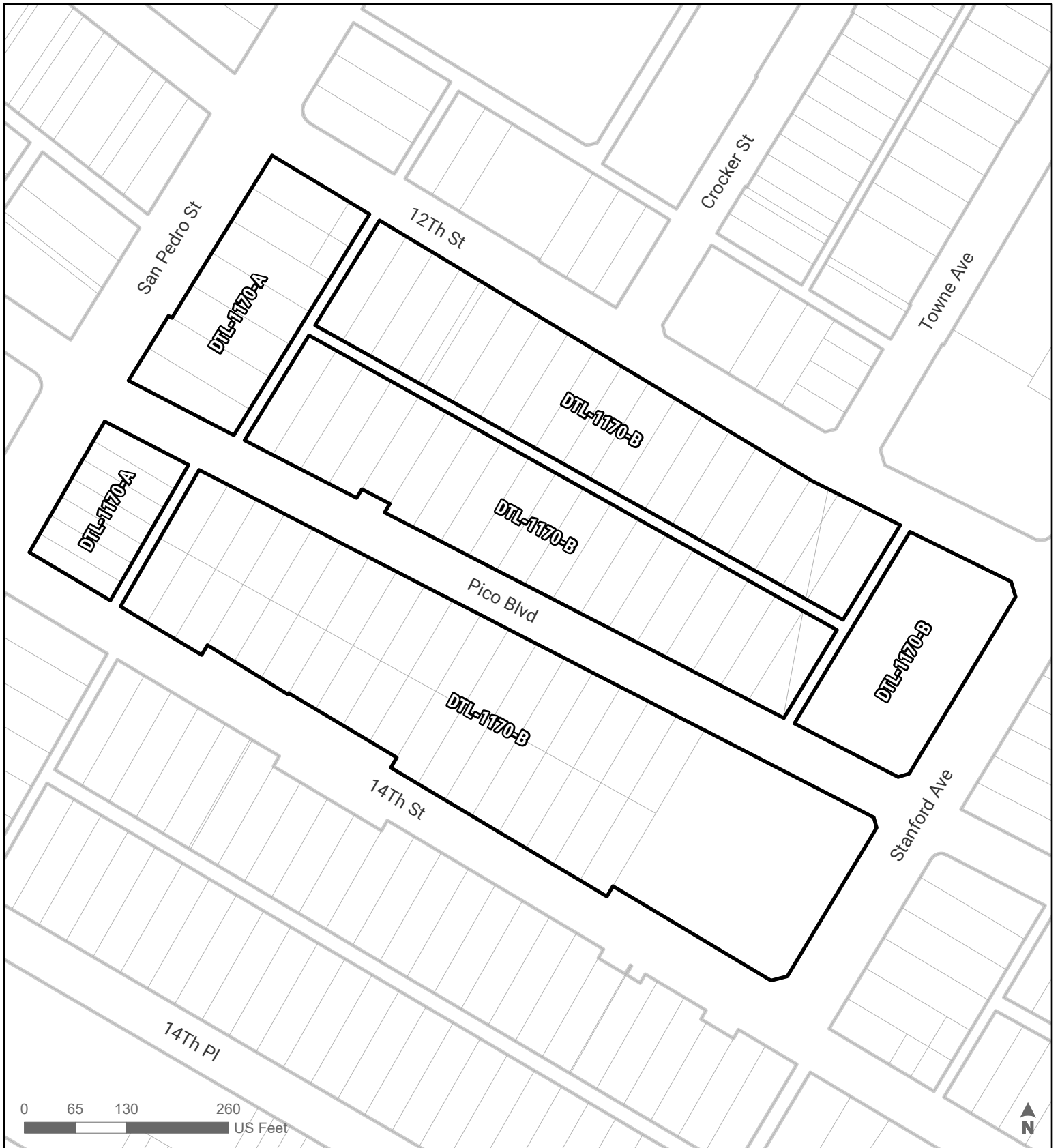
TL / MAR2021

Section:

1160

CPC-1994-0213-CPU

**Downtown
Community Plan Area**




ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1170-A, DTL-1170-B

Section:

1170

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**


 Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1180-A, DTL-1180-B, DTL-1180-C, DTL-1180-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Approved by City Planning Commission September 23, 2021
 CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617

Section:


1180

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1190-A, DTL-1190-B

 Building Line Removal

Section:

1190

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1200-A, DTL-1200-B, DTL-1200-C, DTL-1200-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

Approved by City Planning Commission September 23, 2021
 CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617

TL / MAR2021

Section:

1200

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1210-A, DTL-1210-B, DTL-1210-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:


1210

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1220-A, DTL-1220-B

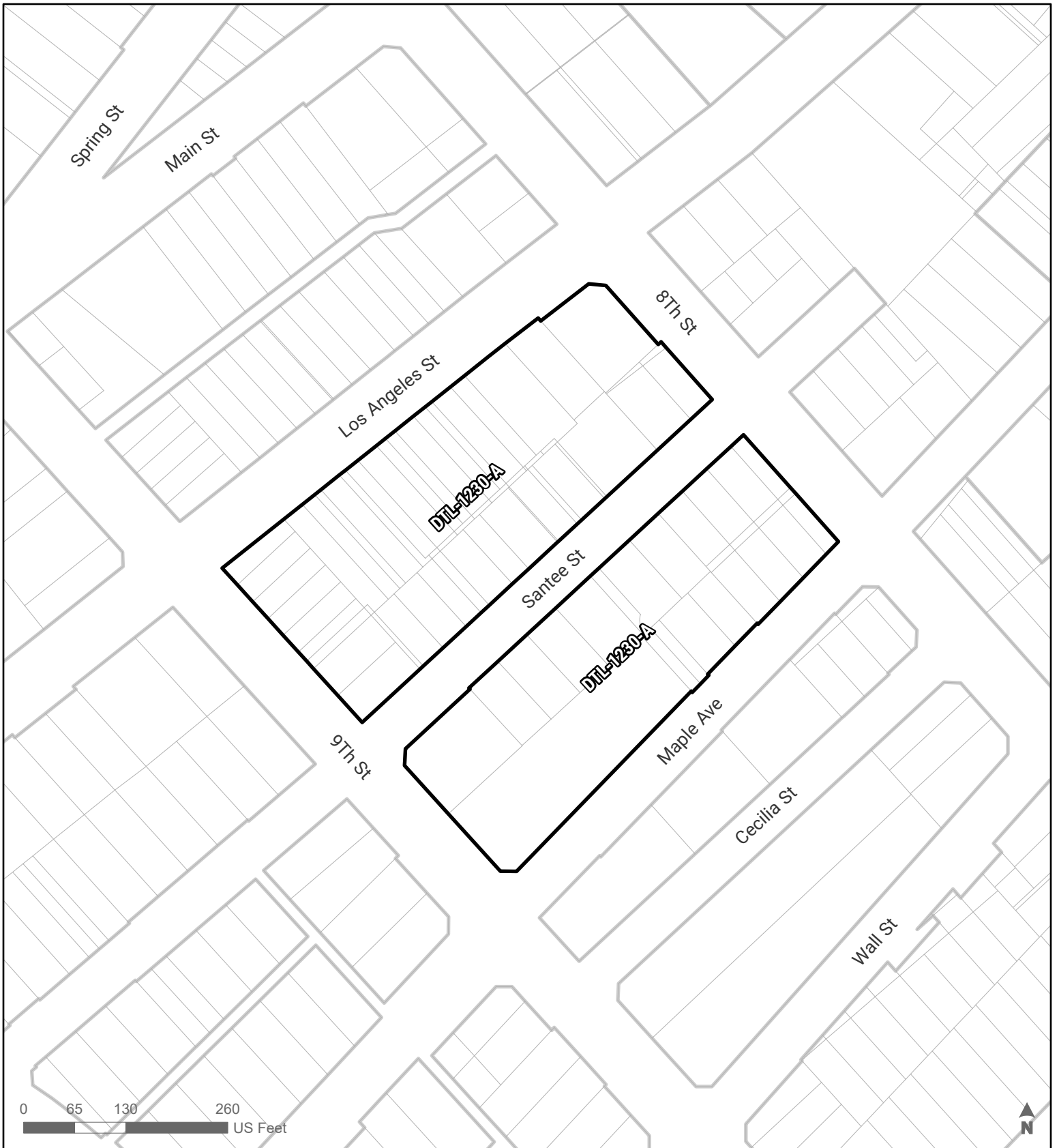
 Building Line Removal

Section:

1220

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1230-A

 Building Line Removal

Section:

1230

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1240-A, DTL-1240-B

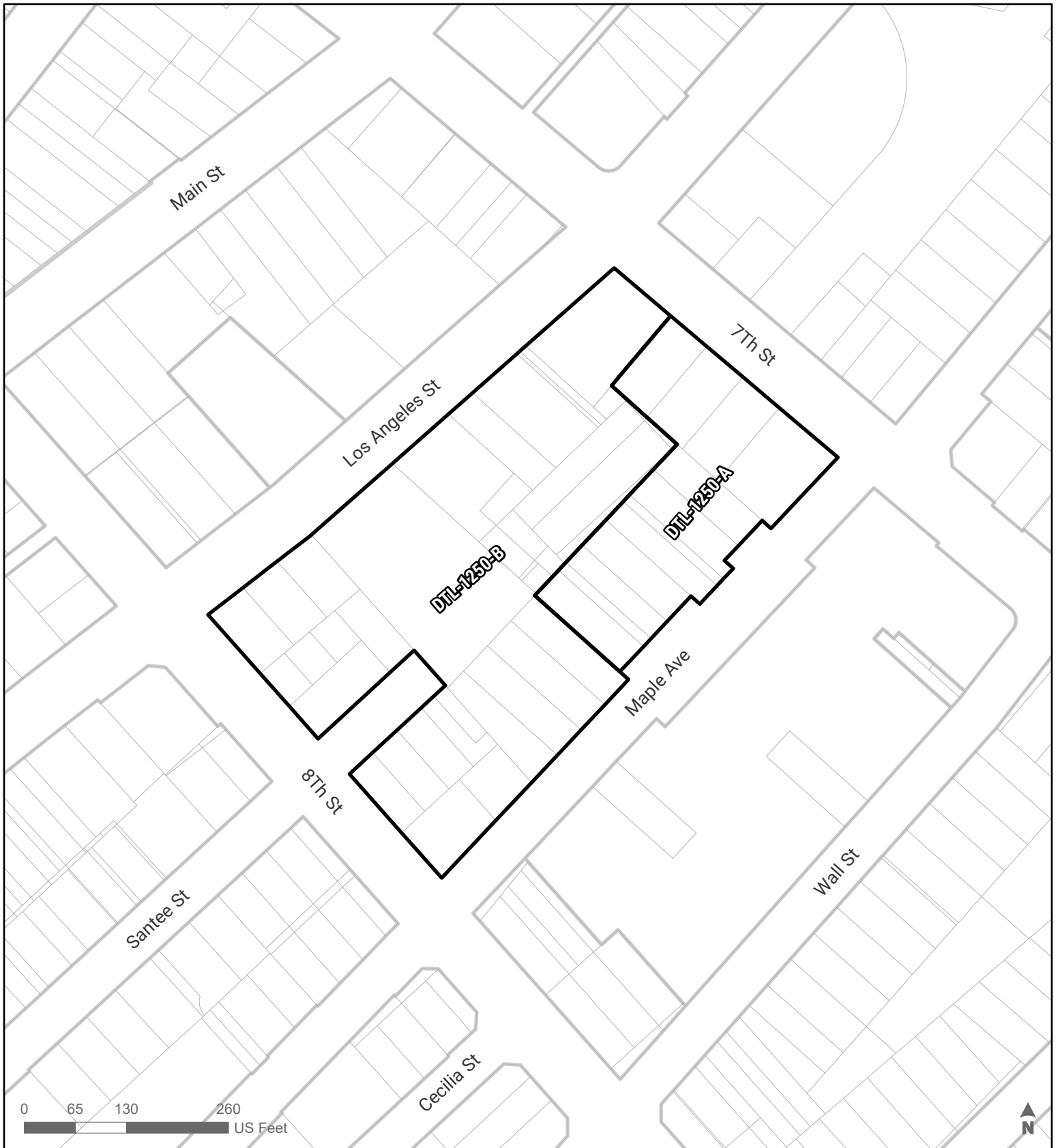
 Building Line Removal

Section:

1240

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1250-A, DTL-1250-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

1250

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1260-A, DTL-1260-B, DTL-1260-C, DTL-1260-D, DTL-1260-E

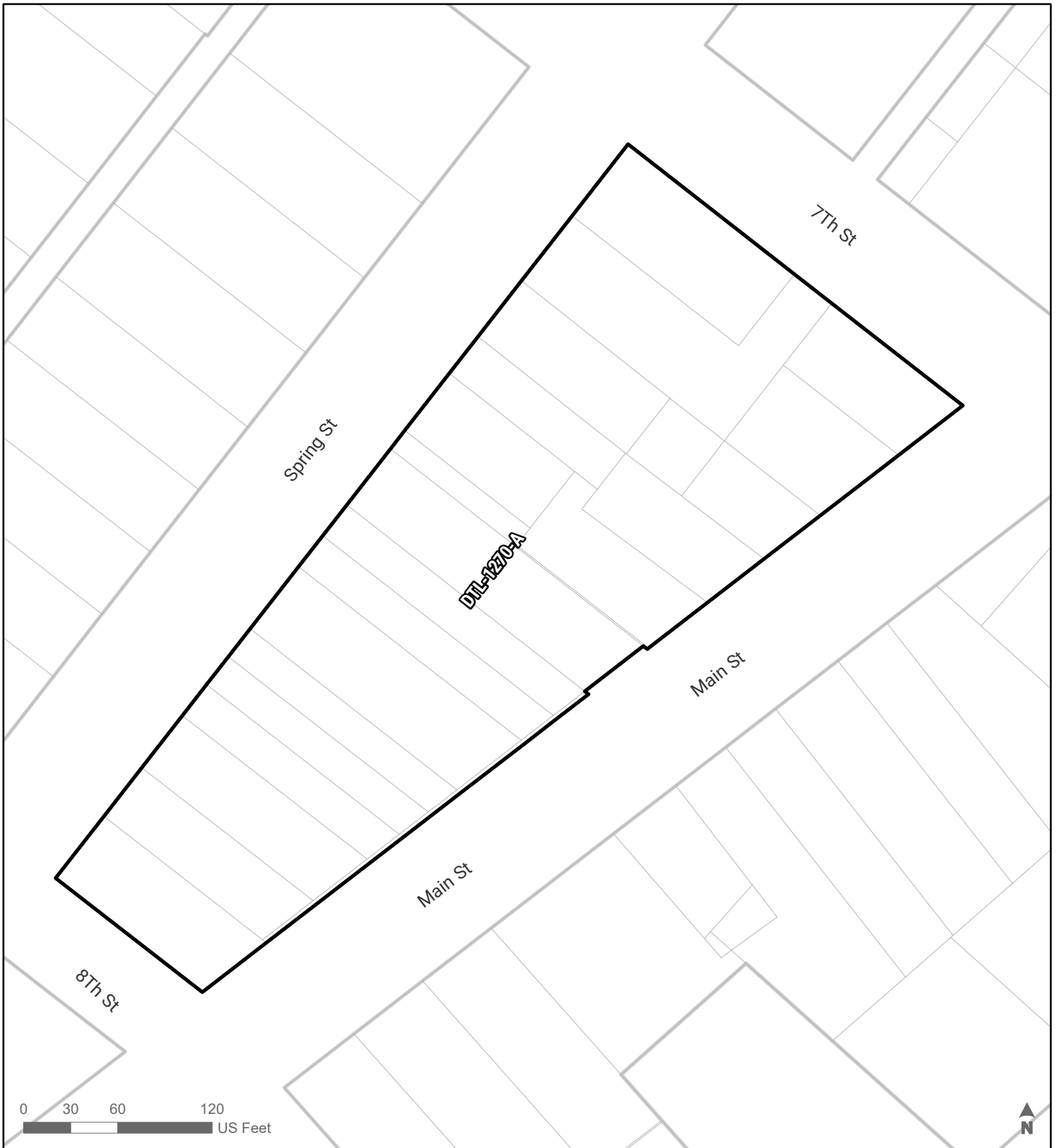
 Building Line Removal

Section:


1260

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1270-A

 Building Line Removal

Section:

1270

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS


DTL-1280-A, DTL-1280-B, DTL-1280-C, DTL-1280-D, DTL-1280-E

Section:

1280

CPC-1994-0213-CPU

**Downtown
Community Plan Area**


 Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1290-A, DTL-1290-B, DTL-1290-C, DTL-1290-D, DTL-1290-E, DTL-1290-F

 Building Line Removal

Section:

1290

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1300-A, DTL-1300-B, DTL-1300-C

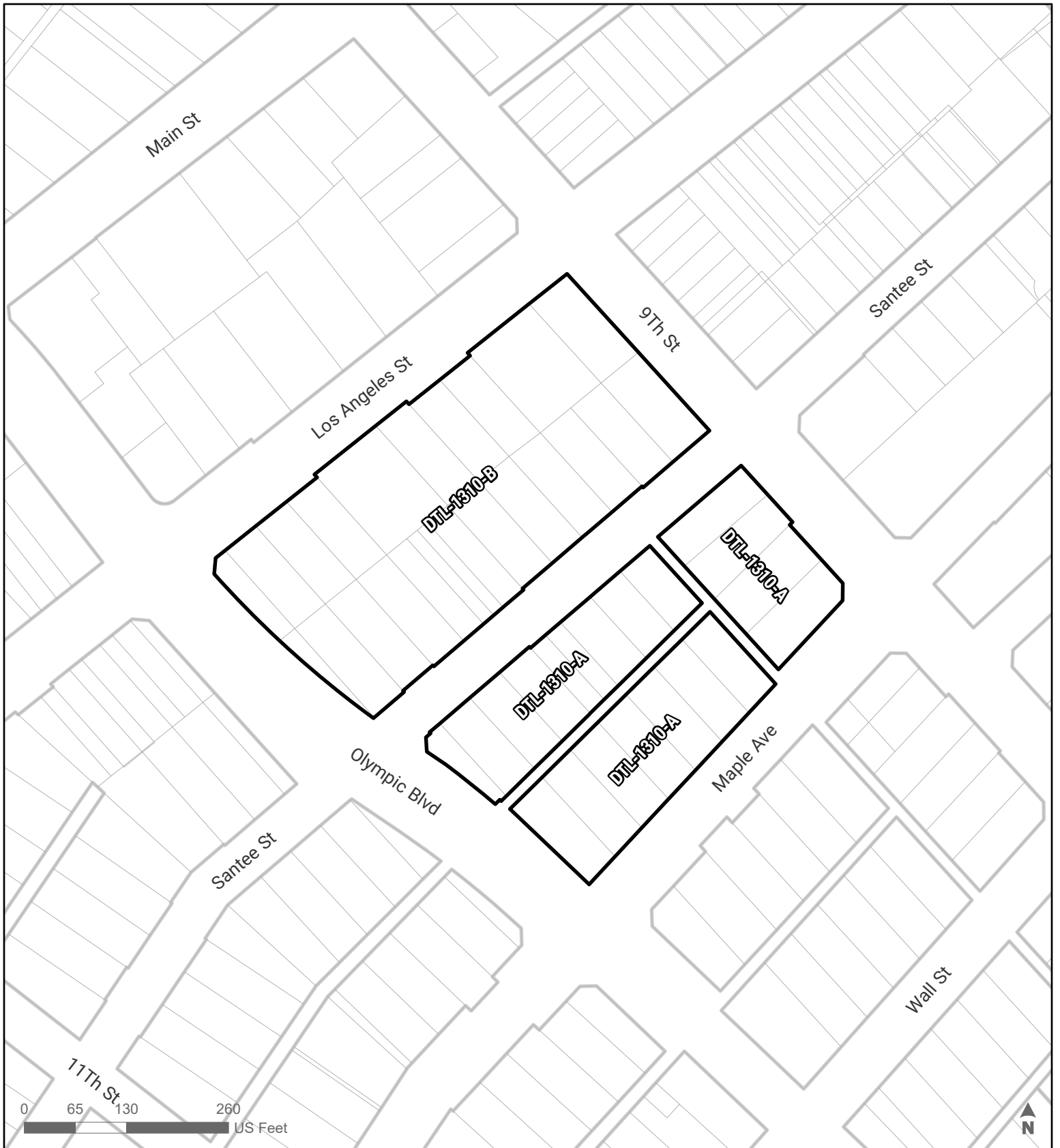
 Building Line Removal

Section:

1300

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1310-A, DTL-1310-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

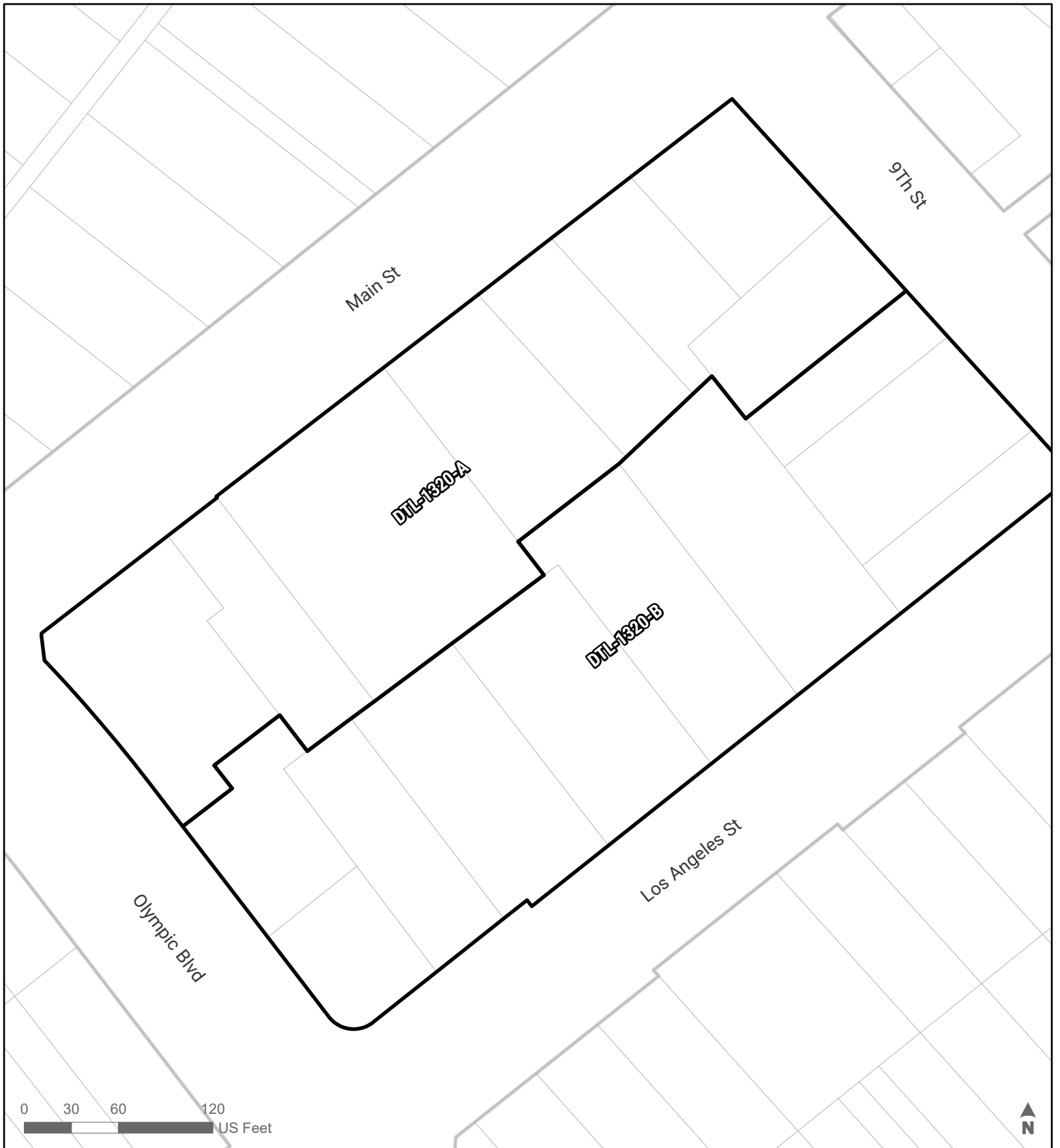
TL / MAR2021

Section:


1310

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1320-A, DTL-1320-B

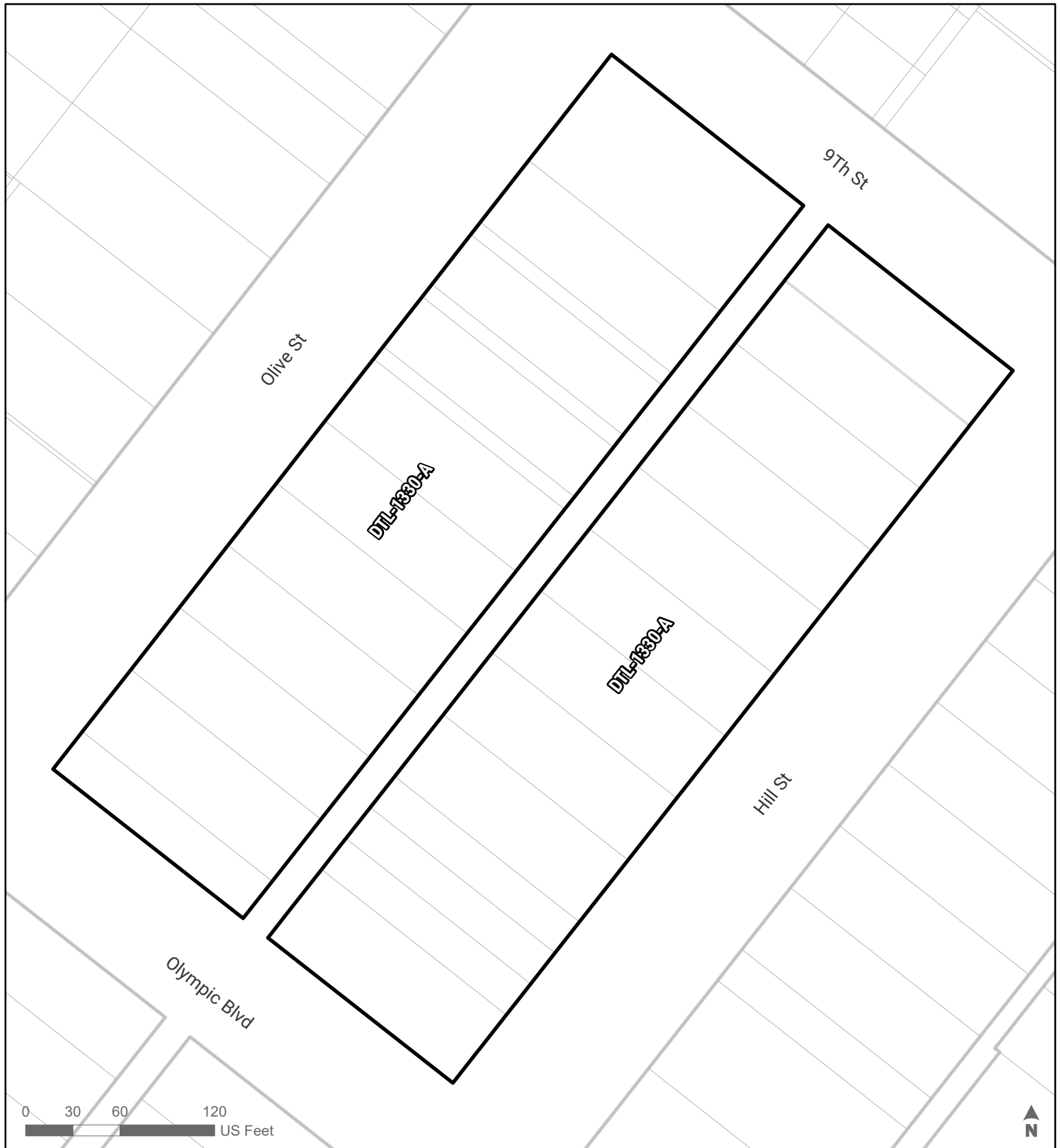
 Building Line Removal

Section:


1320

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1330-A

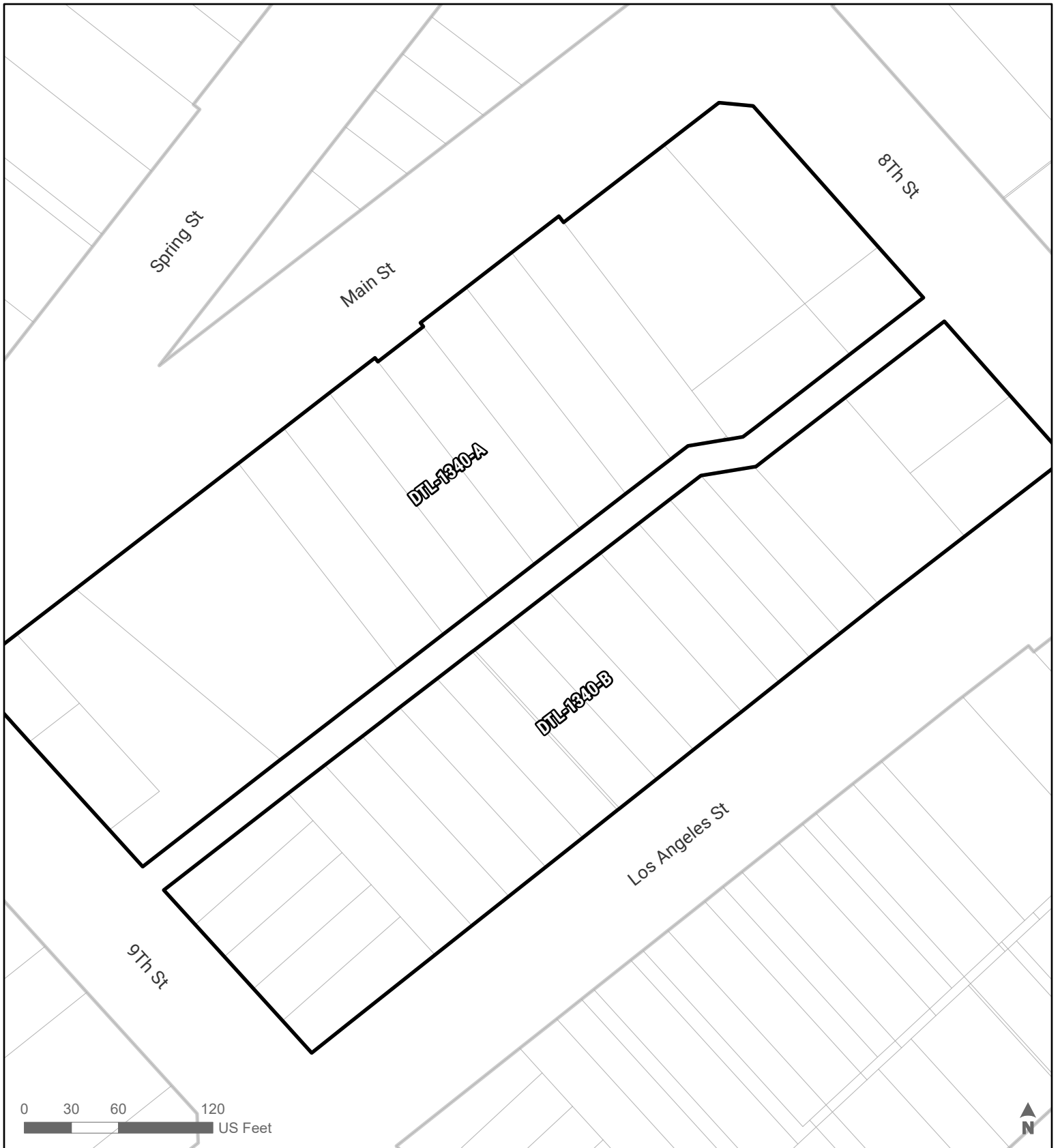
 Building Line Removal

Section:

1330

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1340-A, DTL-1340-B

 Building Line Removal

Section:

1340

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1350-A, DTL-1350-B, DTL-1350-C

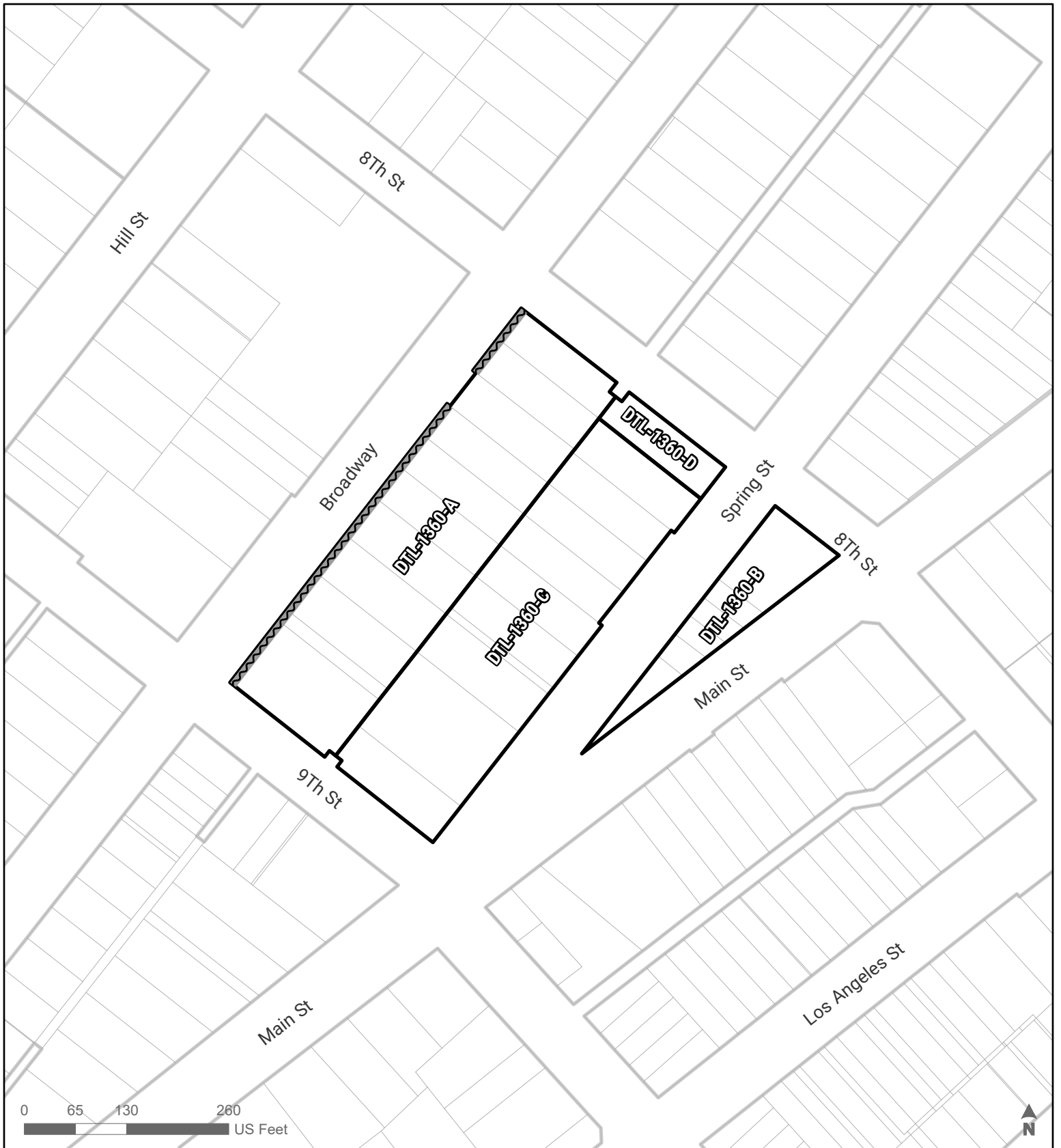
 Building Line Removal

Section:

1350

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1360-A, DTL-1360-B, DTL-1360-C, DTL-1360-D

 Building Line Removal

Section:


1360

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1370-A, DTL-1370-B

 Building Line Removal

Section:

1370

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1380-A, DTL-1380-B, DTL-1380-C

 Building Line Removal

Section:

1380

CPC-1994-0213-CPU

**Downtown
Community Plan Area**

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021


Approved by City Planning Commission September 23, 2021
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ZONING MAP AMENDMENTS

SUBAREAS

DTL-1390-A, DTL-1390-B, DTL-1390-C, DTL-1390-D

 Building Line Removal

Section:

1390

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1400-A, DTL-1400-B

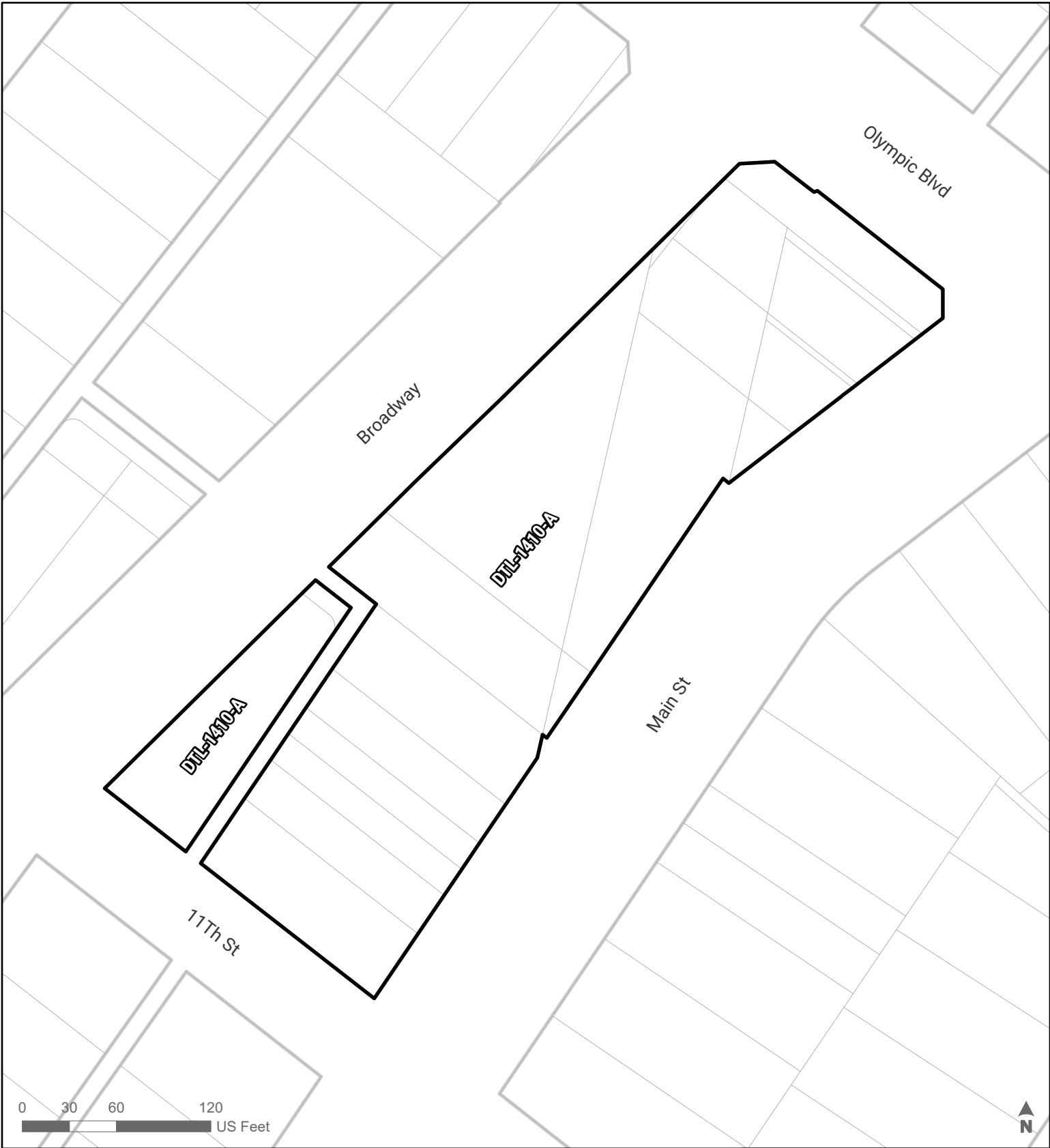
 Building Line Removal

Section:


1400

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1410-A

 Building Line Removal

Section:
1410
 CPC-1994-0213-CPU
**Downtown
 Community Plan Area**

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021


Approved by City Planning Commission September 23, 2021
 CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1420-A, DTL-1420-B

 Building Line Removal

Section:

1420

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1430-A, DTL-1430-B

 Building Line Removal

Section:

1430

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1440-A, DTL-1440-B

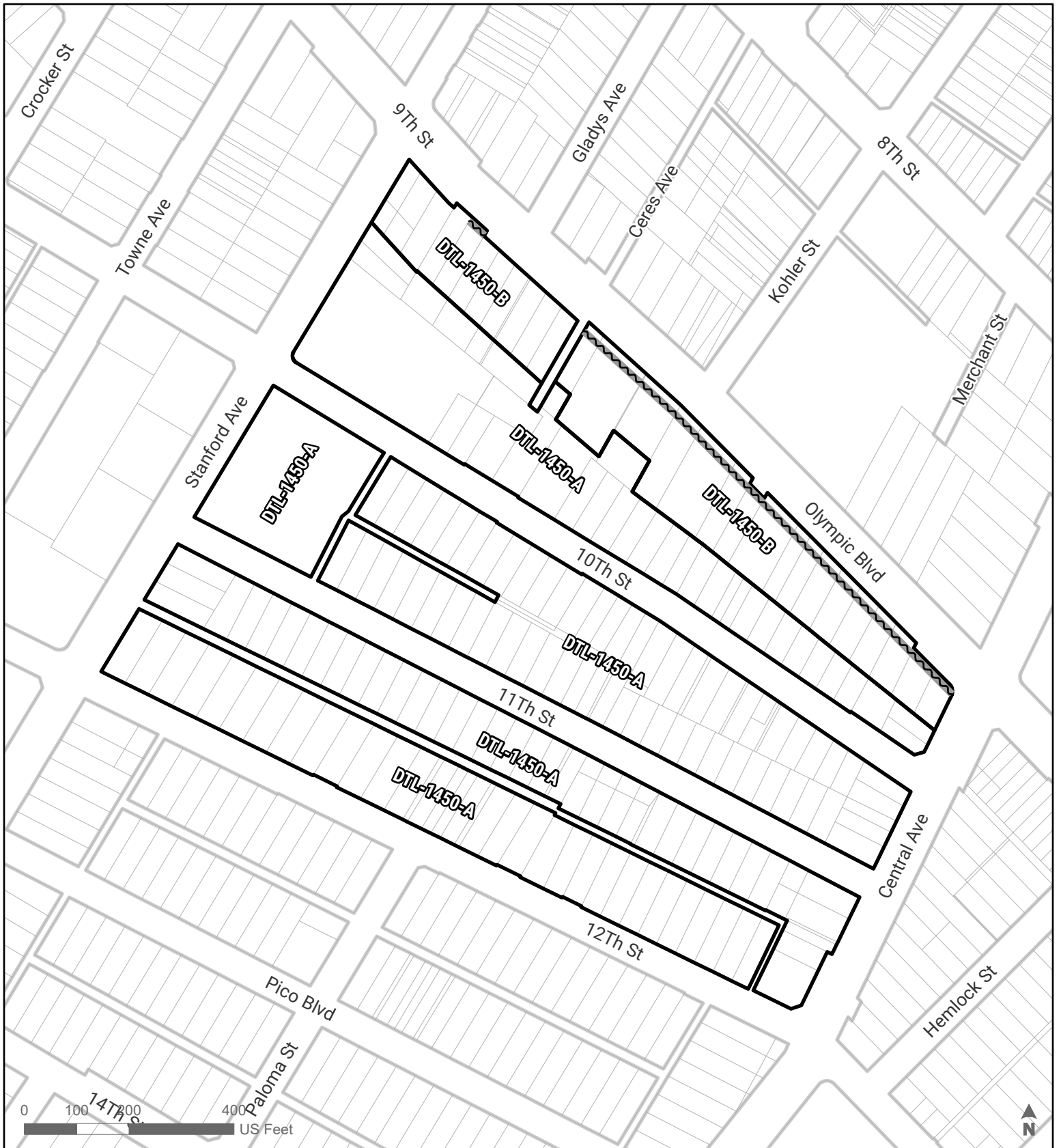
 Building Line Removal

Section:


1440

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1450-A, DTL-1450-B

 Building Line Removal

Section:

1450

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1460-A, DTL-1460-B, DTL-1460-C, DTL-1460-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

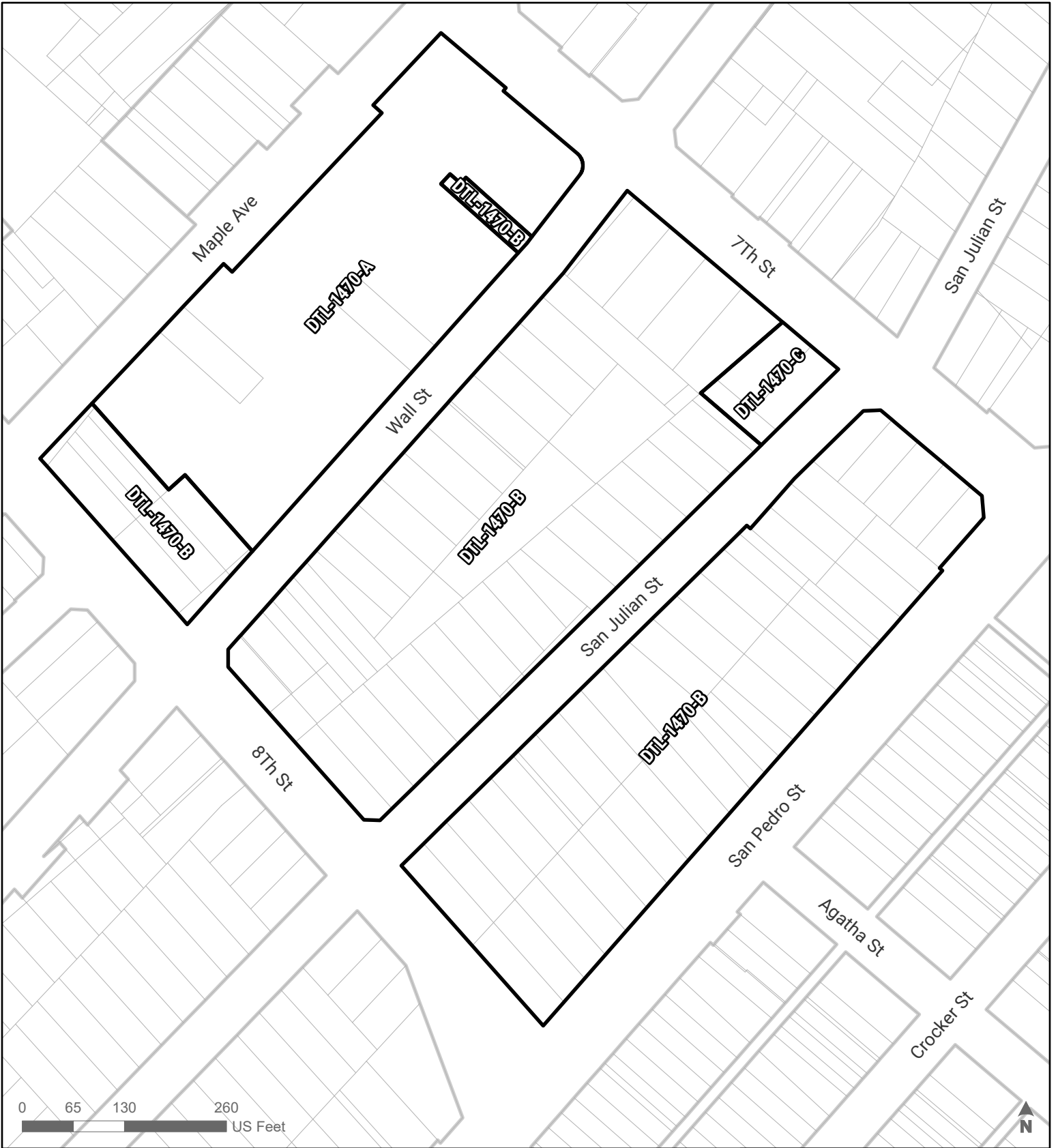
TL / MAR2021

Section:

1460

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1470-A, DTL-1470-B, DTL-1470-C

 Building Line Removal

Section:
1470
 CPC-1994-0213-CPU
**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1480-A, DTL-1480-B

 Building Line Removal

Section:

1480

CPC-1994-0213-CPU

**Downtown
Community Plan Area**

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021


Approved by City Planning Commission September 23, 2021
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ZONING MAP AMENDMENTS

SUBAREAS

DTL-1000-B, DTL-1000-F, DTL-1030-D, DTL-1490-A, DTL-1490-B, DTL-1490-C,
DTL-1500-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

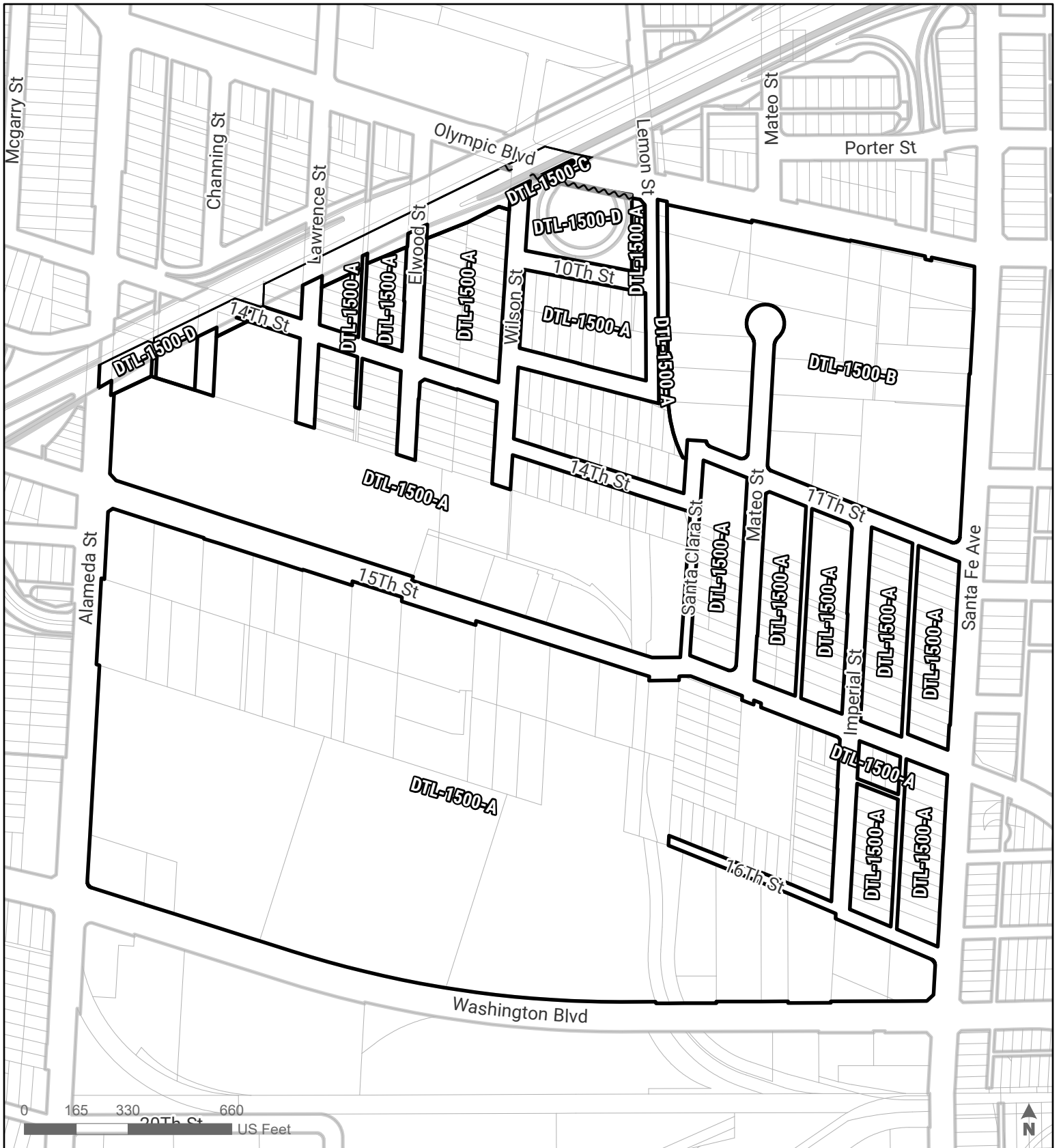
TL / MAR2021

Section:

1490

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1490-C, DTL-1500-A, DTL-1500-B, DTL-1500-C, DTL-1500-D, DTL-1520-B

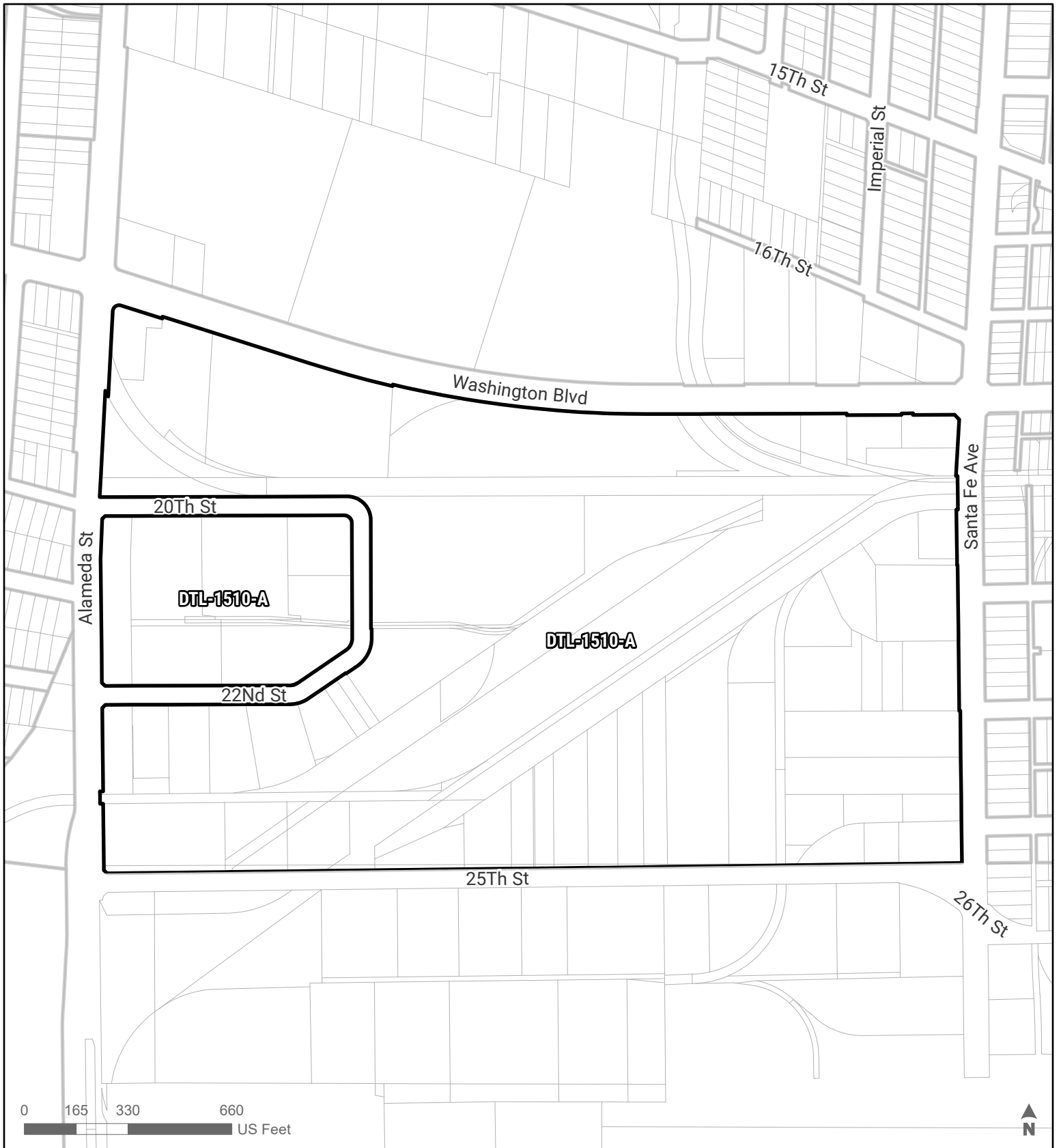
 Building Line Removal

Section:


1500

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1510-A

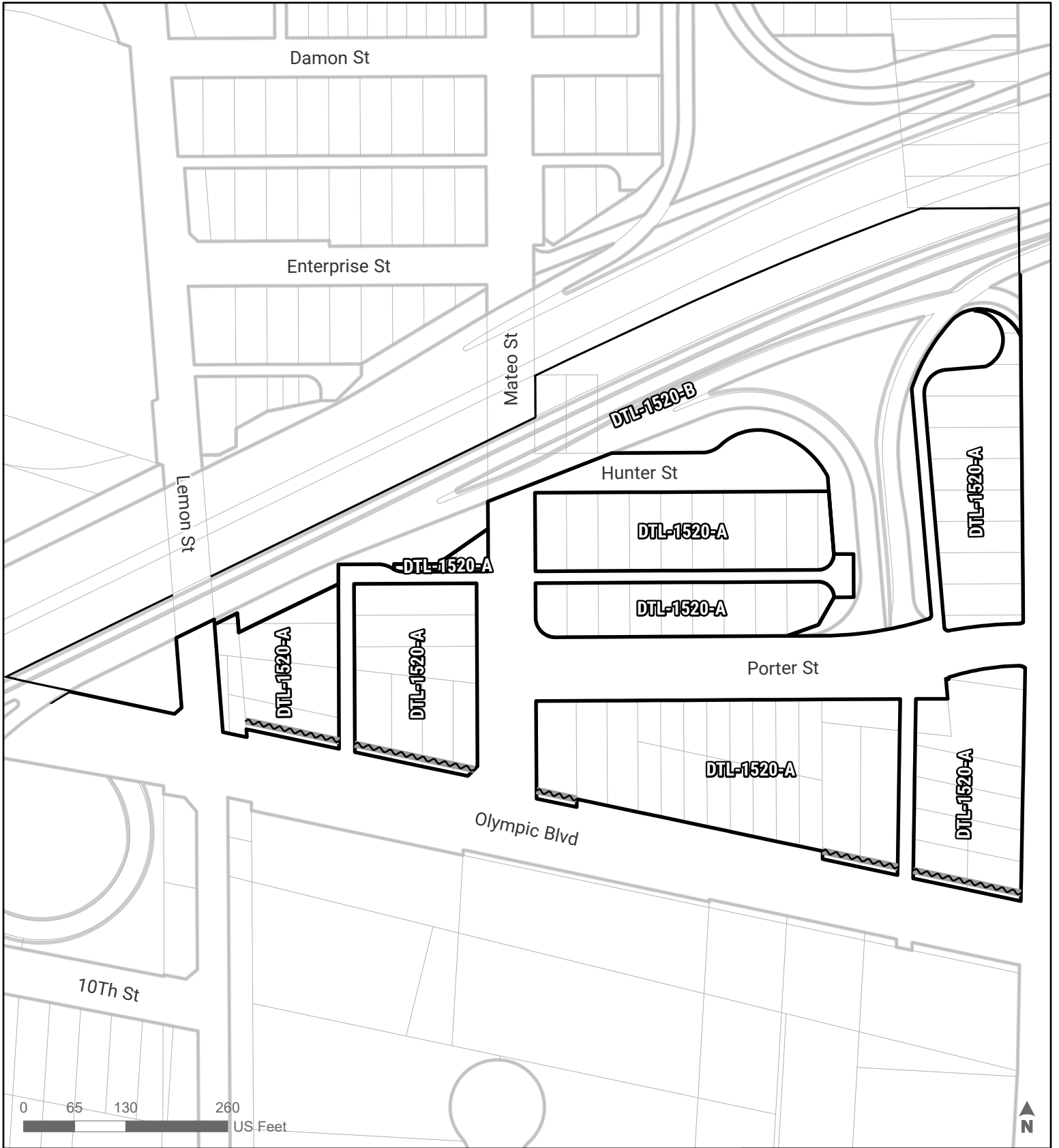
 Building Line Removal

Section:

1510

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-130-L, DTL-140-B, DTL-1000-F, DTL-1500-D, DTL-1520-A, DTL-1520-B

Building Line Removal

Section:

1520

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1530-A, DTL-1530-B, DTL-1530-C, DTL-1530-D, DTL-1530-E, DTL-1530-F

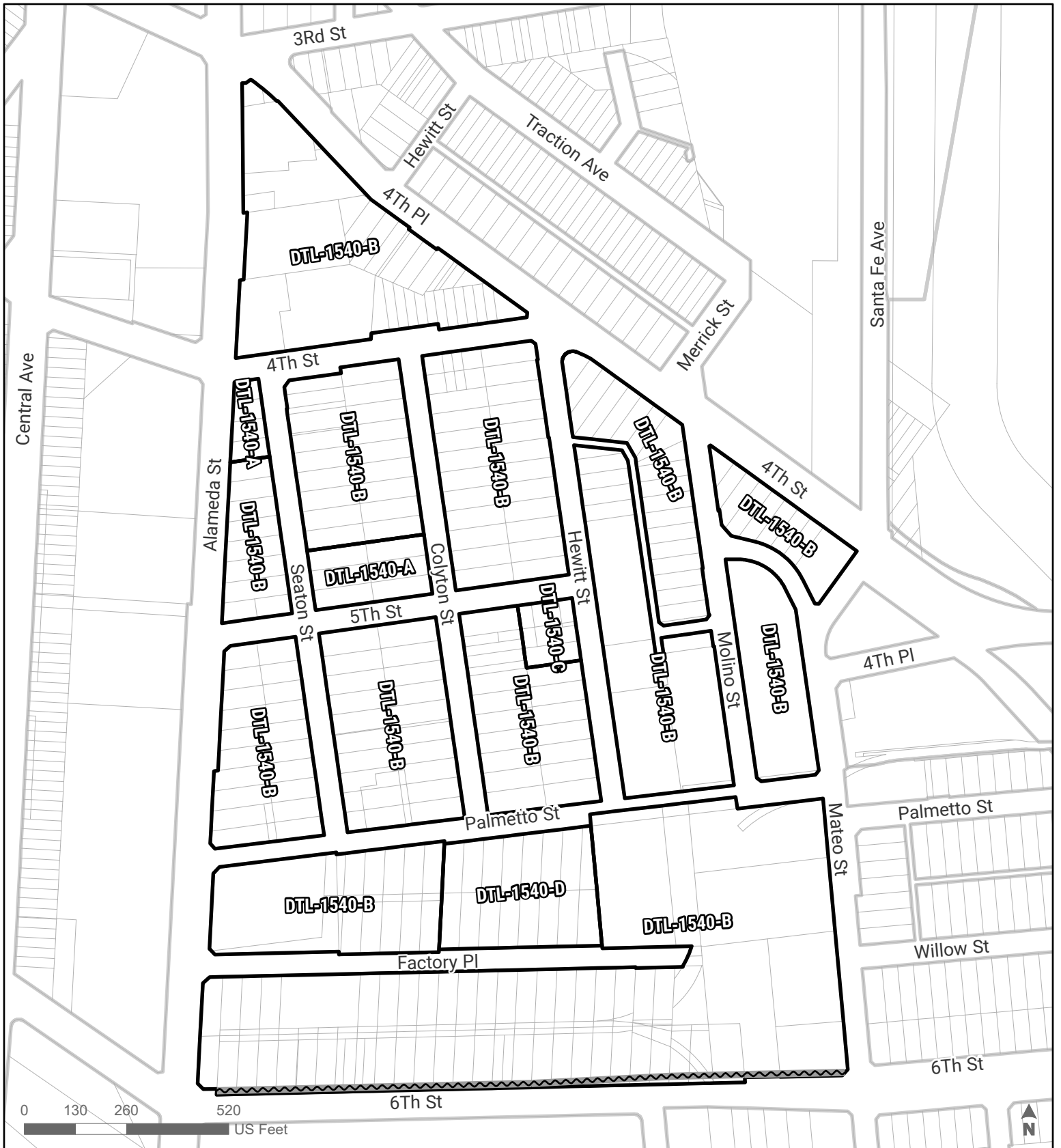
 Building Line Removal

Section:

1530

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1540-A, DTL-1540-B, DTL-1540-C, DTL-1540-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

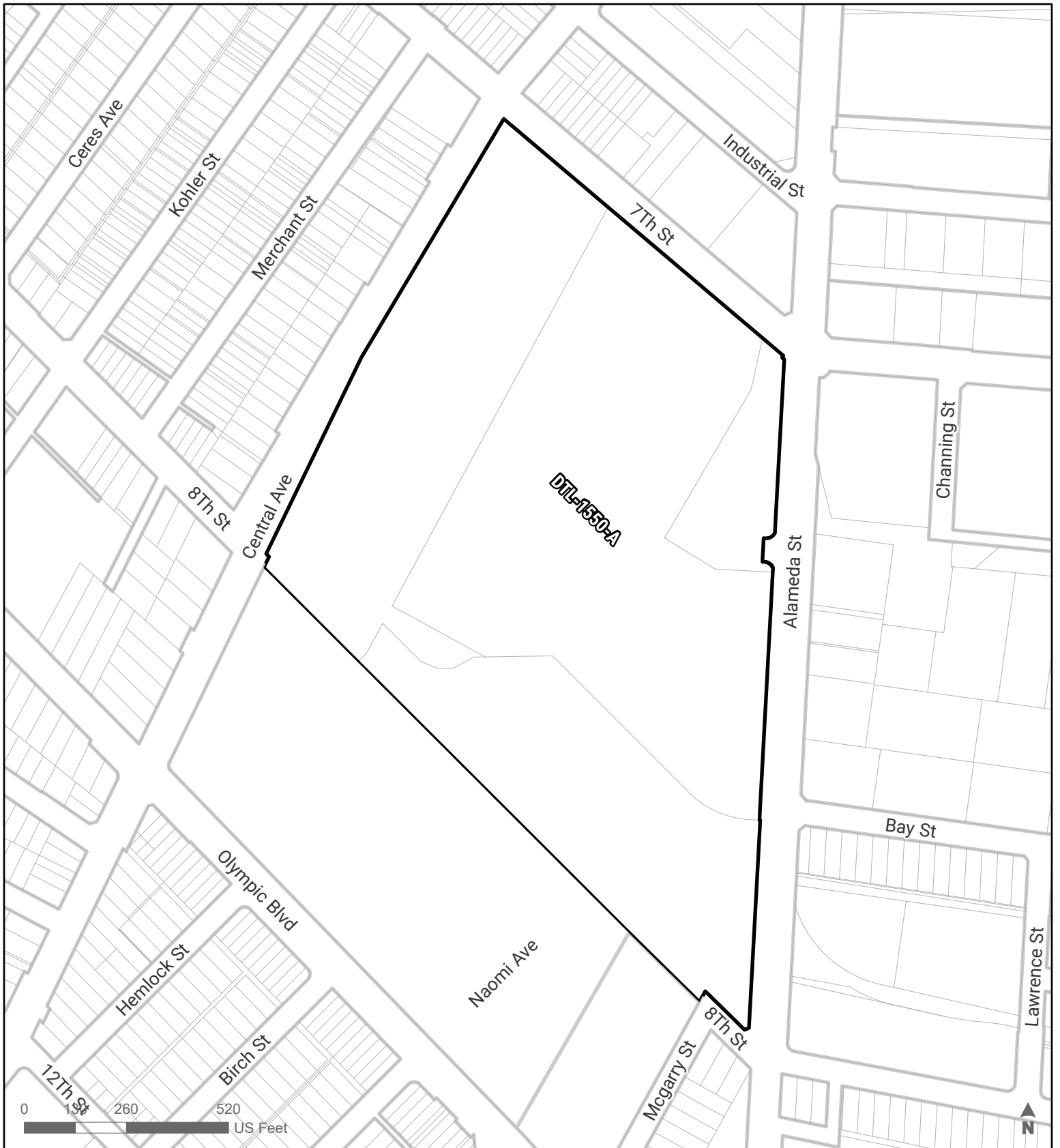
Approved by City Planning Commission September 23, 2021
 CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617

Section:


1540

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1080-A, DTL-1550-A

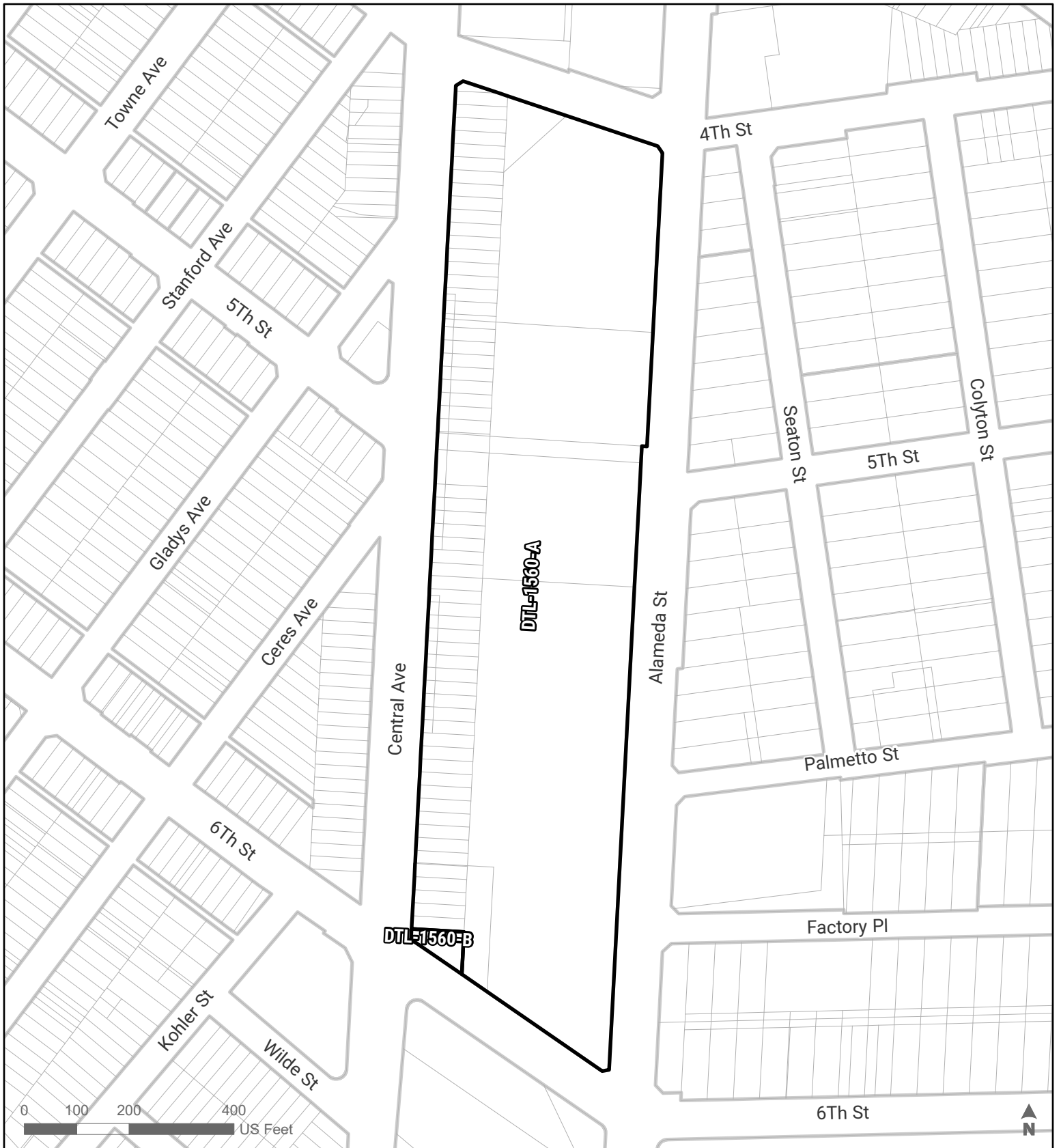
 Building Line Removal

Section:

1550

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1560-A, DTL-1560-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

Approved by City Planning Commission September 23, 2021
 CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617

TL / MAR2021

Section:

1560

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1570-A, DTL-1570-B, DTL-1570-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

1570

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1580-A, DTL-1580-B, DTL-1580-C, DTL-1580-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:


1580

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1590-A, DTL-1590-B

 Building Line Removal

Section:

1590

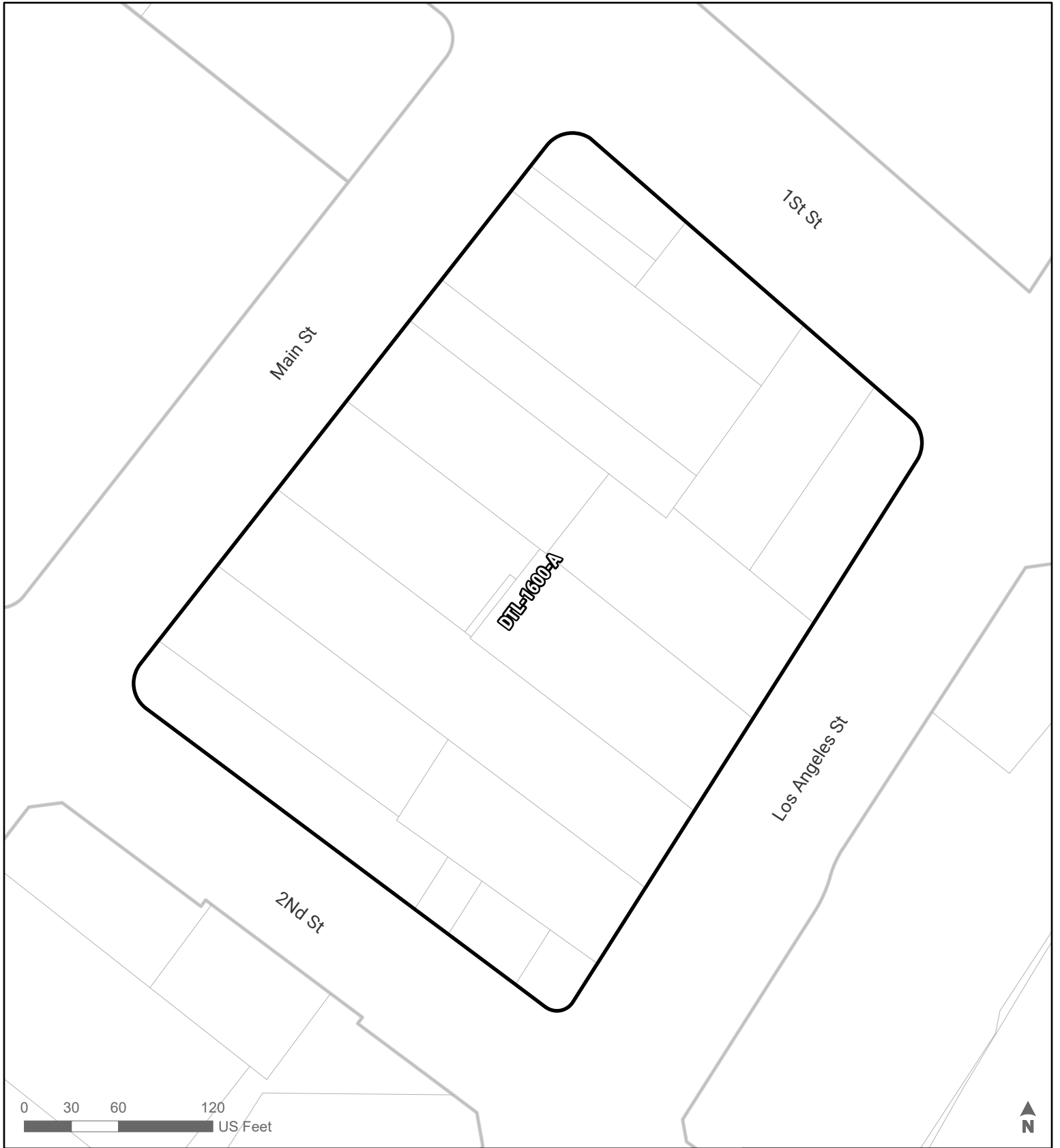
CPC-1994-0213-CPU

**Downtown
 Community Plan Area**

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021


Approved by City Planning Commission September 23, 2021
 CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1600-A

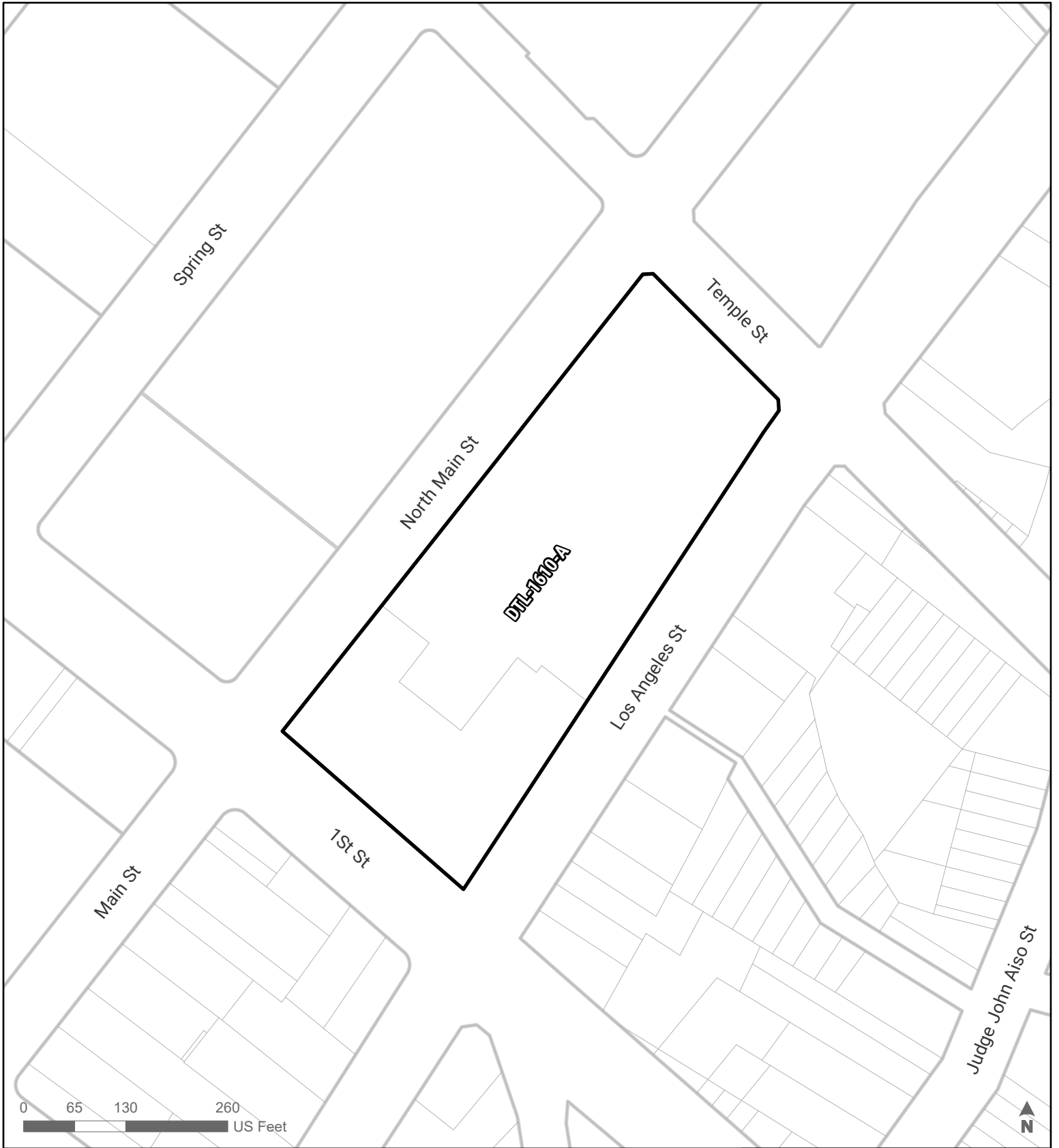
 Building Line Removal

Section:


1600

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1610-A

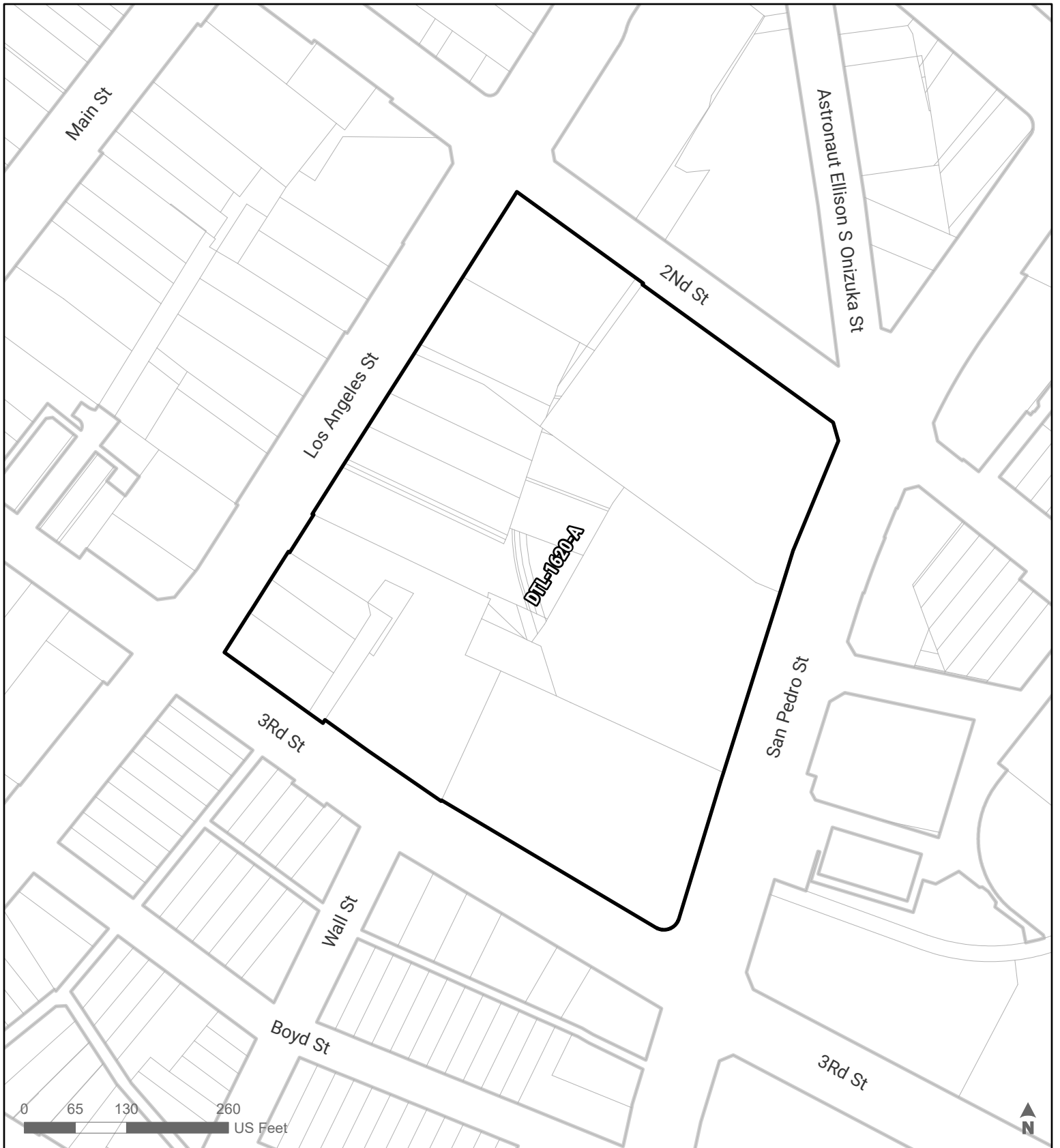
 Building Line Removal

Section:


1610

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1620-A

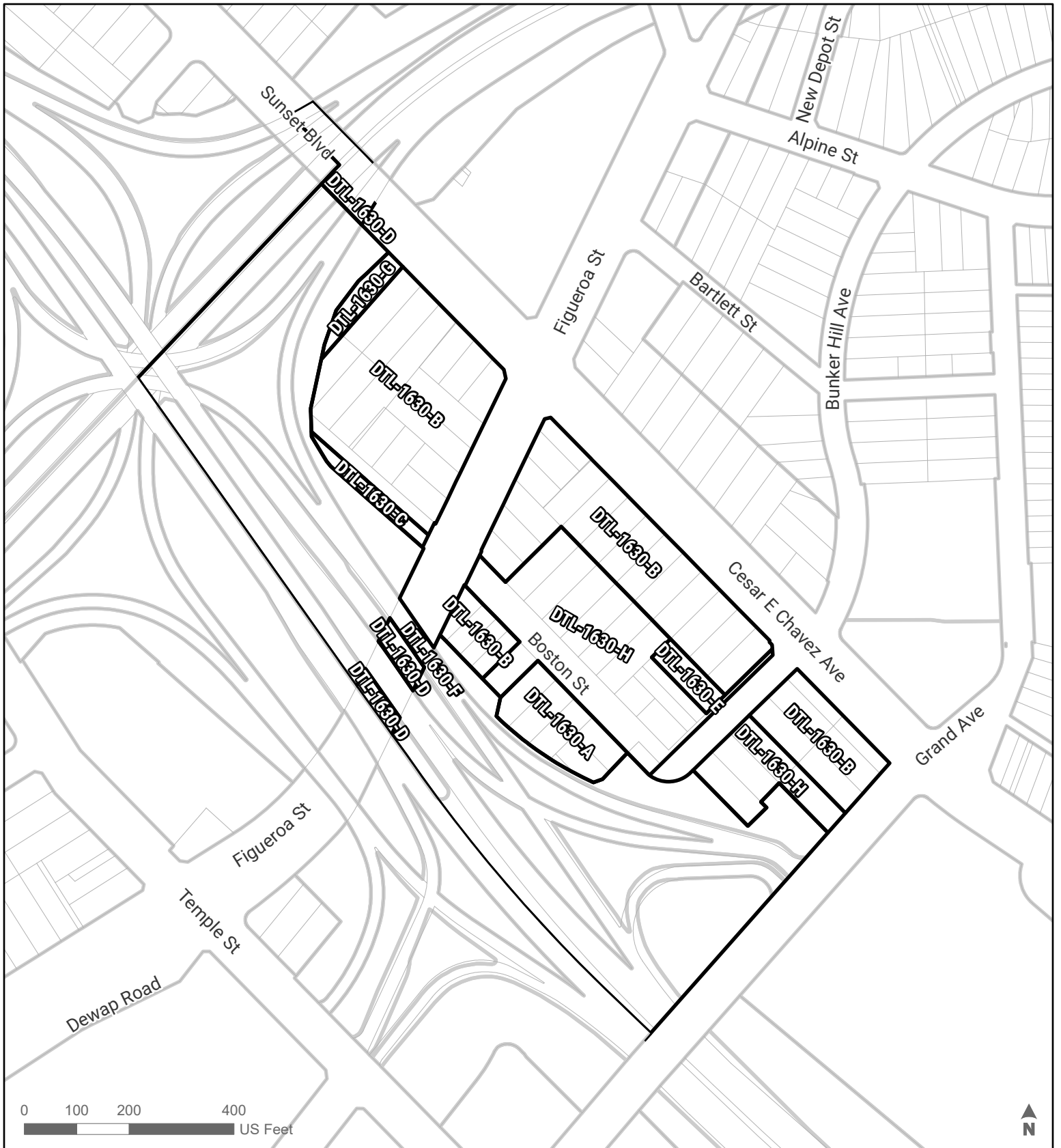
 Building Line Removal

Section:

1620

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1630-A, DTL-1630-B, DTL-1630-C, DTL-1630-D, DTL-1630-E, DTL-1630-F,
DTL-1630-G, DTL-1630-H, DTL-1680-C, DTL-2240-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

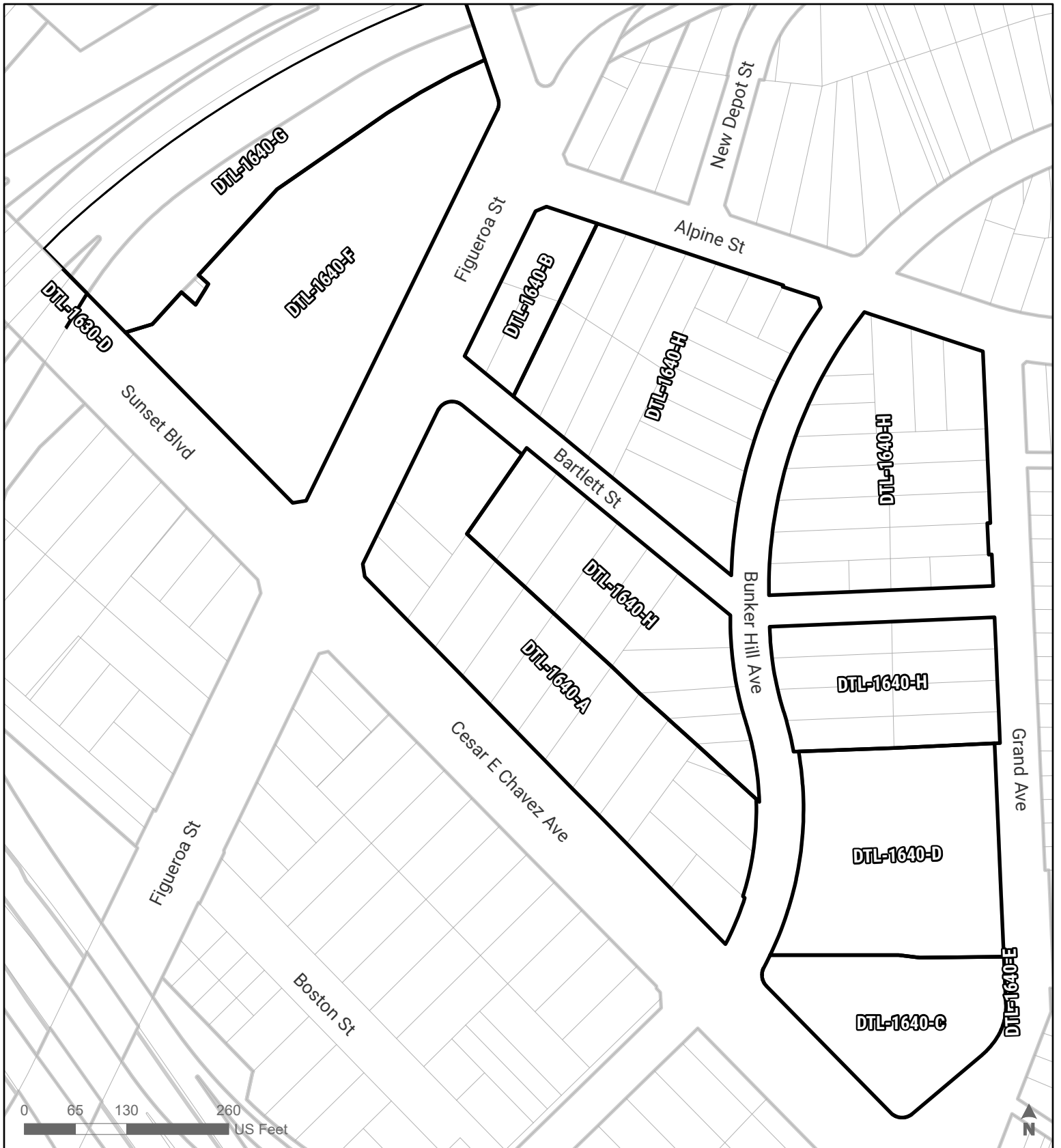
TL / MAR2021

Section:

1630

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1630-D, DTL-1640-A, DTL-1640-B, DTL-1640-C, DTL-1640-D, DTL-1640-E,
DTL-1640-F, DTL-1640-G, DTL-1640-H, DTL-2430-E

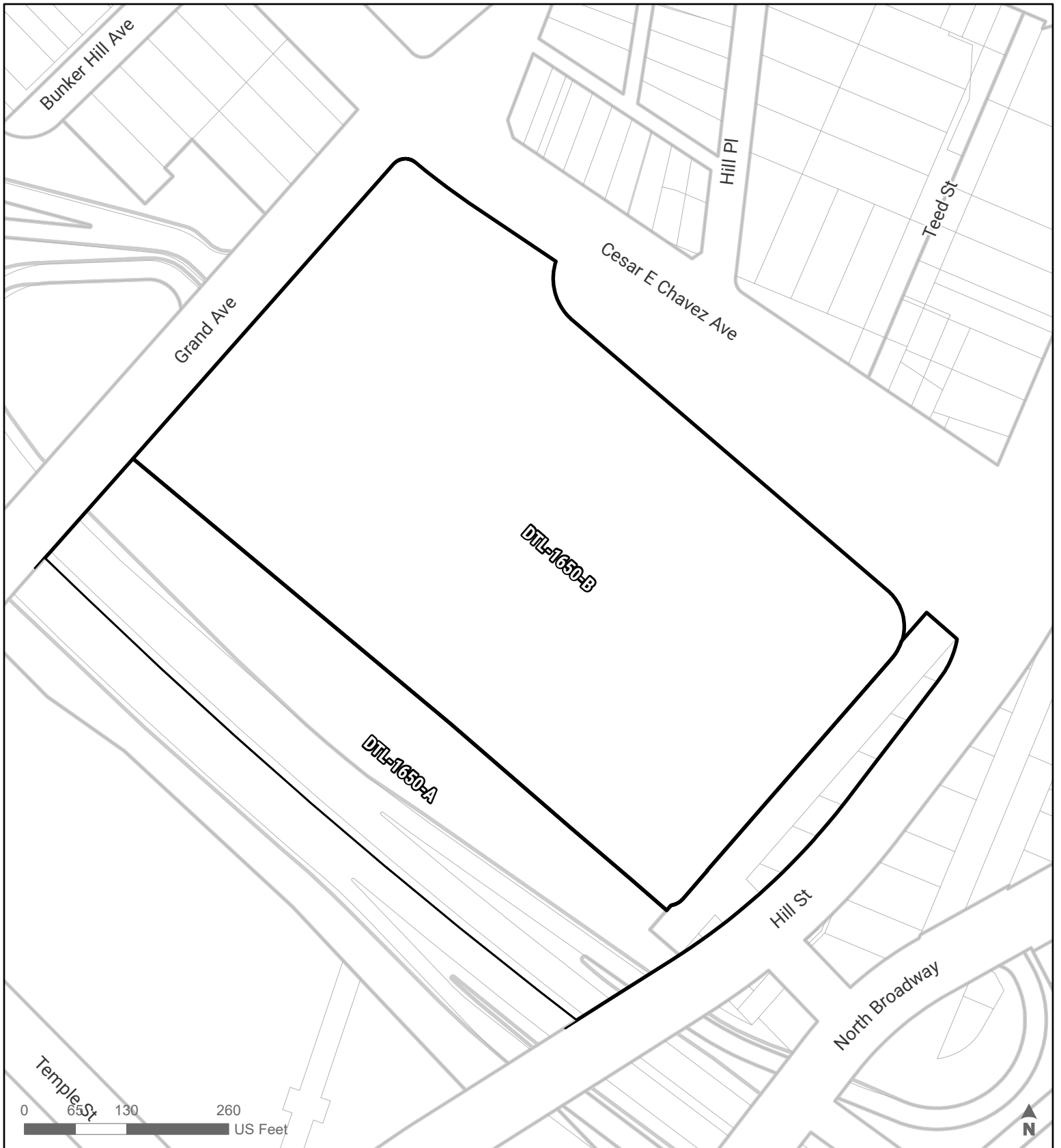
 Building Line Removal

Section:

1640

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1650-A, DTL-1650-B, DTL-1690-B

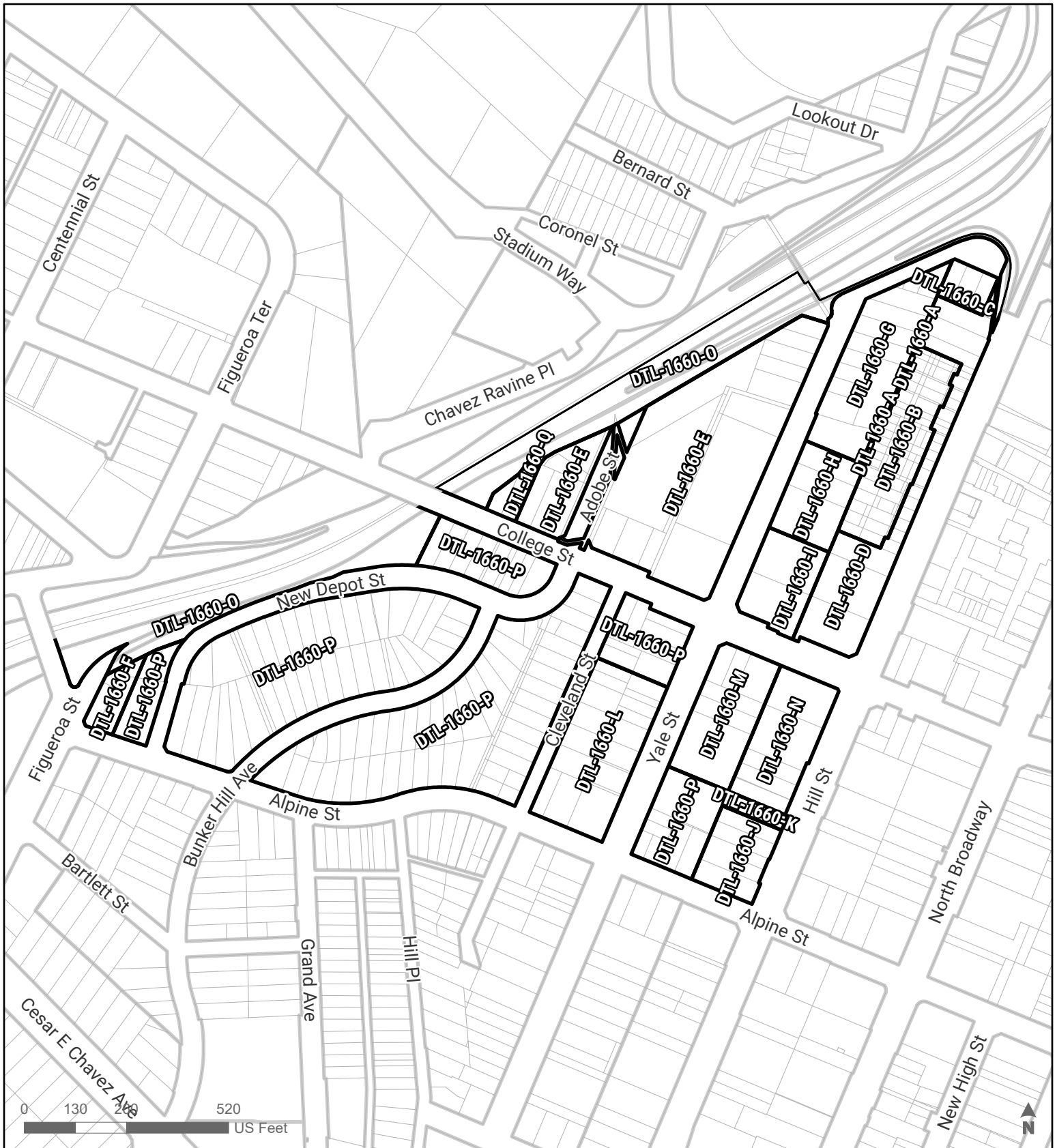
 Building Line Removal

Section:

1650

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-170-I, DTL-1660-A, DTL-1660-B, DTL-1660-C, DTL-1660-D, DTL-1660-E,
 DTL-1660-F, DTL-1660-G, DTL-1660-H, DTL-1660-I, DTL-1660-J, DTL-1660-K,
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 DTL-2420-E

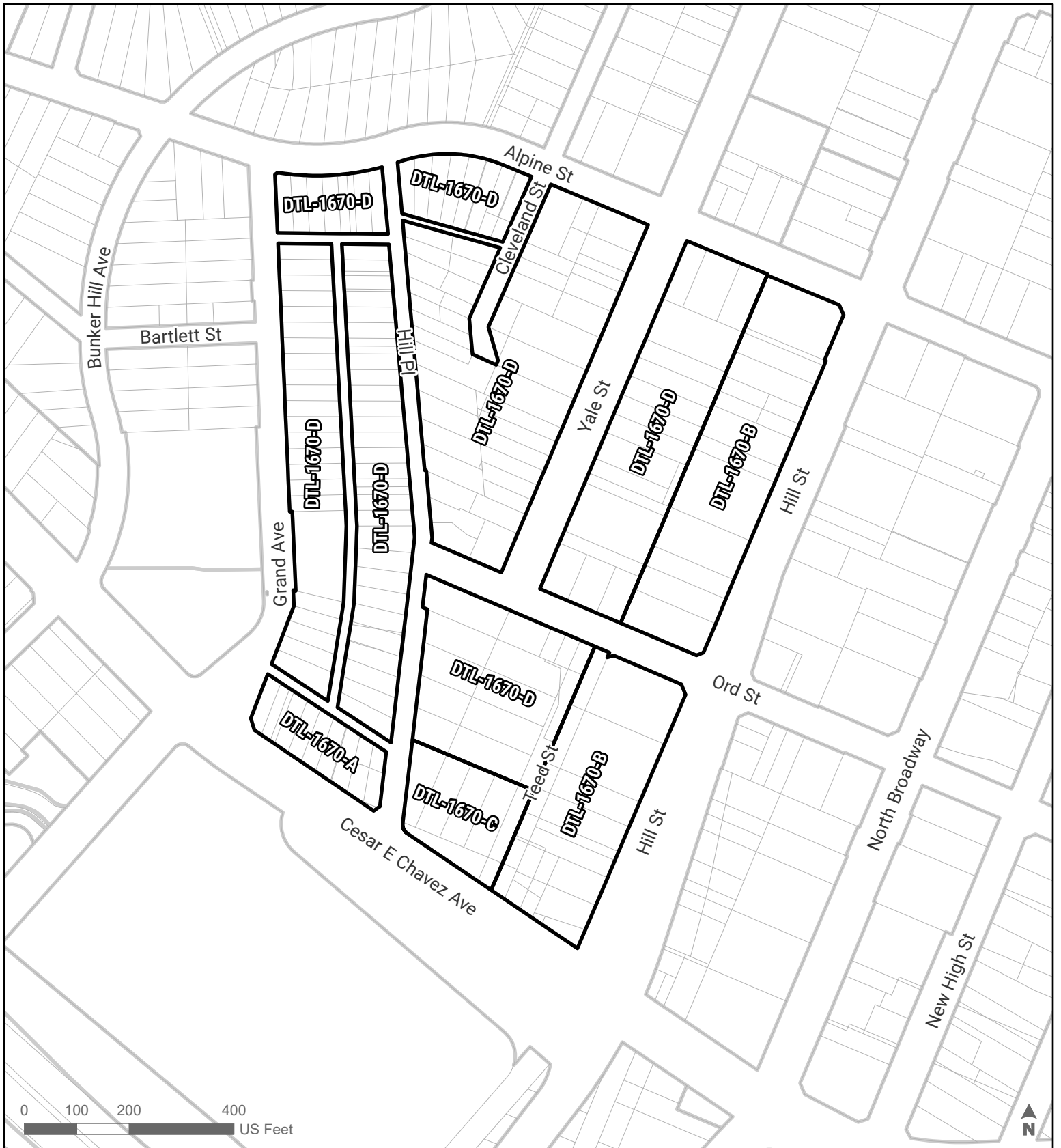
 Building Line Removal

Section:

1660

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS


DTL-1670-A, DTL-1670-B, DTL-1670-C, DTL-1670-D

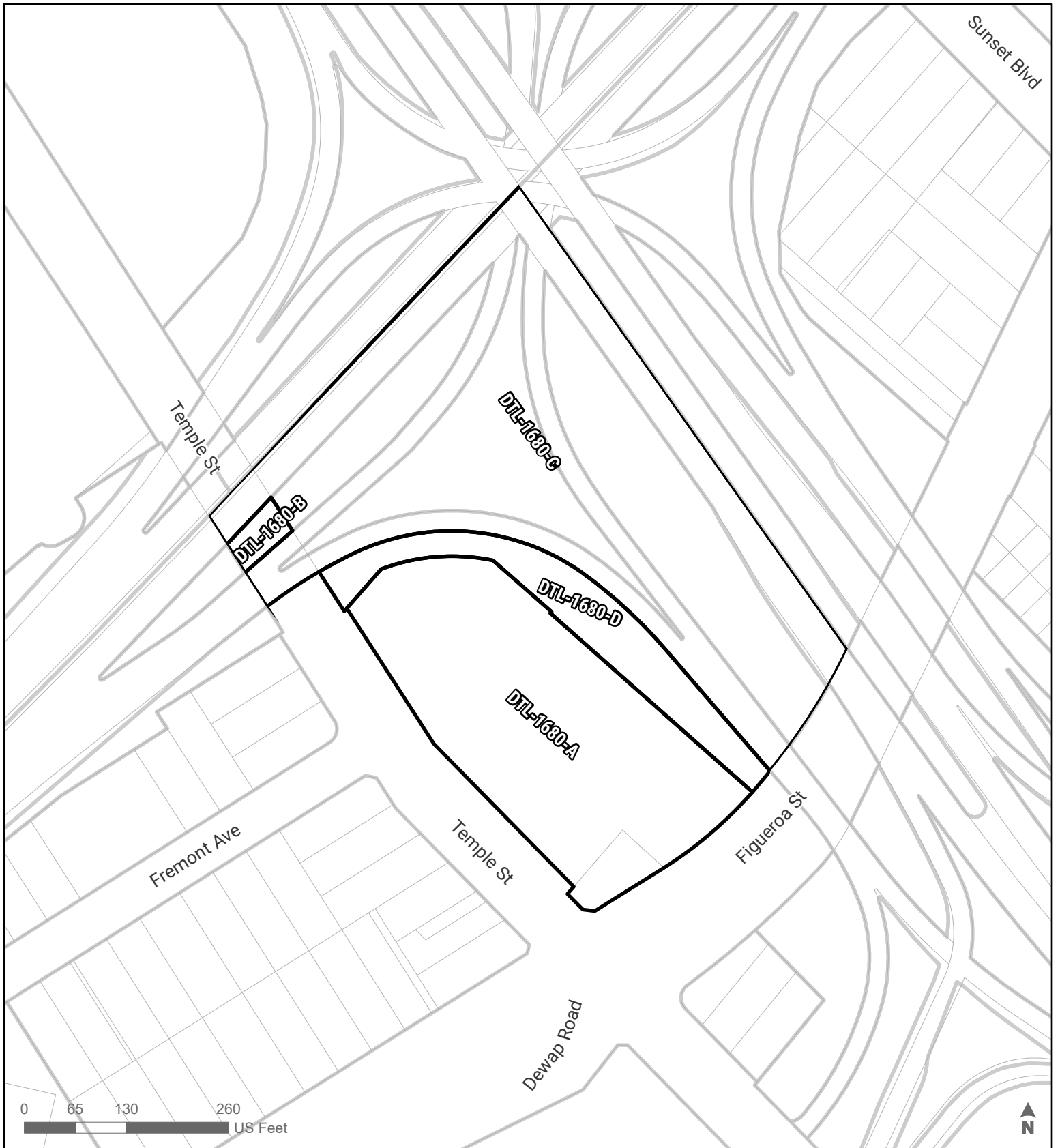
Section:

1670

CPC-1994-0213-CPU

**Downtown
Community Plan Area**


 Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1630-F, DTL-1680-A, DTL-1680-B, DTL-1680-C, DTL-1680-D, DTL-1790-C,
DTL-2240-B, DTL-2240-C

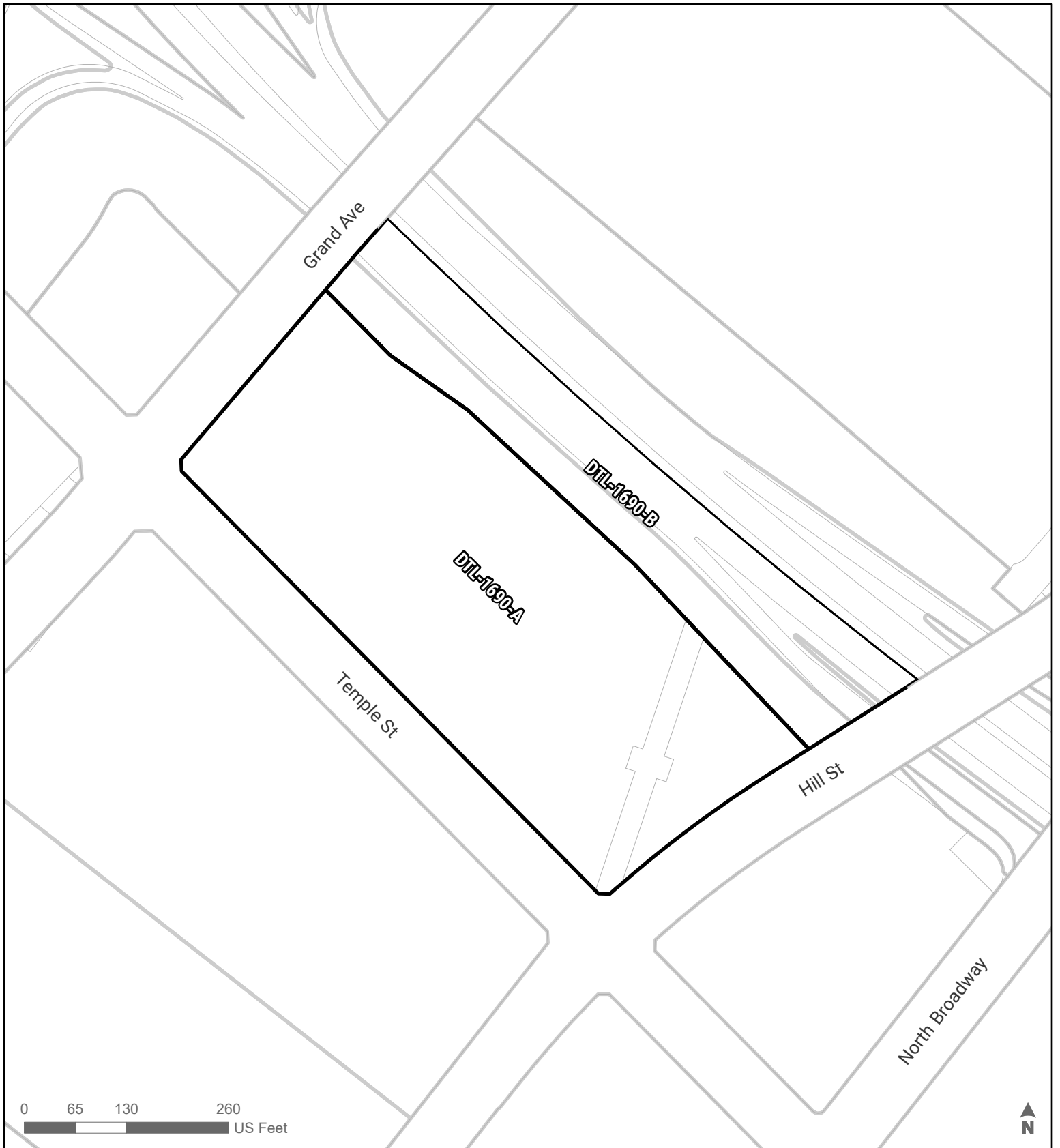
 Building Line Removal

Section:

1680

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1650-A, DTL-1690-A, DTL-1690-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

1690

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1700-A, DTL-1700-B, DTL-1700-C, DTL-1700-D, DTL-1700-E

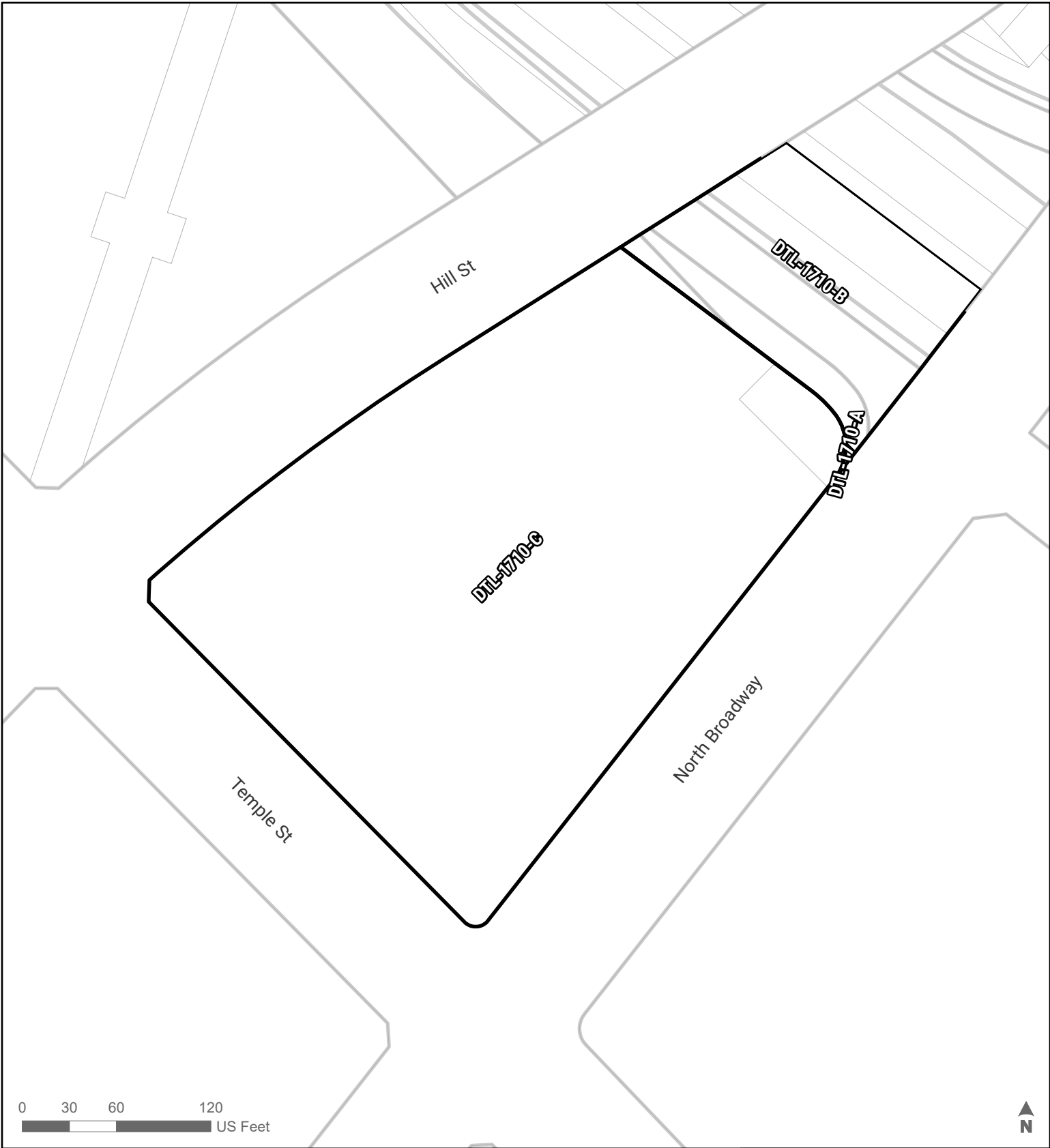
Section:

1700

CPC-1994-0213-CPU

**Downtown
Community Plan Area**


Building Line Removal



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1710-A, DTL-1710-B, DTL-1710-C, DTL-2310-H

 Building Line Removal

Section:

1710

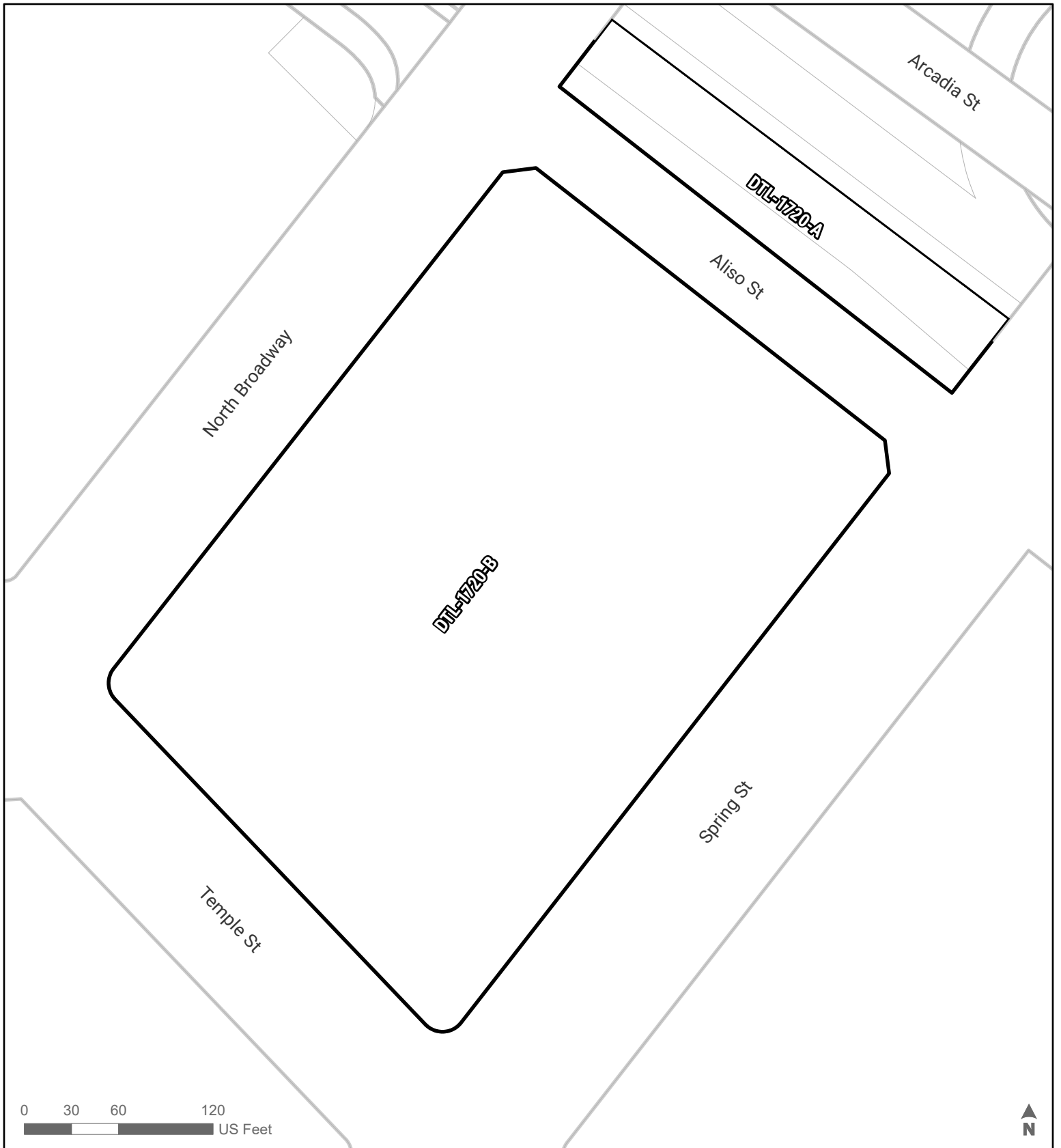
CPC-1994-0213-CPU

**Downtown
Community Plan Area**

Data Sources: Department of City Planning, Bureau of Engineering

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ZONING MAP AMENDMENTS

SUBAREAS

DTL-1720-A, DTL-1720-B, DTL-2310-H

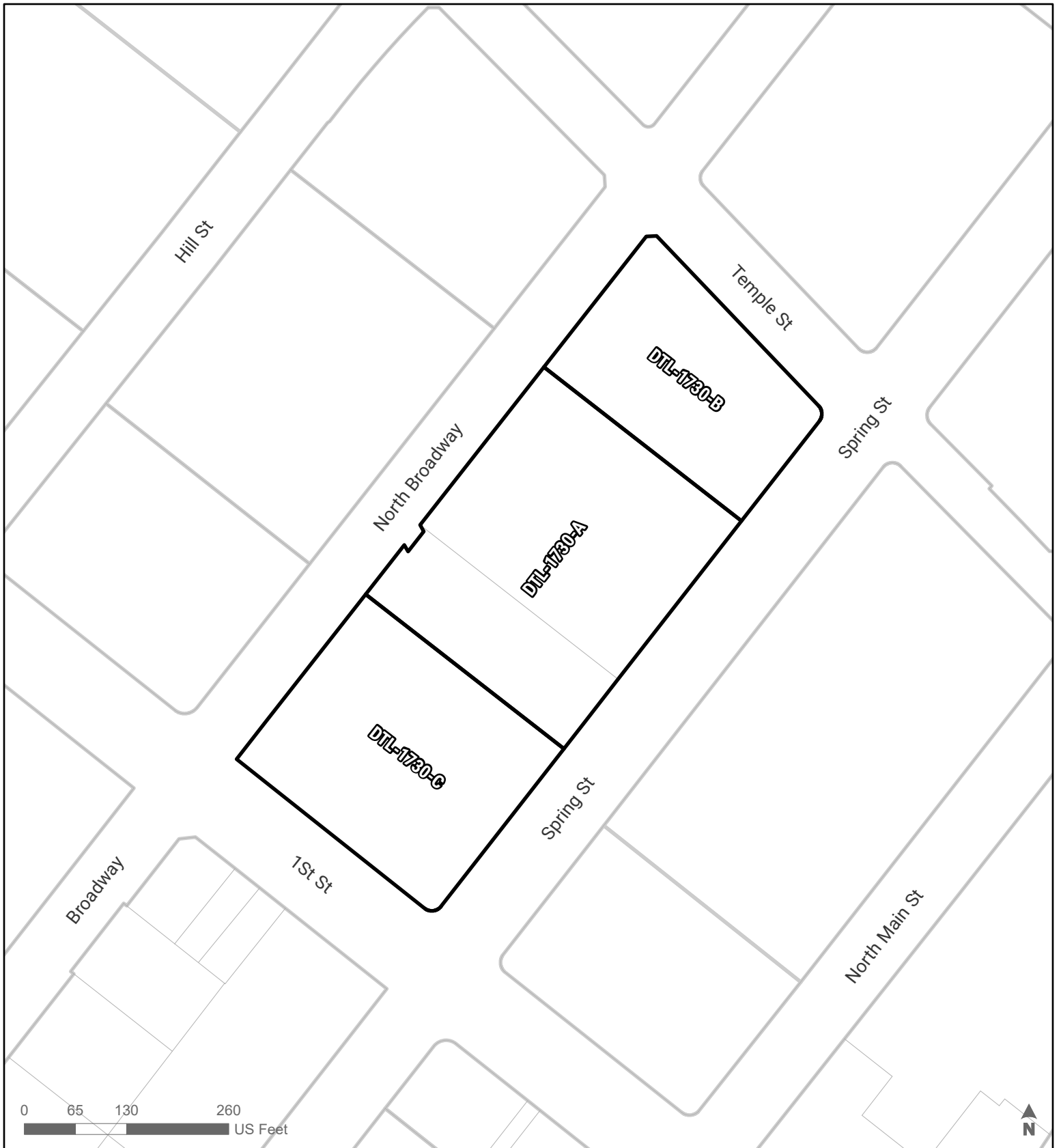
 Building Line Removal

Section:

1720

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1730-A, DTL-1730-B, DTL-1730-C

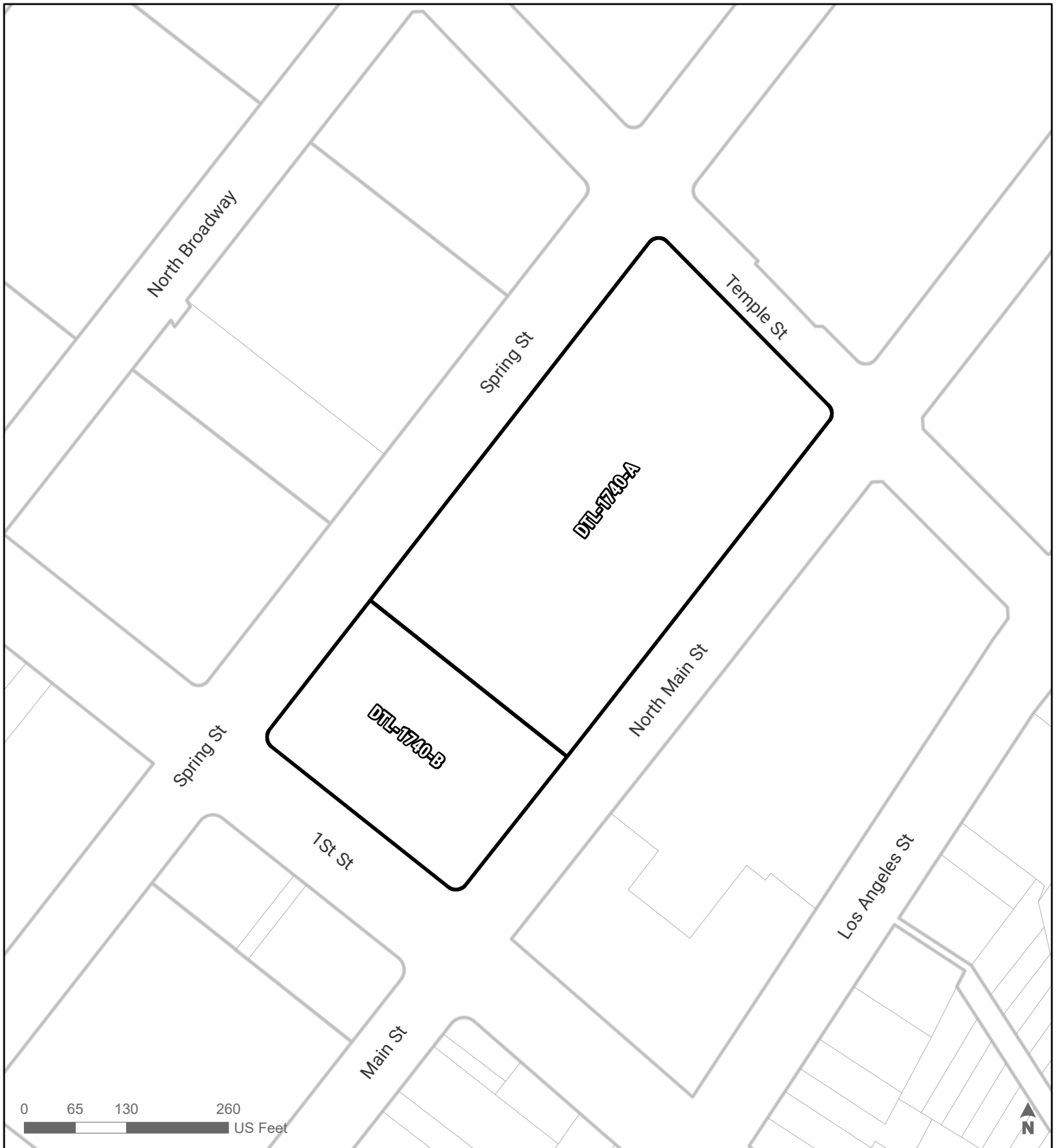
 Building Line Removal

Section:


1730

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1740-A, DTL-1740-B

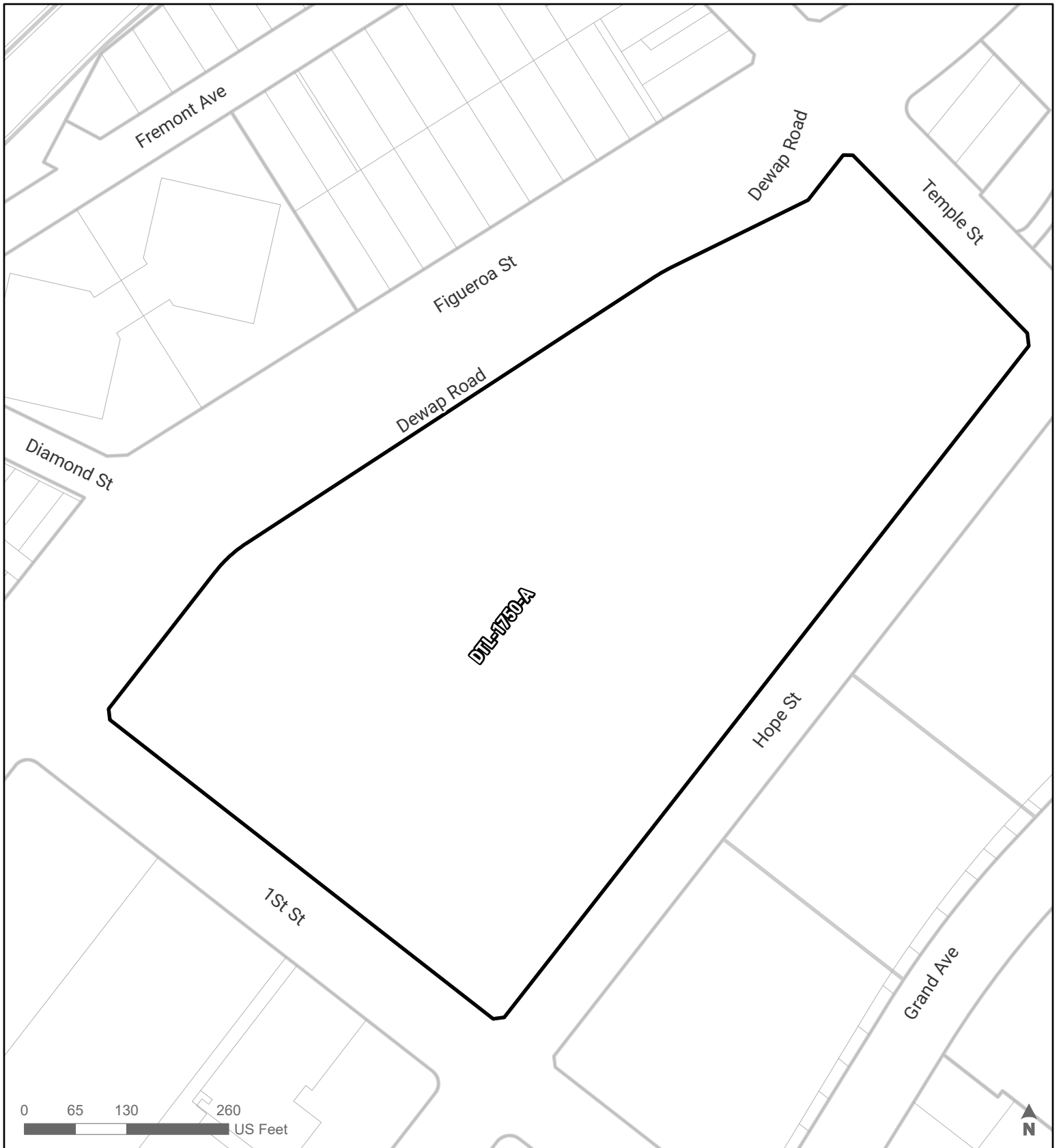
 Building Line Removal

Section:


1740

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1750-A

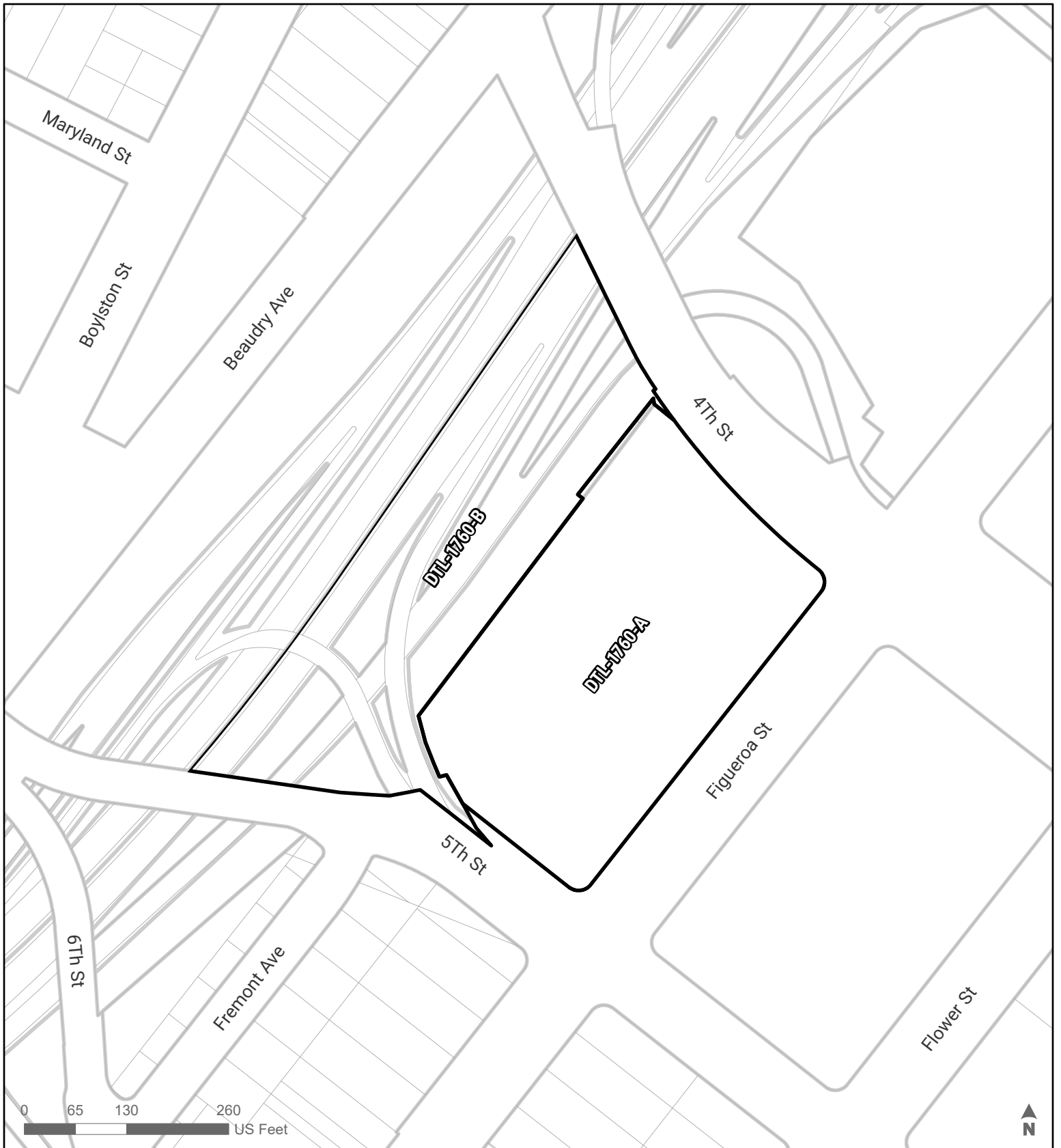
 Building Line Removal

Section:


1750

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1760-A, DTL-1760-B

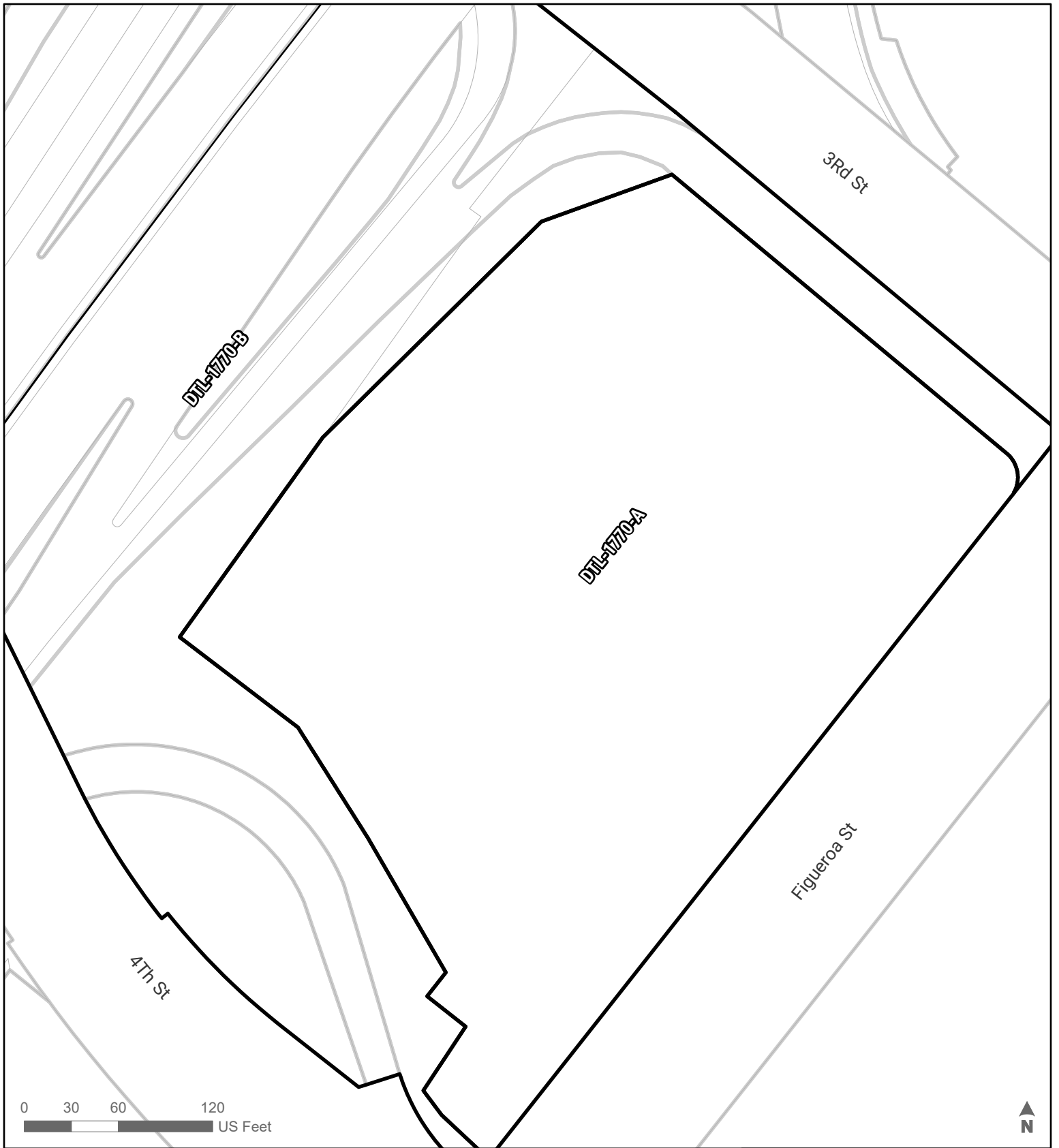
 Building Line Removal

Section:

1760

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1770-A, DTL-1770-B

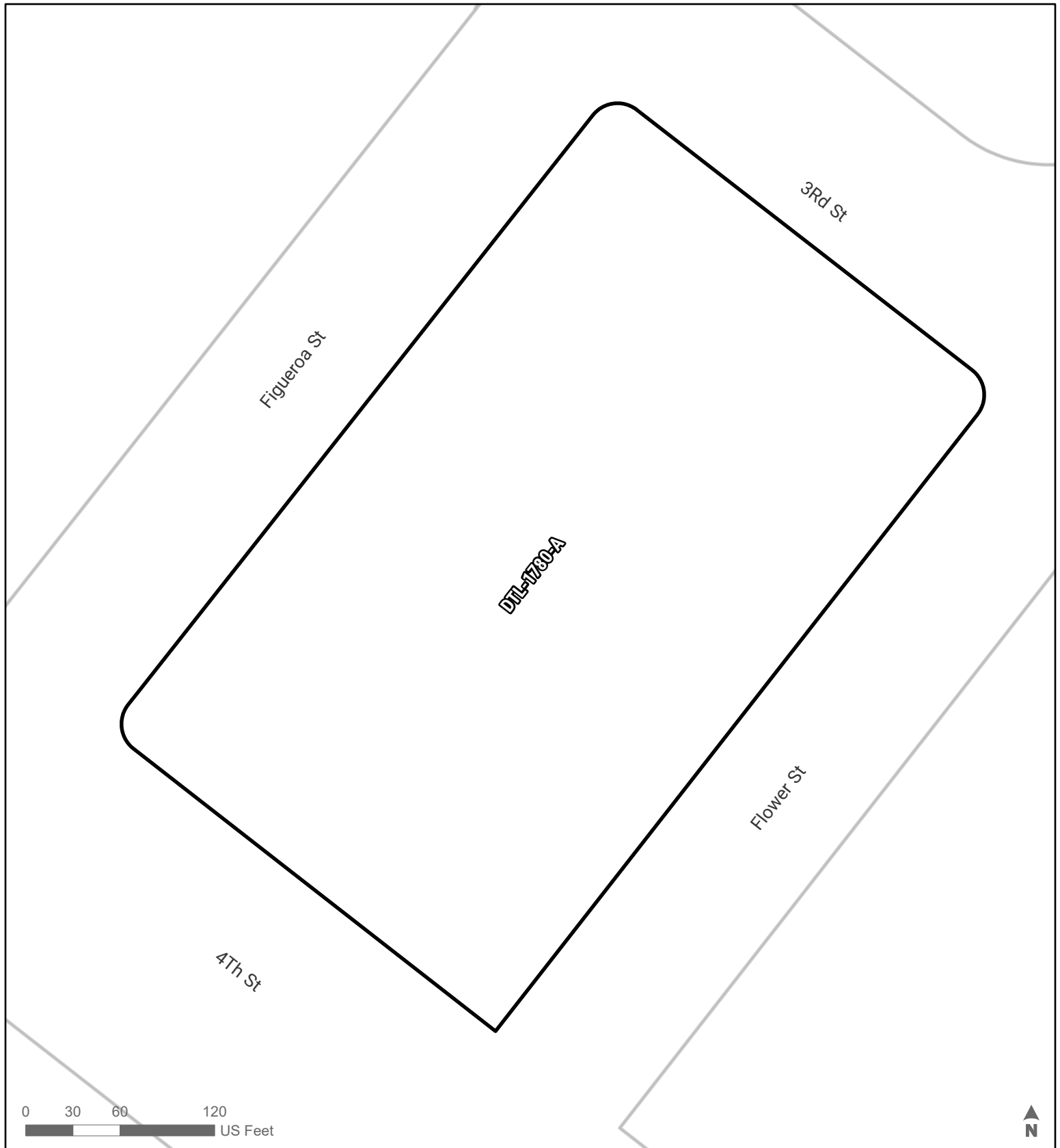
 Building Line Removal

Section:


1770

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1780-A

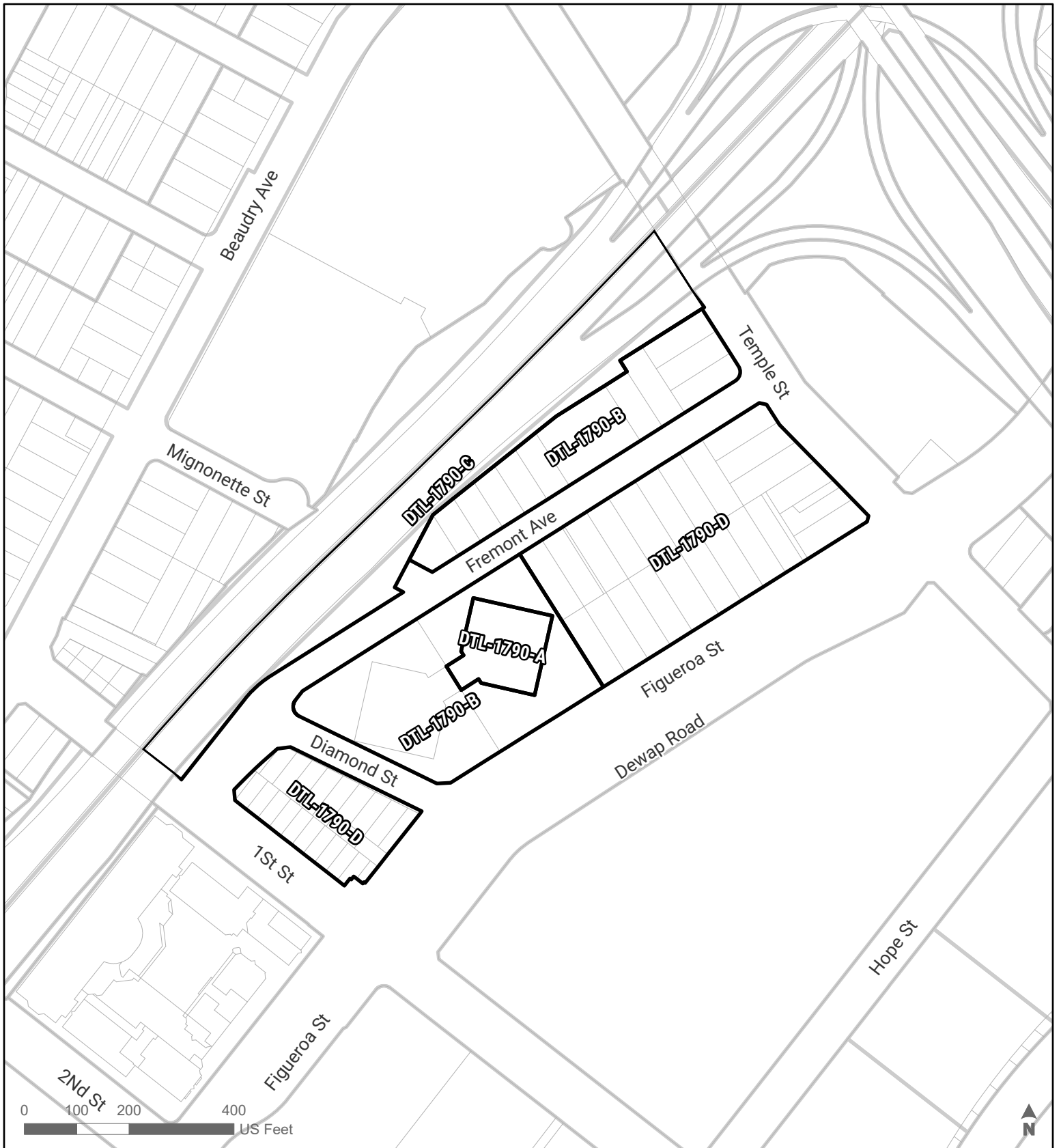
 Building Line Removal

Section:

1780

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1680-B, DTL-1680-C, DTL-1790-A, DTL-1790-B, DTL-1790-C, DTL-1790-D,
DTL-2070-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

1790

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1800-A, DTL-1800-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

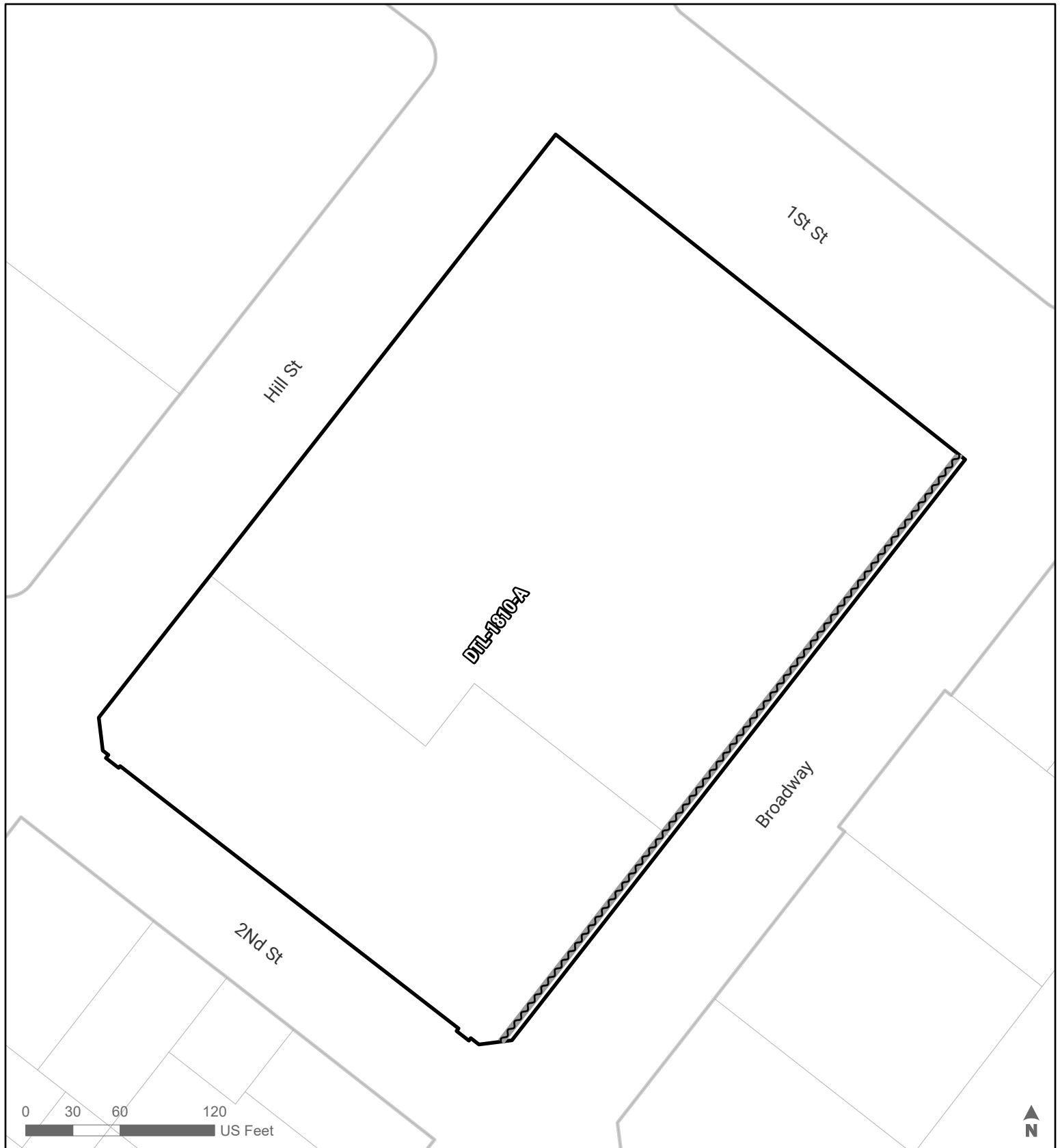
TL / MAR2021

Section:


1800

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1810-A

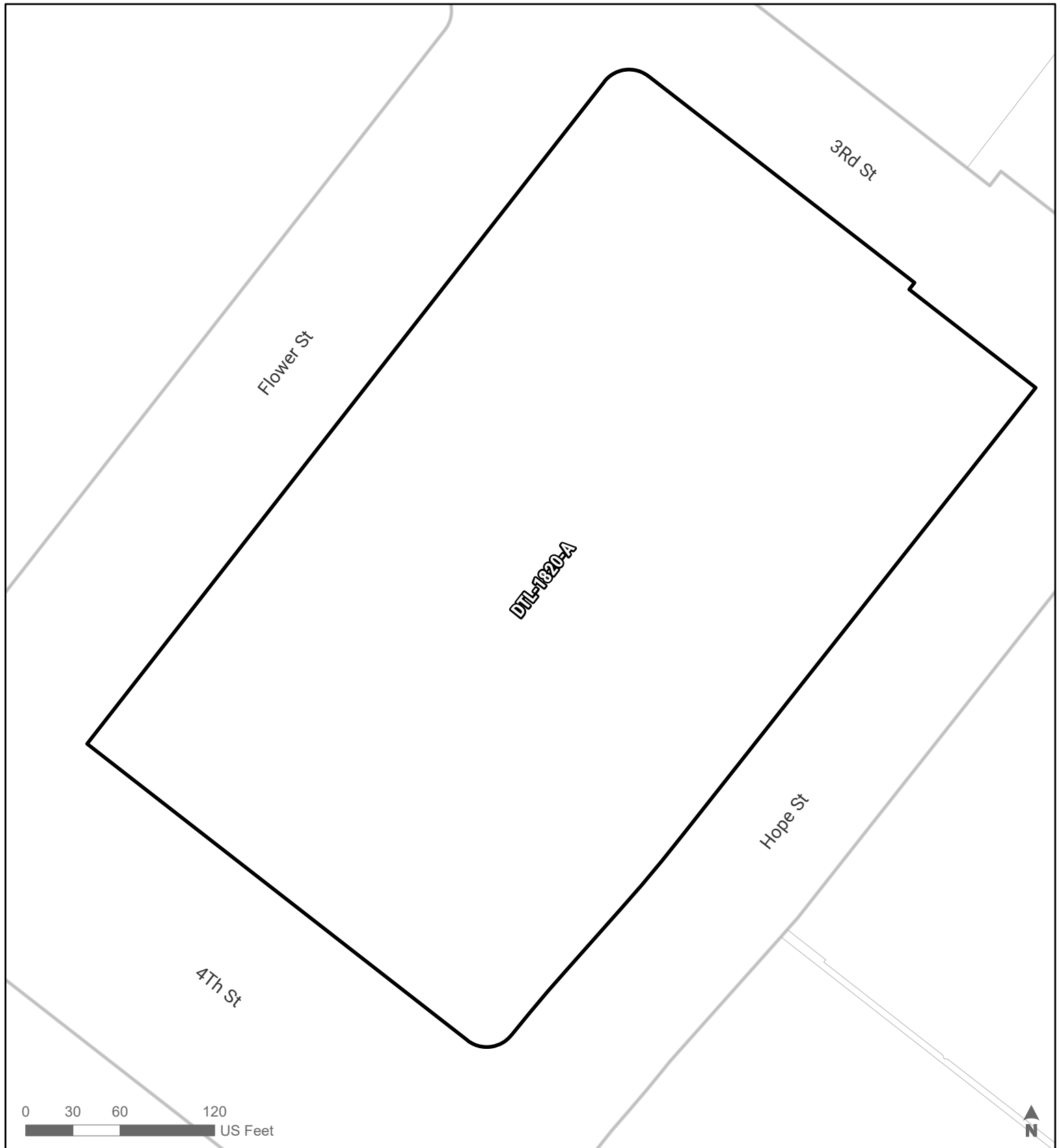
 Building Line Removal

Section:


1810

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1820-A

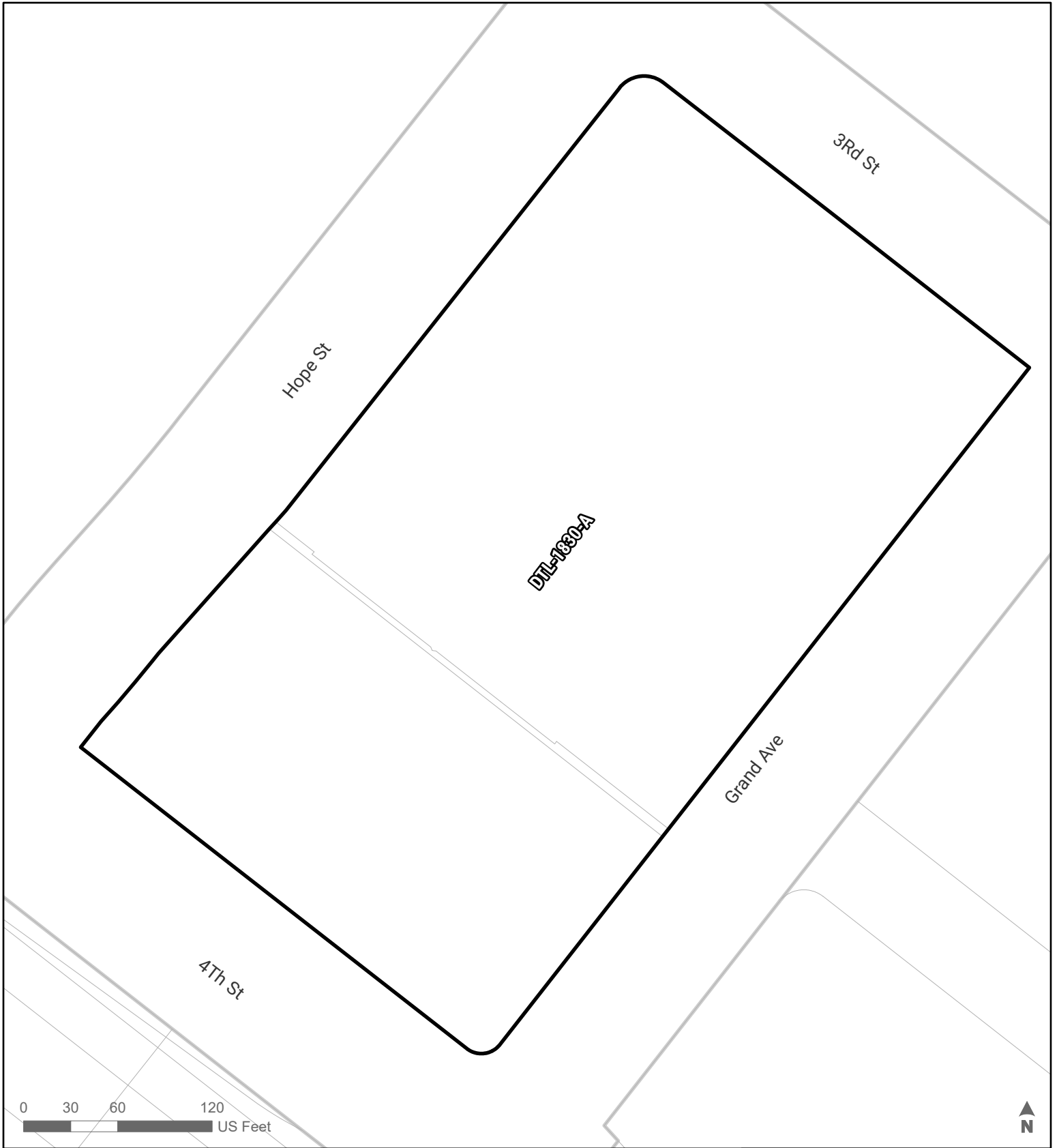
 Building Line Removal

Section:


1820

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1830-A

 Building Line Removal

Section:

1830

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1840-A, DTL-1840-B, DTL-1840-C, DTL-2270-A

 Building Line Removal

Section:

1840

CPC-1994-0213-CPU

**Downtown
Community Plan Area**

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021


Approved by City Planning Commission September 23, 2021
CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1850-A, DTL-1850-B, DTL-1900-A

 Building Line Removal

Section:

1850

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1860-A, DTL-1860-B

 Building Line Removal

Section:

1860

CPC-1994-0213-CPU

**Downtown
Community Plan Area**


Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Approved by City Planning Commission September 23, 2021
CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1870-A

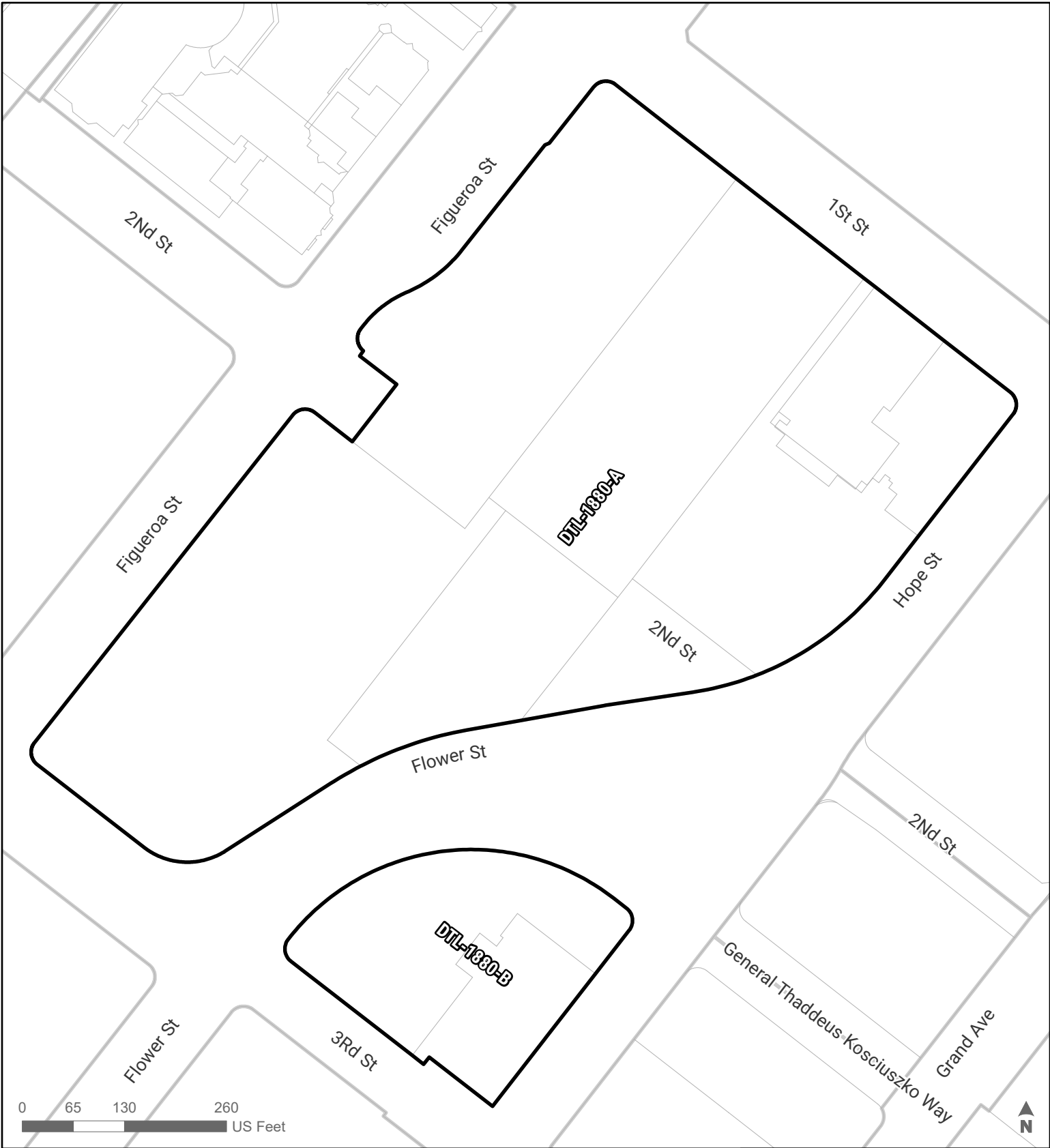
 Building Line Removal

Section:

1870

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1880-A, DTL-1880-B

 Building Line Removal

Section:

1880

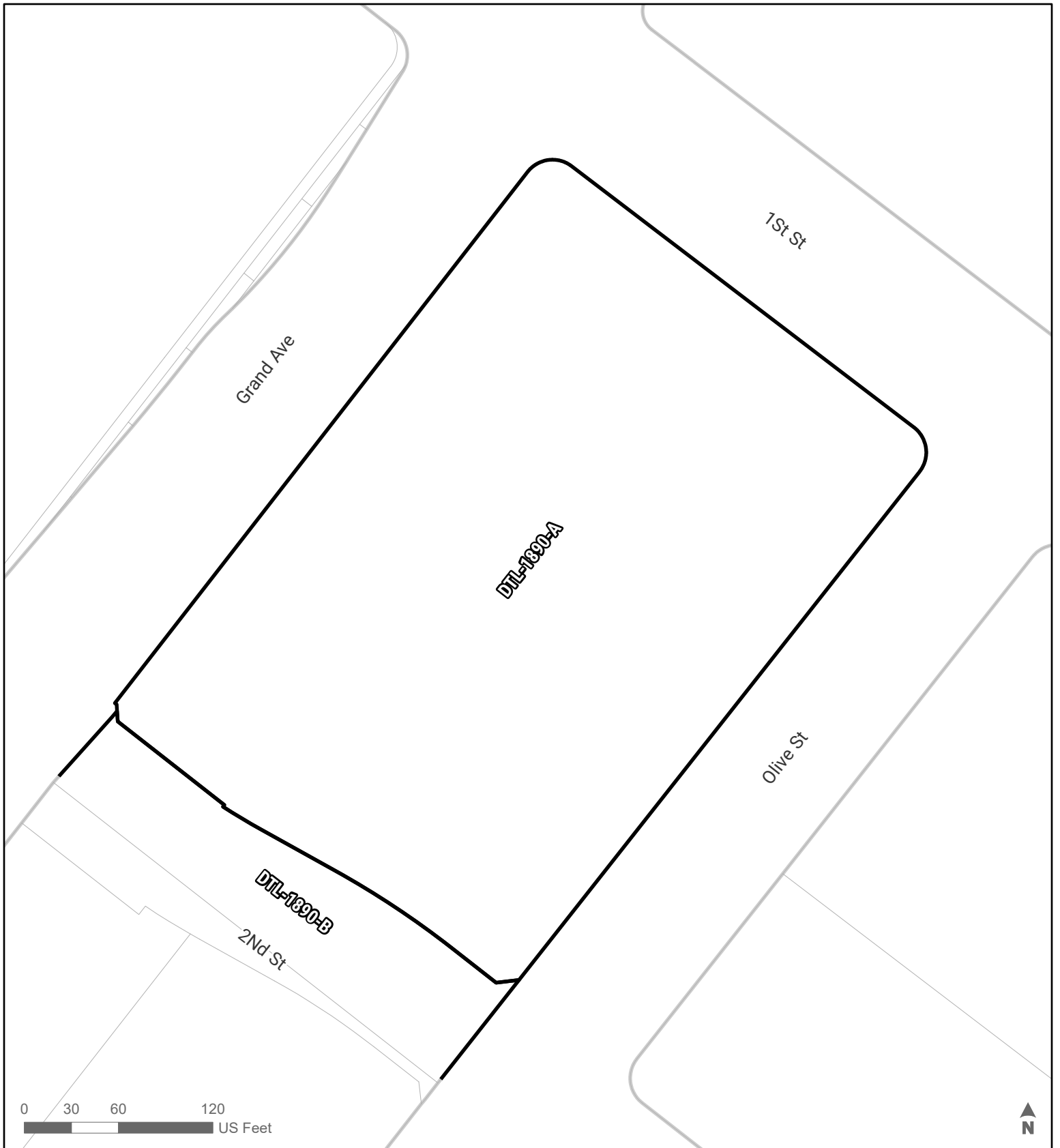
CPC-1994-0213-CPU

**Downtown
Community Plan Area**

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021


Approved by City Planning Commission September 23, 2021
CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1890-A, DTL-1890-B

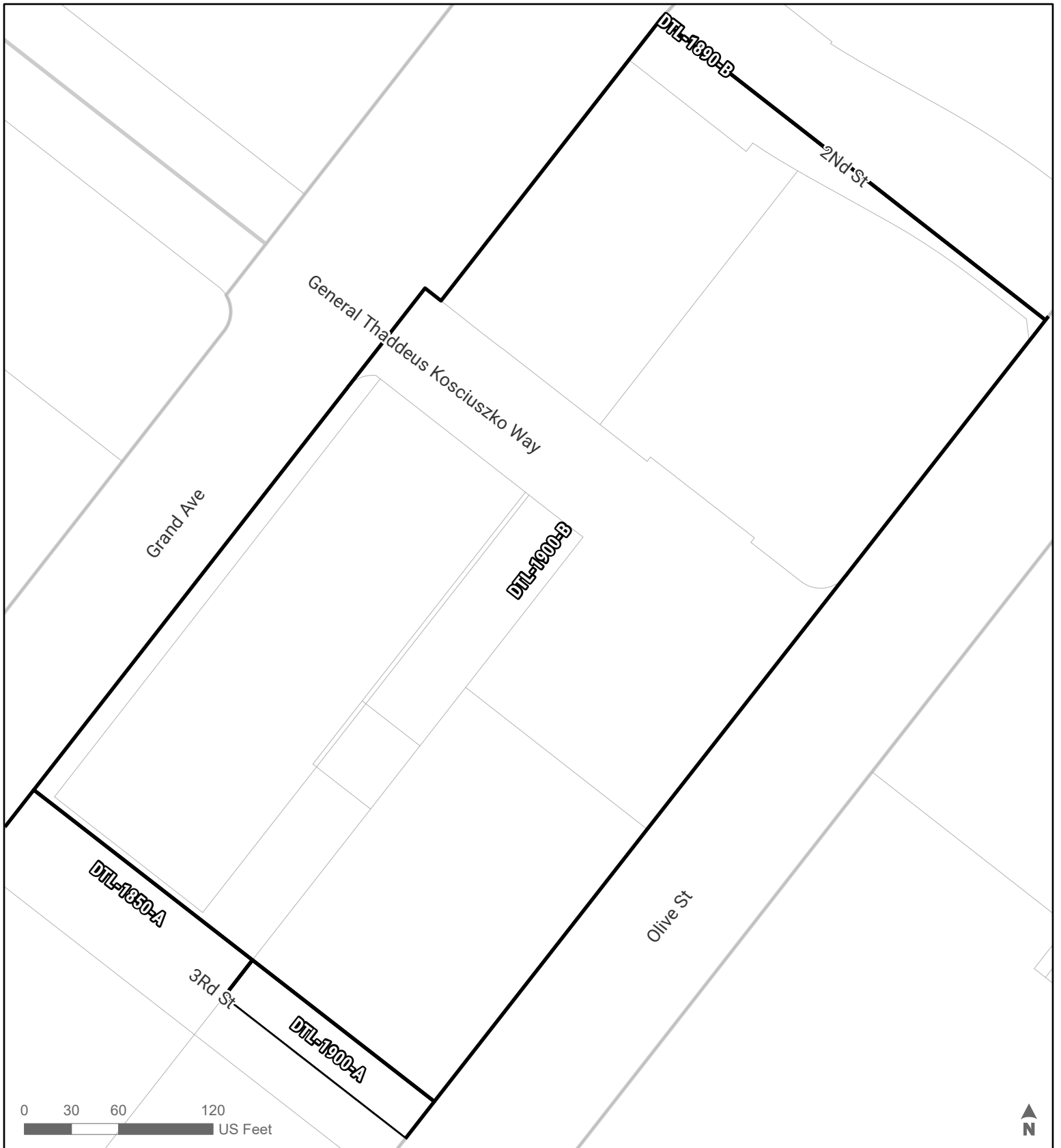
 Building Line Removal

Section:

1890

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1850-A, DTL-1890-B, DTL-1900-A, DTL-1900-B

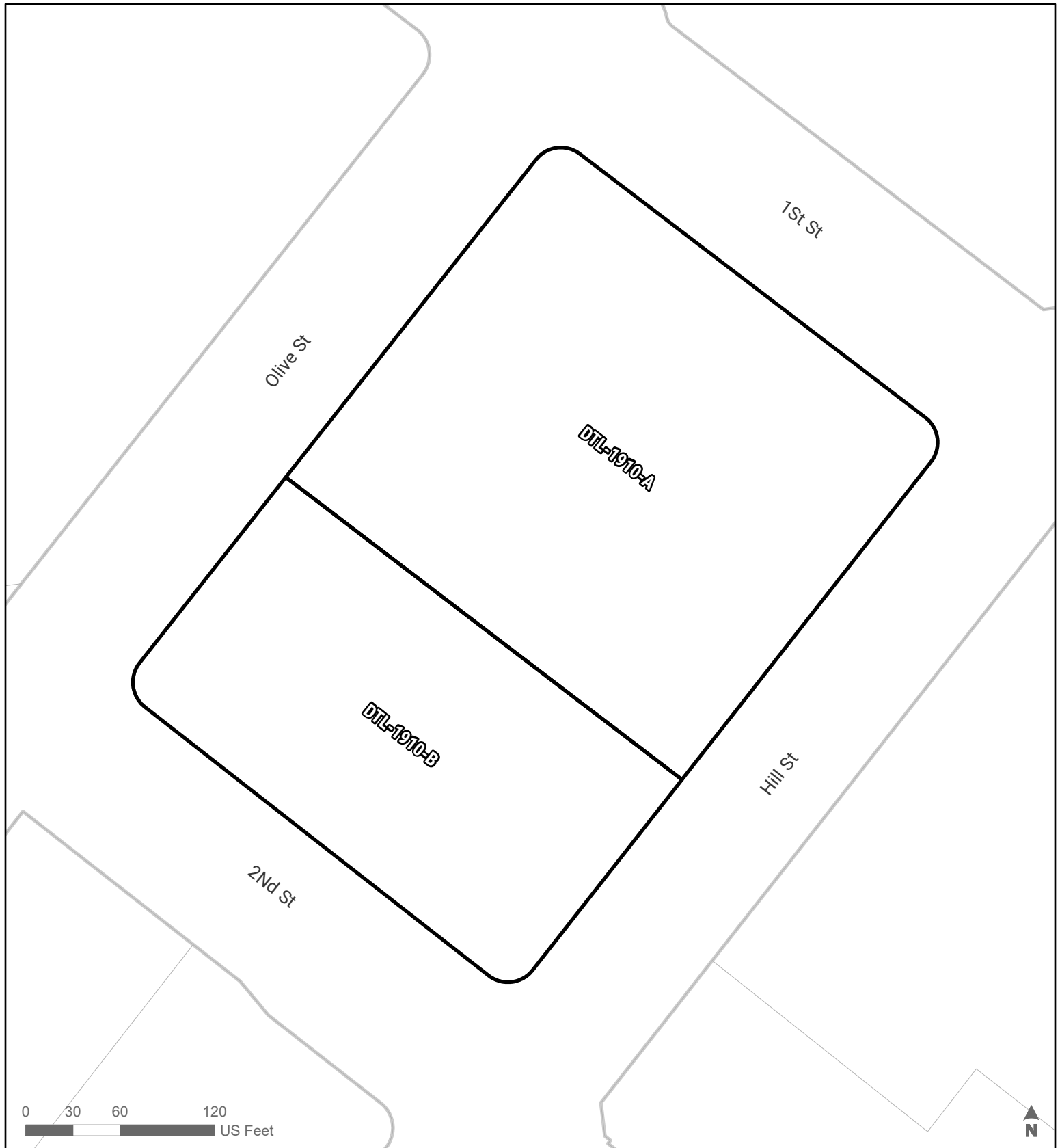
 Building Line Removal

Section:

1900

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1910-A, DTL-1910-B

 Building Line Removal

Section:


1910

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1920-A, DTL-1920-B

 Building Line Removal

Section:

1920

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1930-A, DTL-1930-B, DTL-1930-C, DTL-1930-D, DTL-1930-E, DTL-1930-F

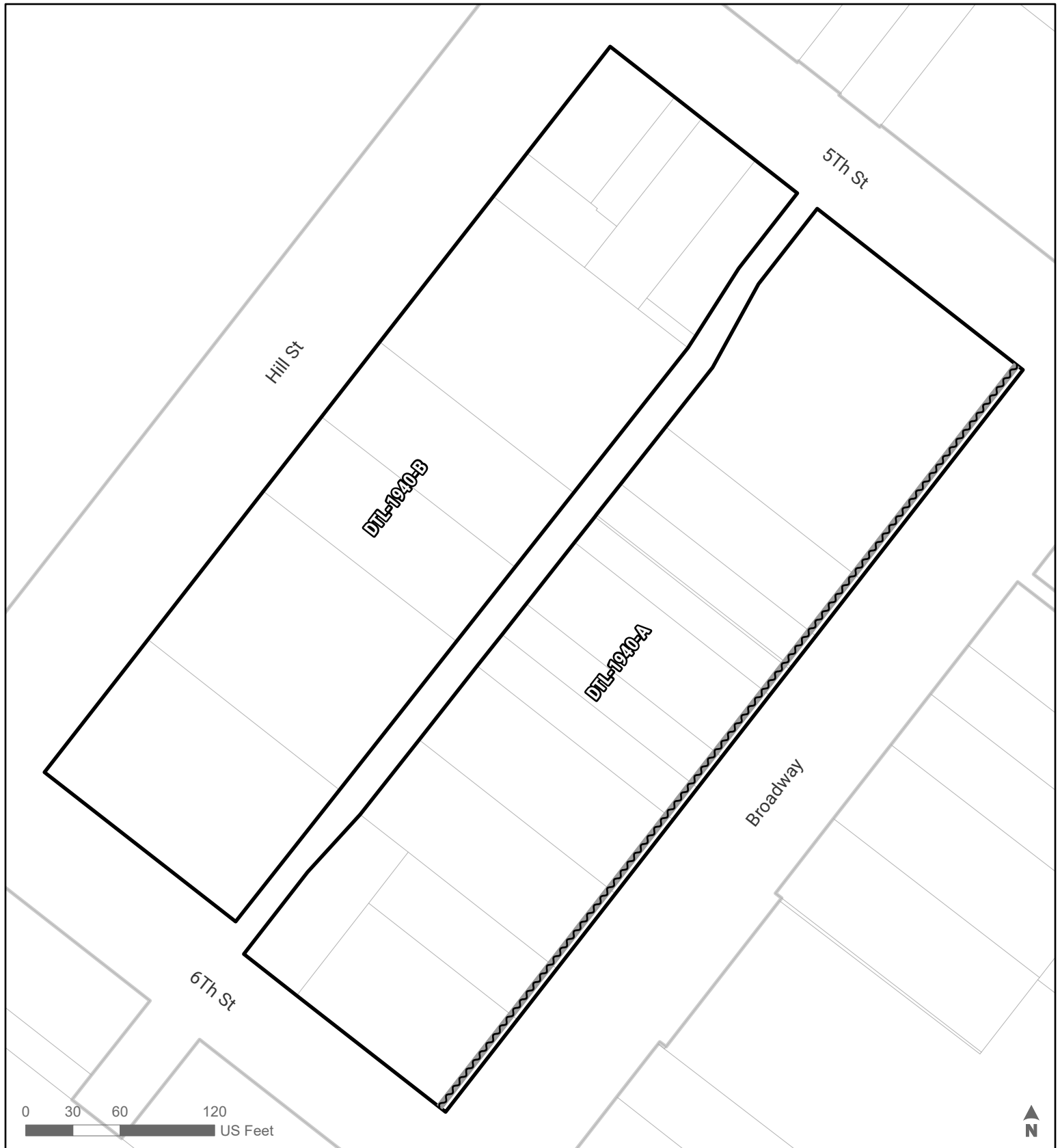
 Building Line Removal

Section:


1930

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1940-A, DTL-1940-B

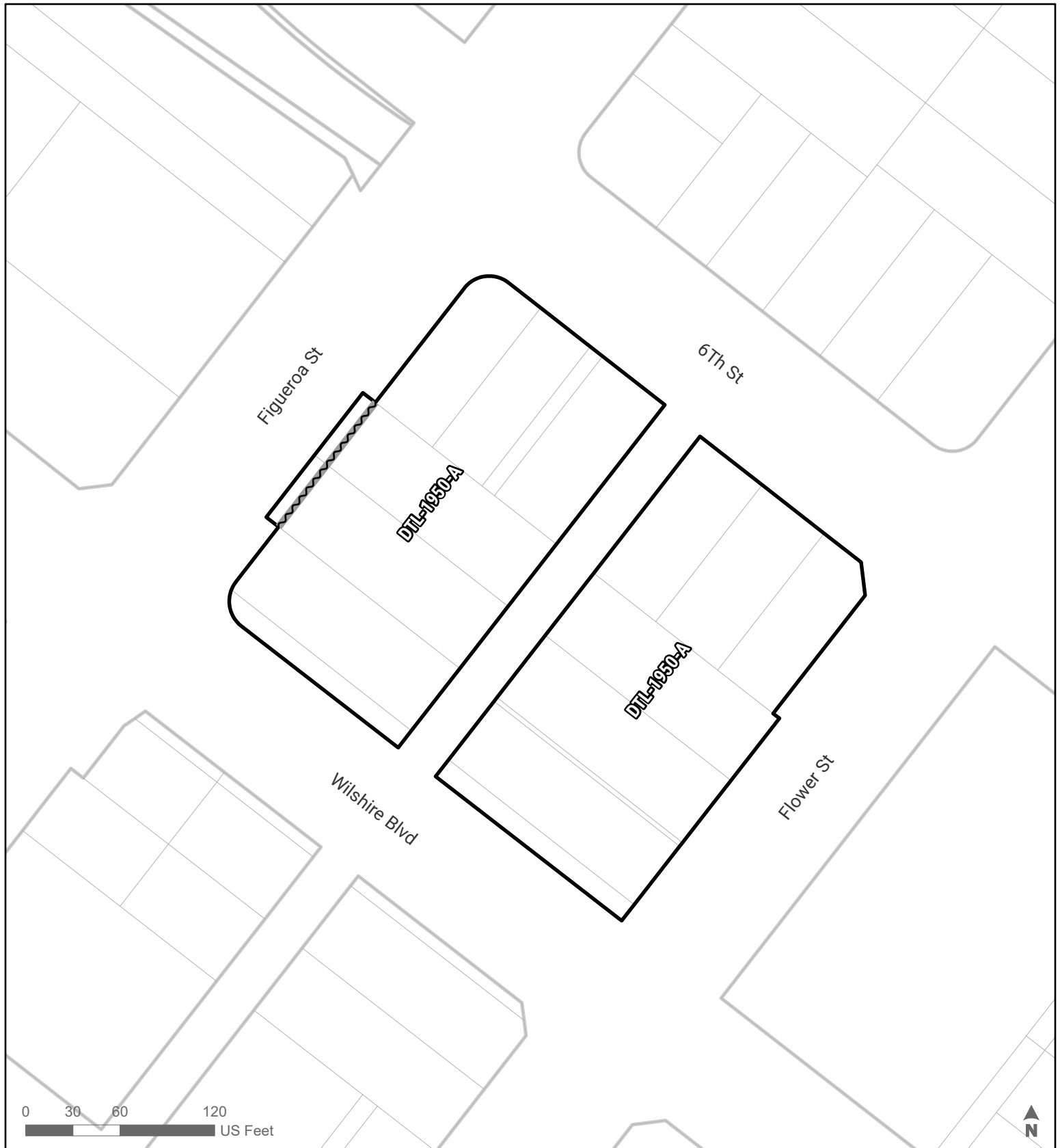
 Building Line Removal

Section:


1940

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1950-A

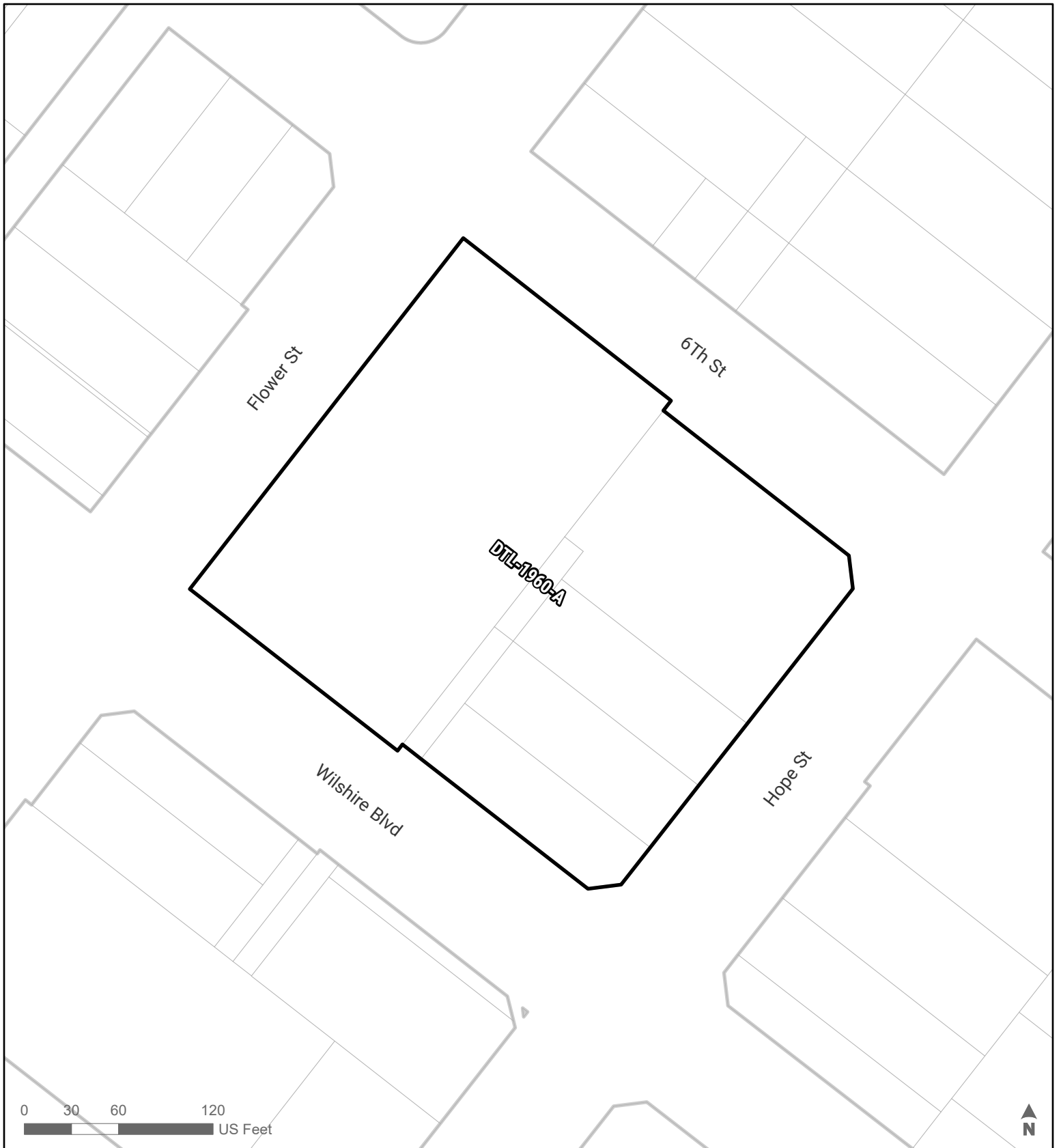
 Building Line Removal

Section:


1950

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1960-A

 Building Line Removal

Section:


1960

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1970-A

 Building Line Removal

Section:


1970

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1980-A, DTL-1980-B

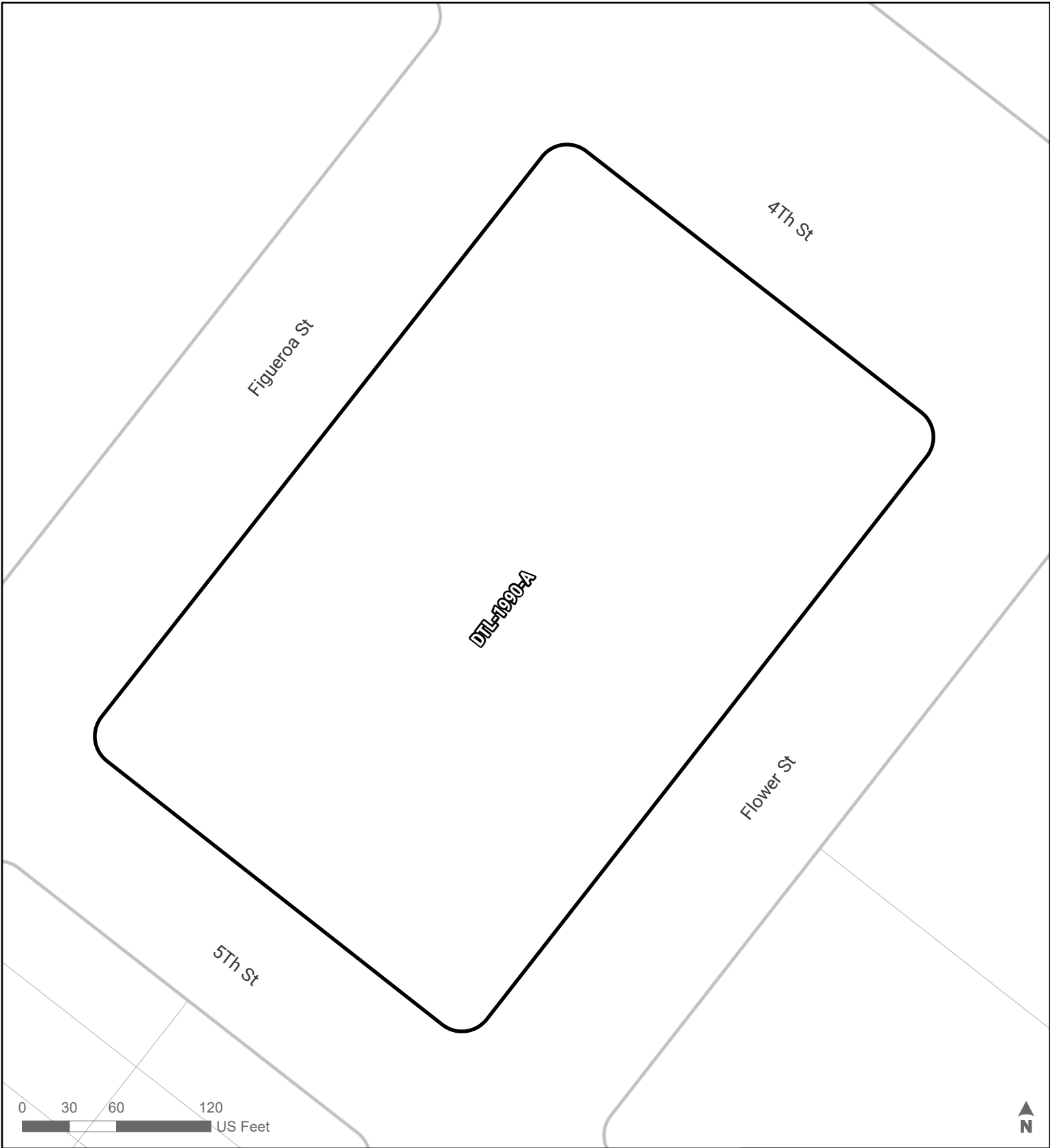
 Building Line Removal

Section:

1980

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-1990-A

 Building Line Removal

Section:

1990

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**


Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

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ZONING MAP AMENDMENTS
SUBAREAS
 DTL-2000-A, DTL-2000-B

 Building Line Removal

Section:

2000

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2010-A, DTL-2010-B, DTL-2010-C

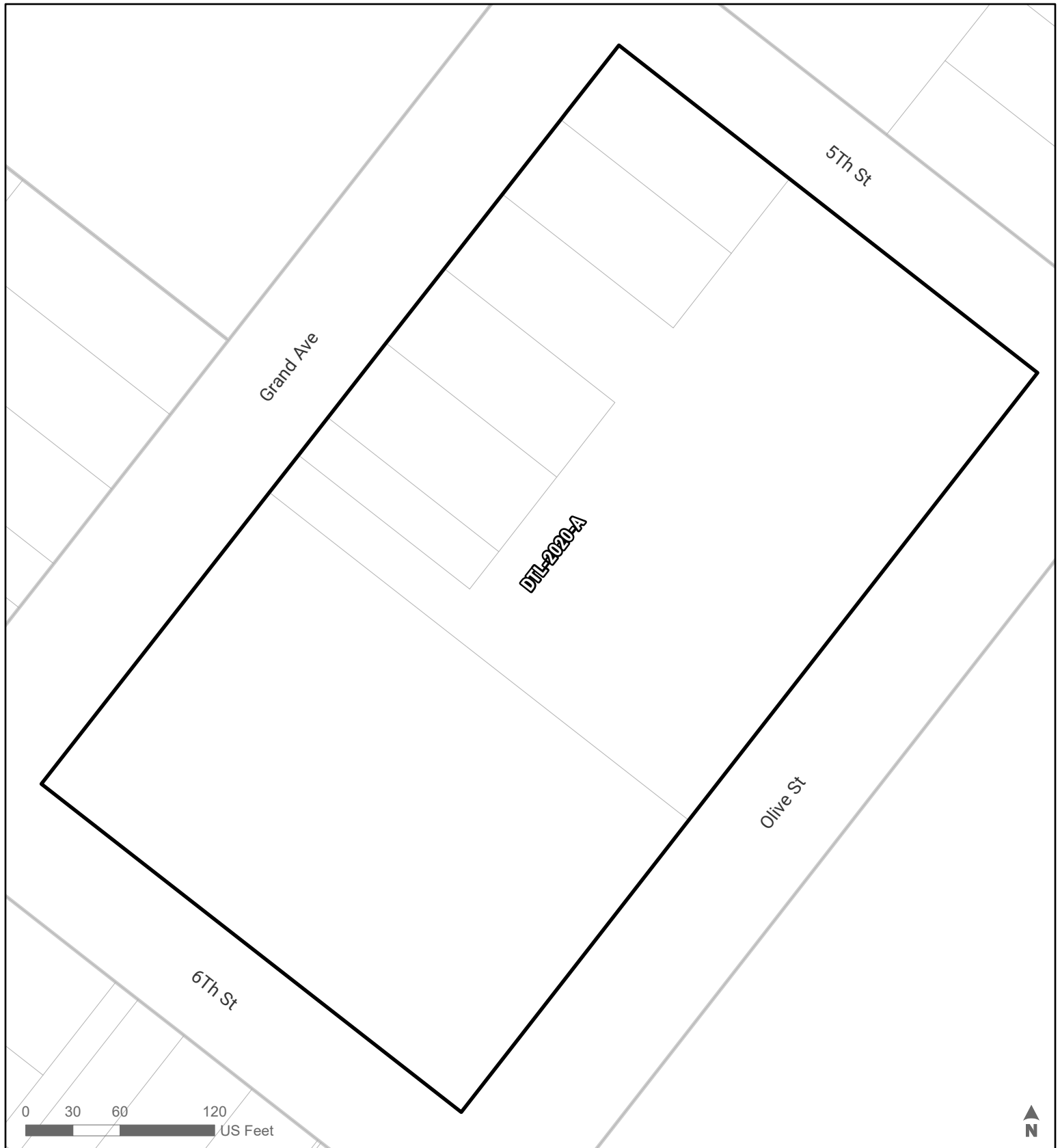
 Building Line Removal

Section:


2010

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-2020-A

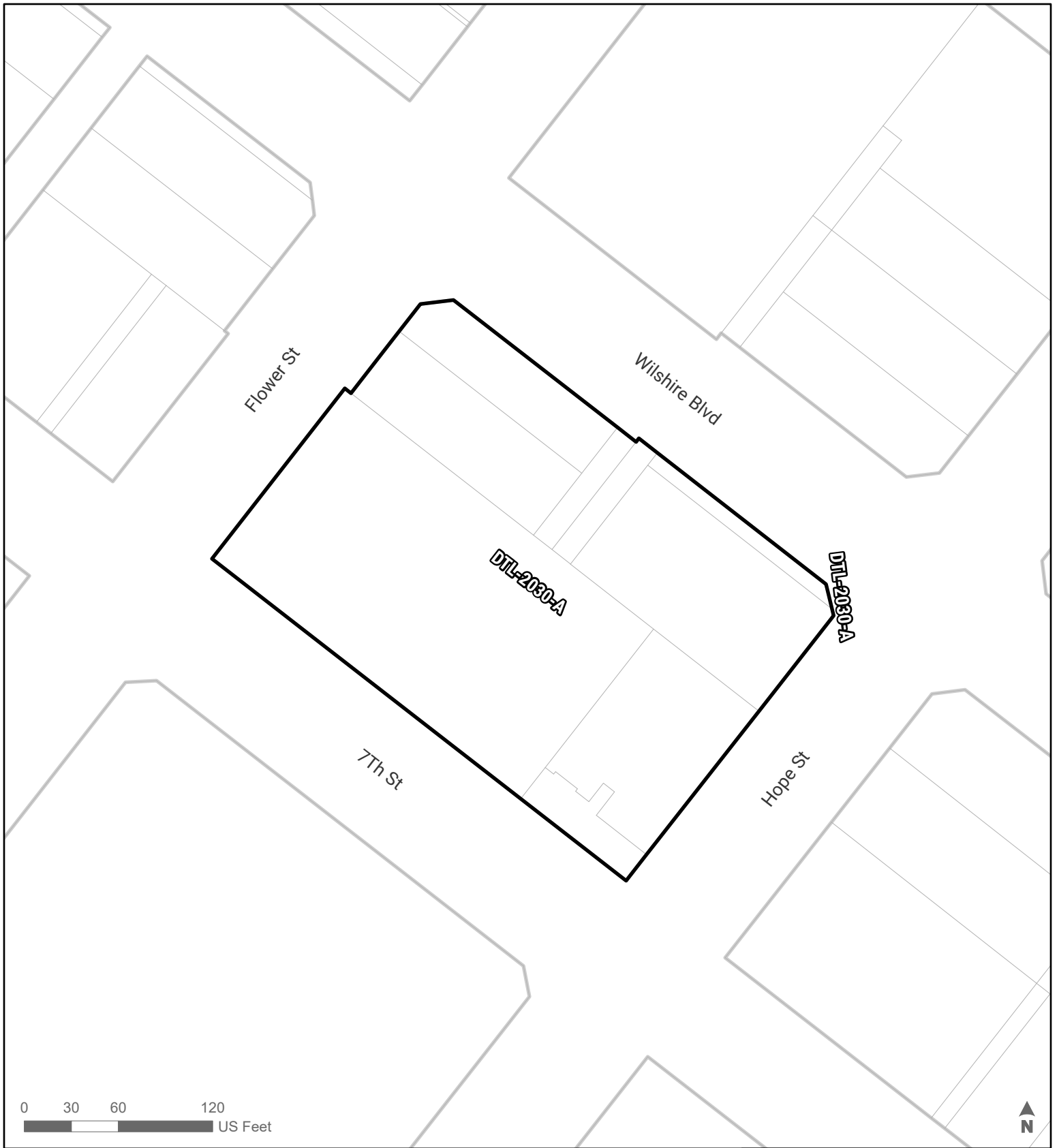
 Building Line Removal

Section:


2020

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-2030-A

 Building Line Removal

Section:


2030

CPC-1994-0213-CPU

**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-2040-A

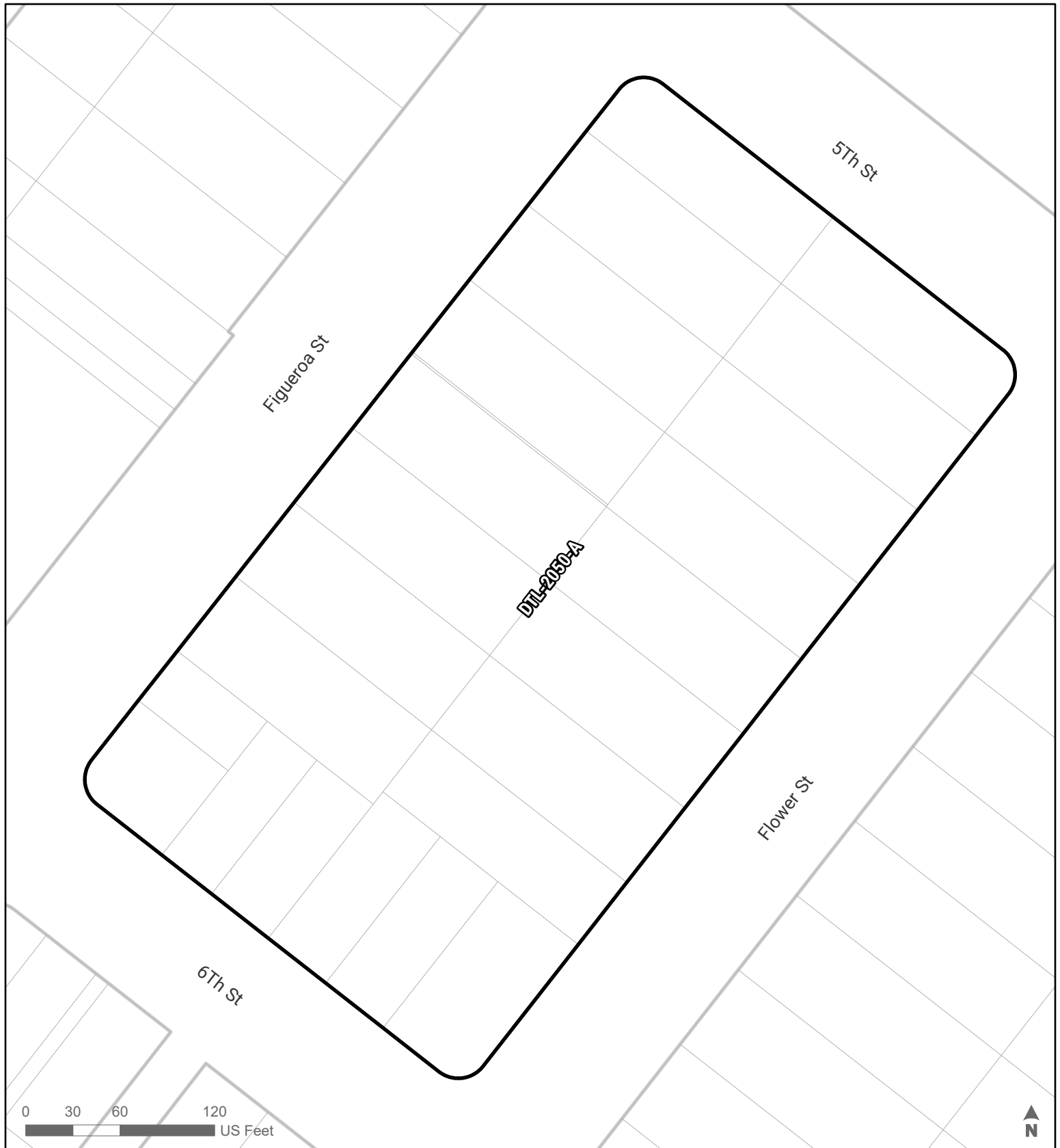
 Building Line Removal

Section:

2040


CPC-1994-0213-CPU

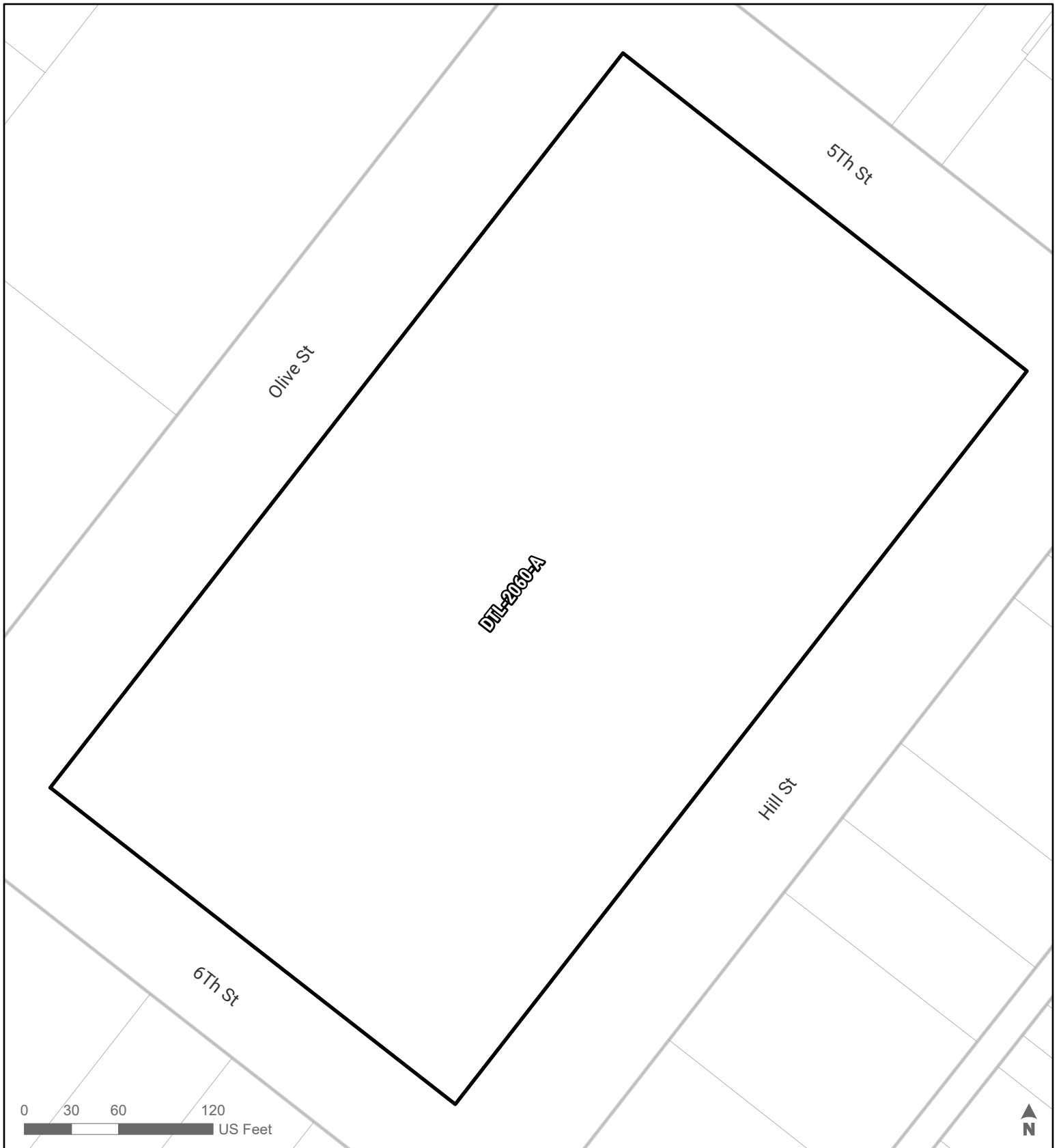
**Downtown
 Community Plan Area**




ZONING MAP AMENDMENTS
SUBAREAS
 DTL-2050-A

Section:
2050
 CPC-1994-0213-CPU
**Downtown
 Community Plan Area**

 Building Line Removal



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-2060-A

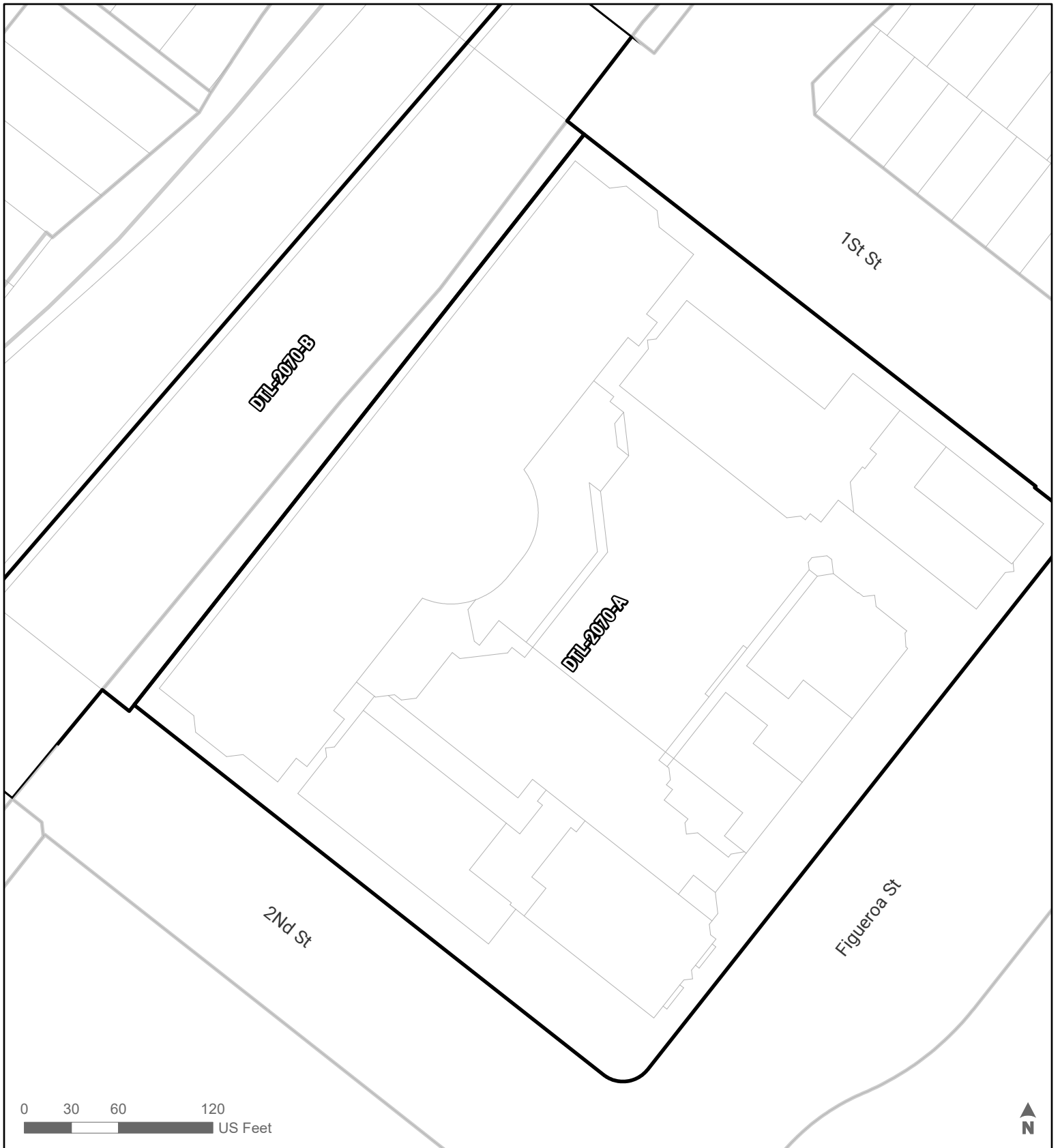
 Building Line Removal

Section:

2060

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2070-A, DTL-2070-B

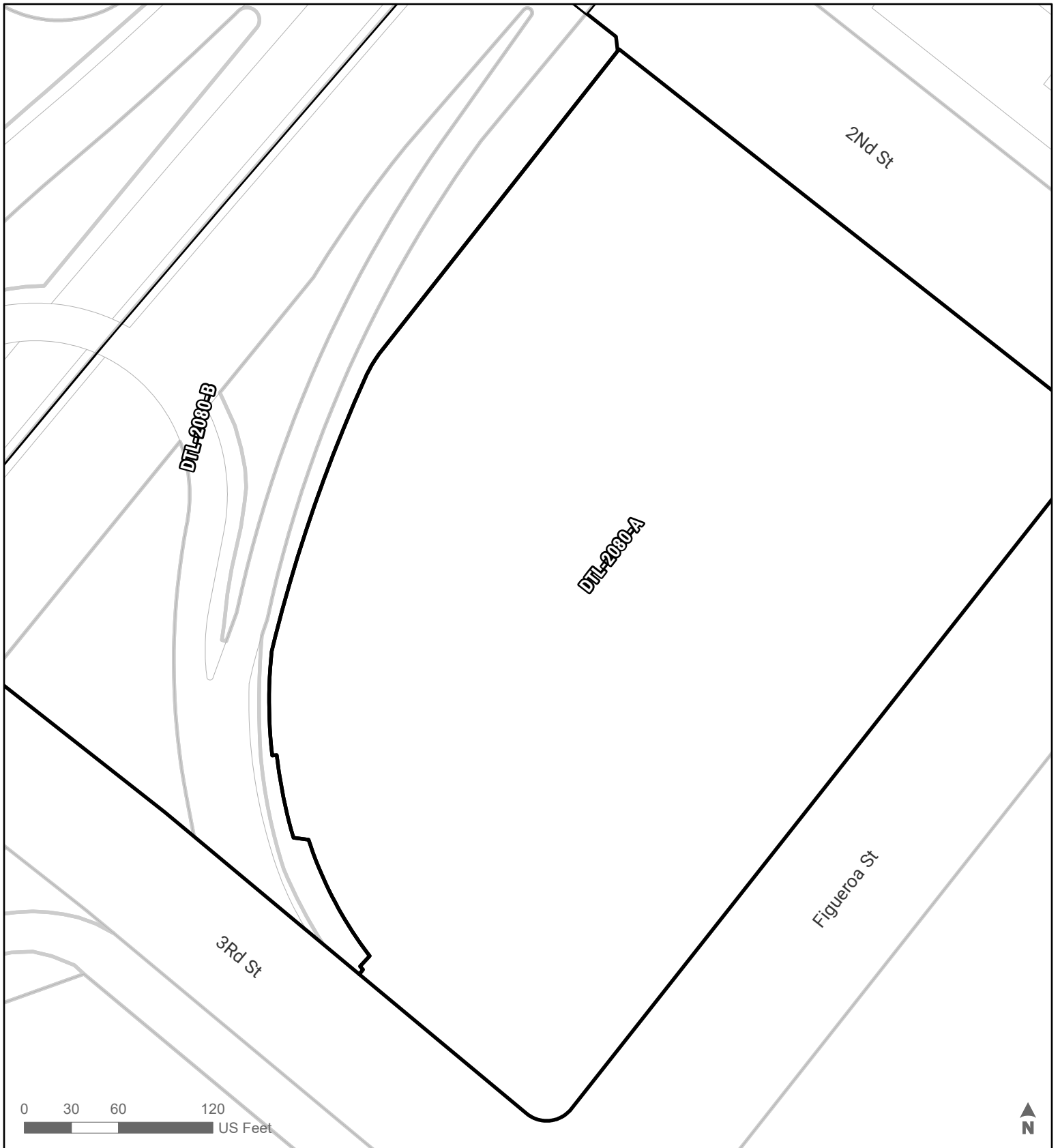
 Building Line Removal

Section:

2070

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2070-B, DTL-2080-A, DTL-2080-B

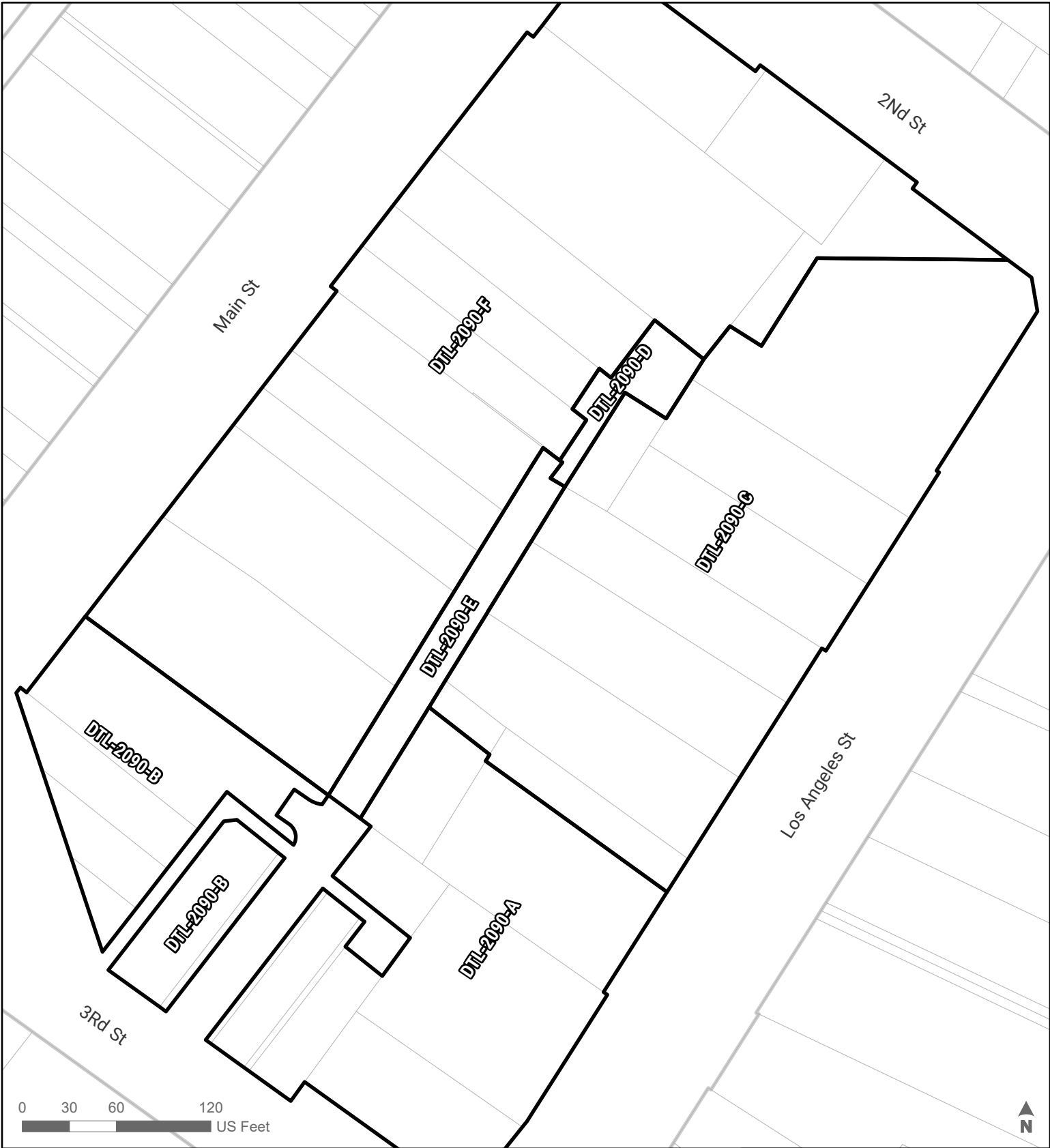
 Building Line Removal

Section:

2080

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2090-A, DTL-2090-B, DTL-2090-C, DTL-2090-D, DTL-2090-E, DTL-2090-F

 Building Line Removal

Section:

2090

CPC-1994-0213-CPU

**Downtown
Community Plan Area**

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Approved by City Planning Commission September 23, 2021
CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-2100-A

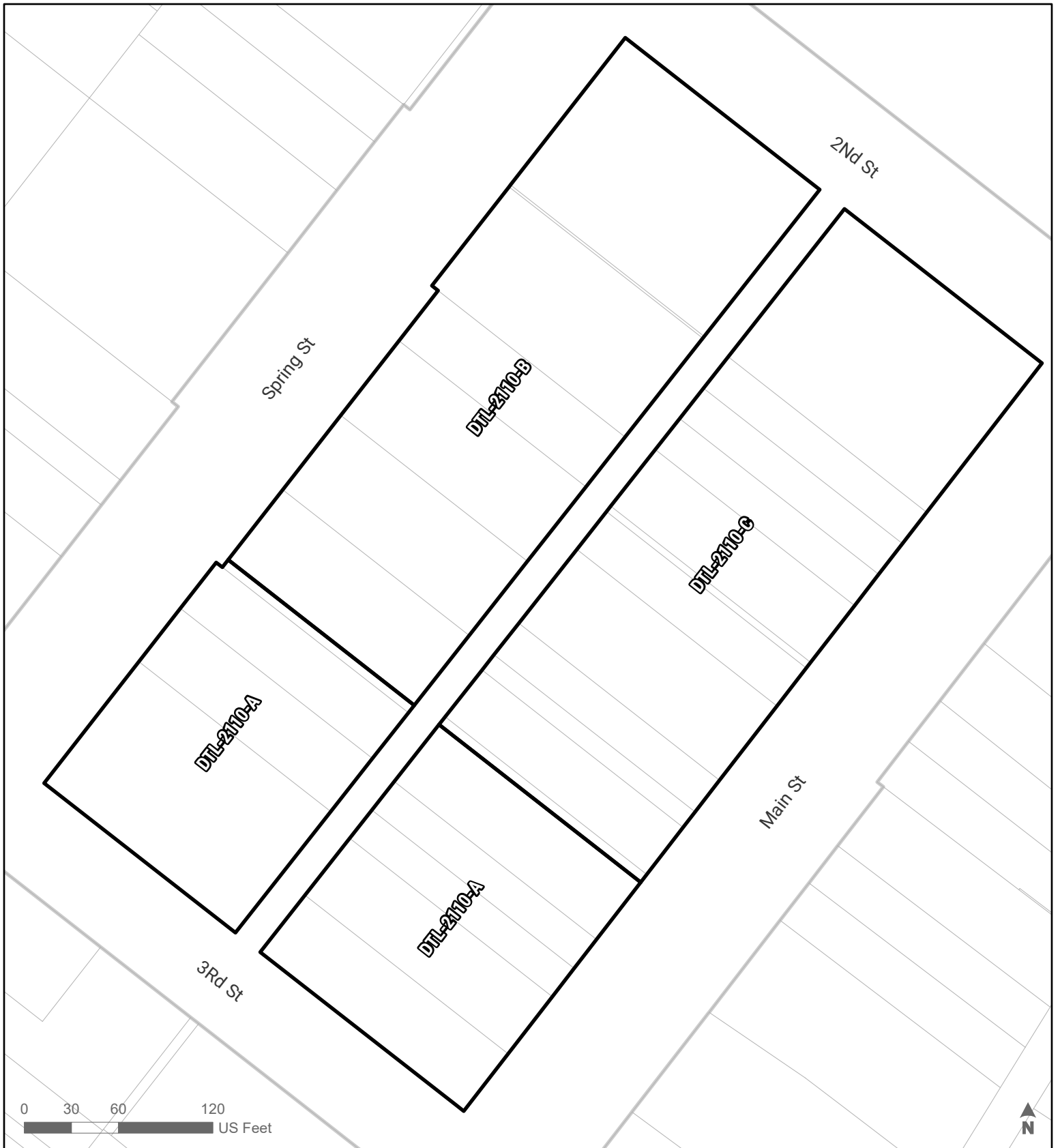
 Building Line Removal

Section:

2100

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2110-A, DTL-2110-B, DTL-2110-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

2110

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2120-A, DTL-2120-B, DTL-2120-C, DTL-2120-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

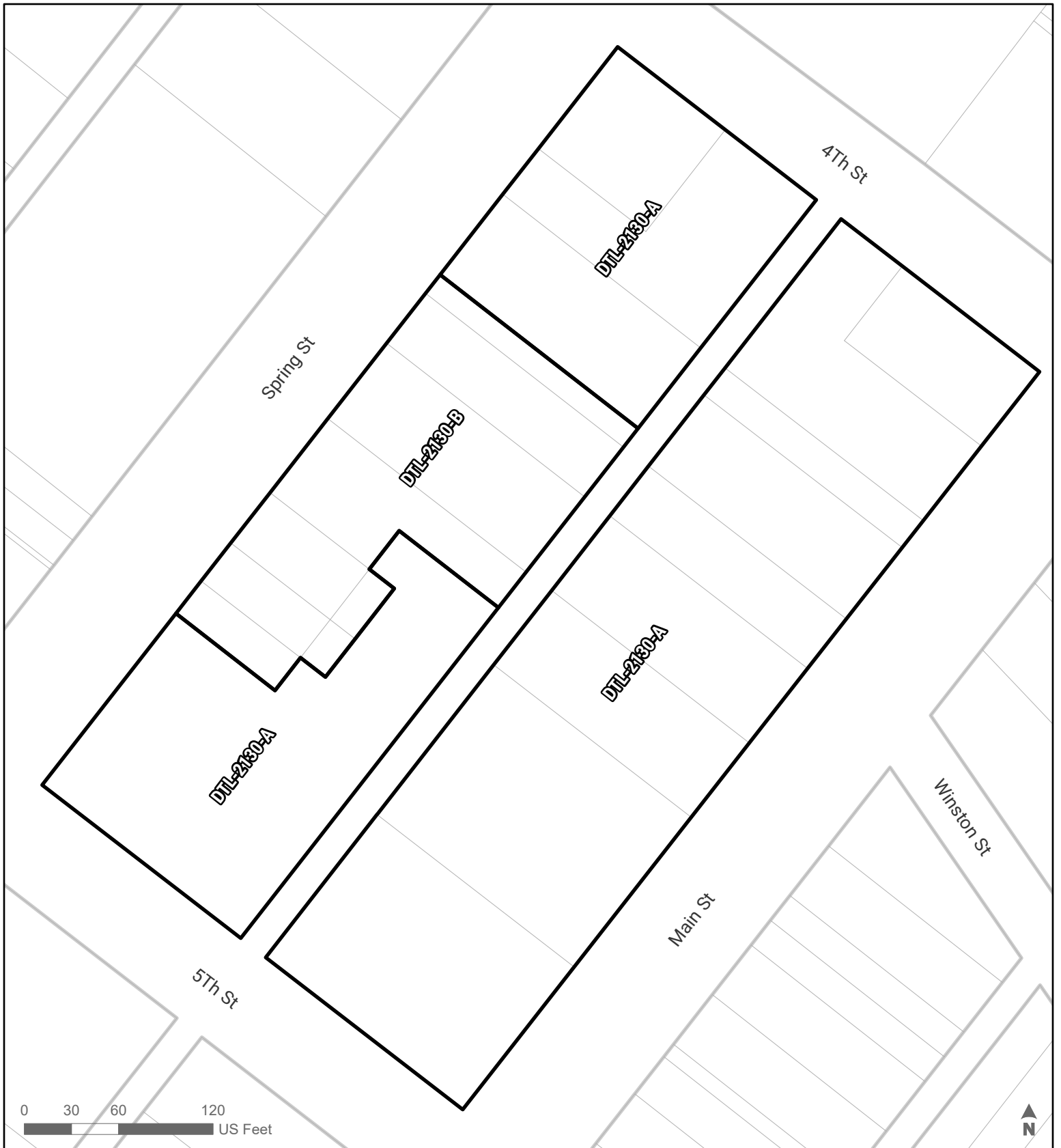
TL / MAR2021

Section:

2120

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2130-A, DTL-2130-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

2130

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2140-A, DTL-2140-B, DTL-2140-C, DTL-2140-D

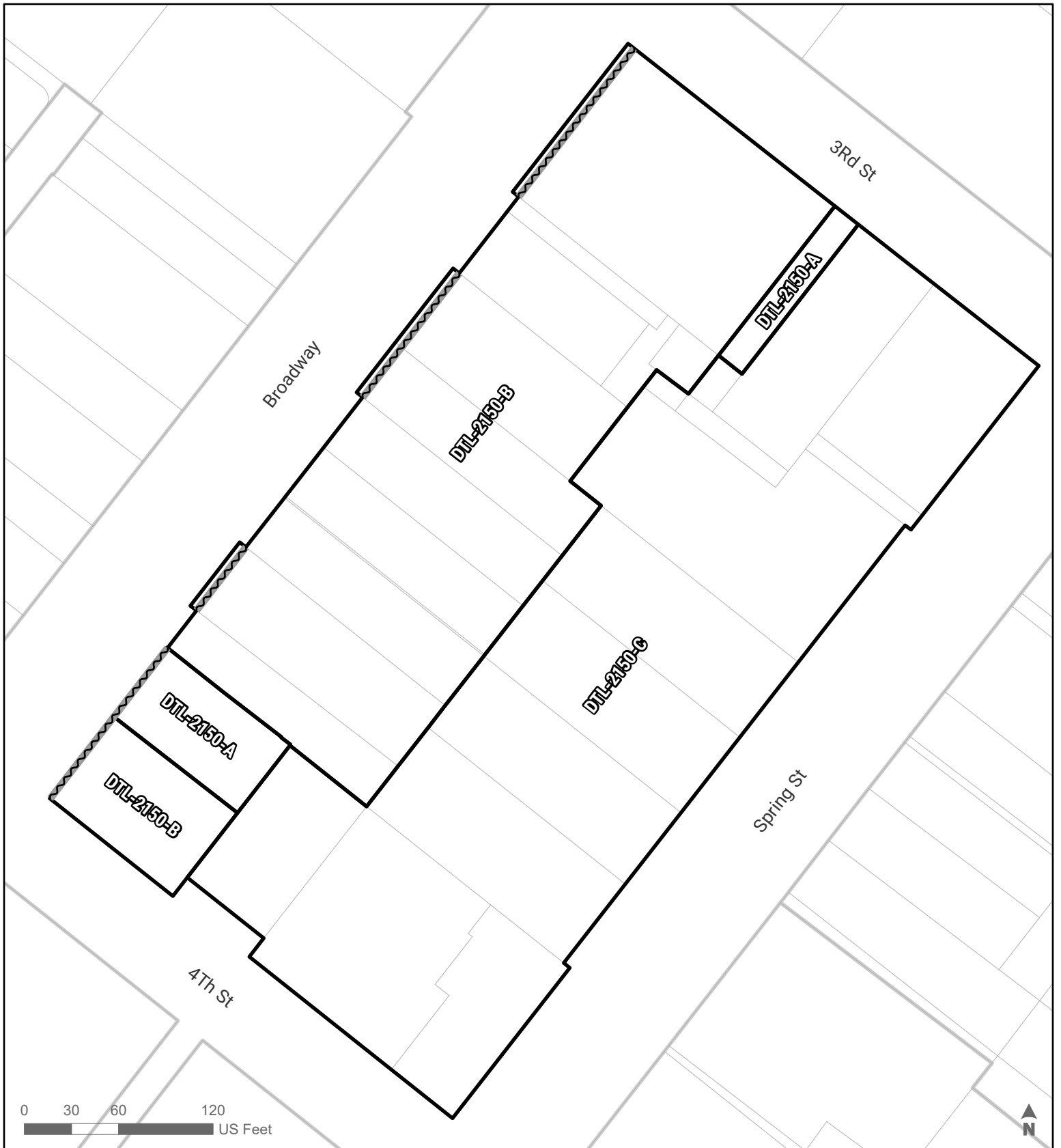
 Building Line Removal

Section:

2140

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2150-A, DTL-2150-B, DTL-2150-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

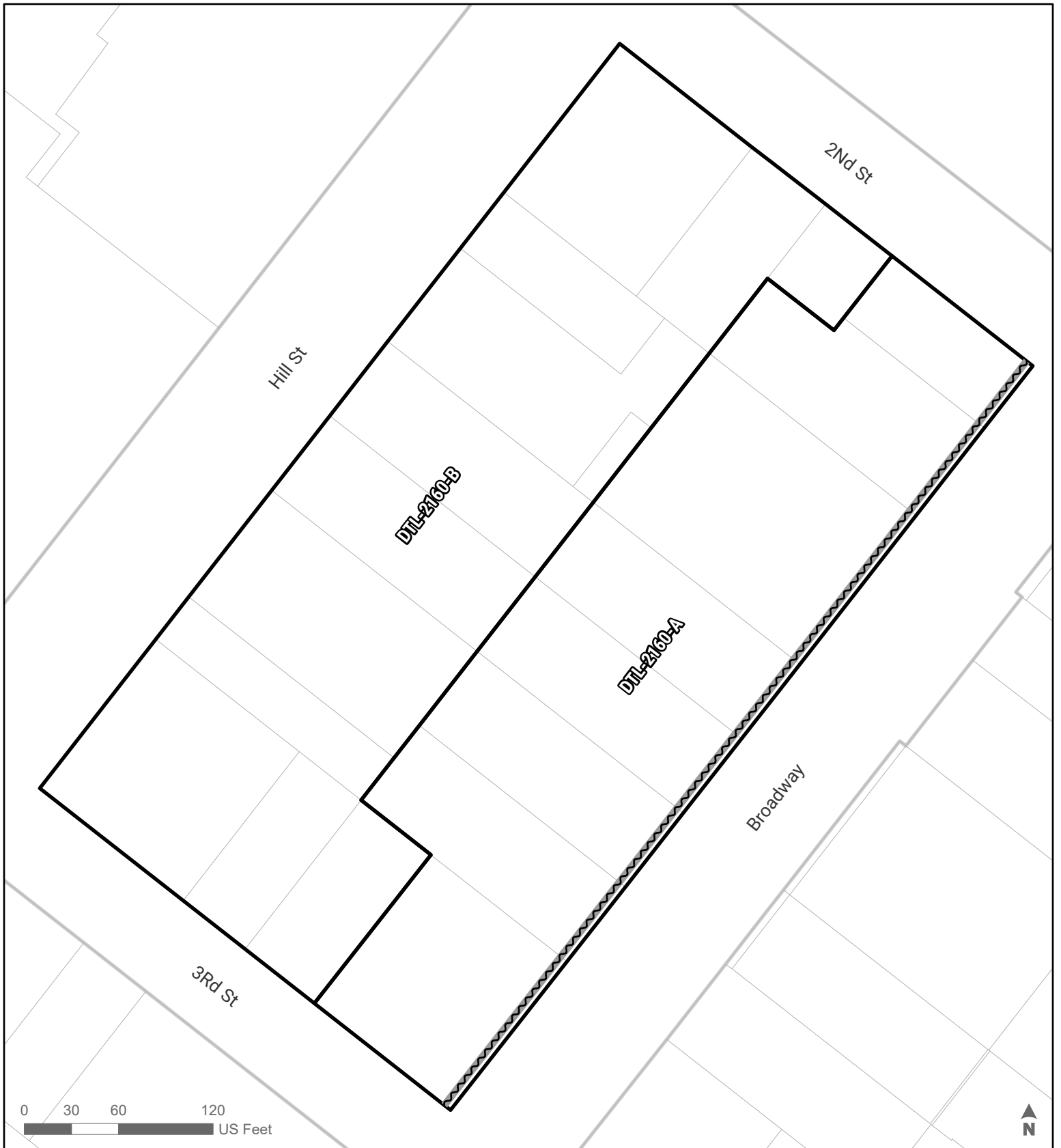
TL / MAR2021

Section:

2150

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2160-A, DTL-2160-B

 Building Line Removal

Section:

2160

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2170-A, DTL-2170-B, DTL-2170-C, DTL-2170-D

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

2170

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2180-A, DTL-2180-B

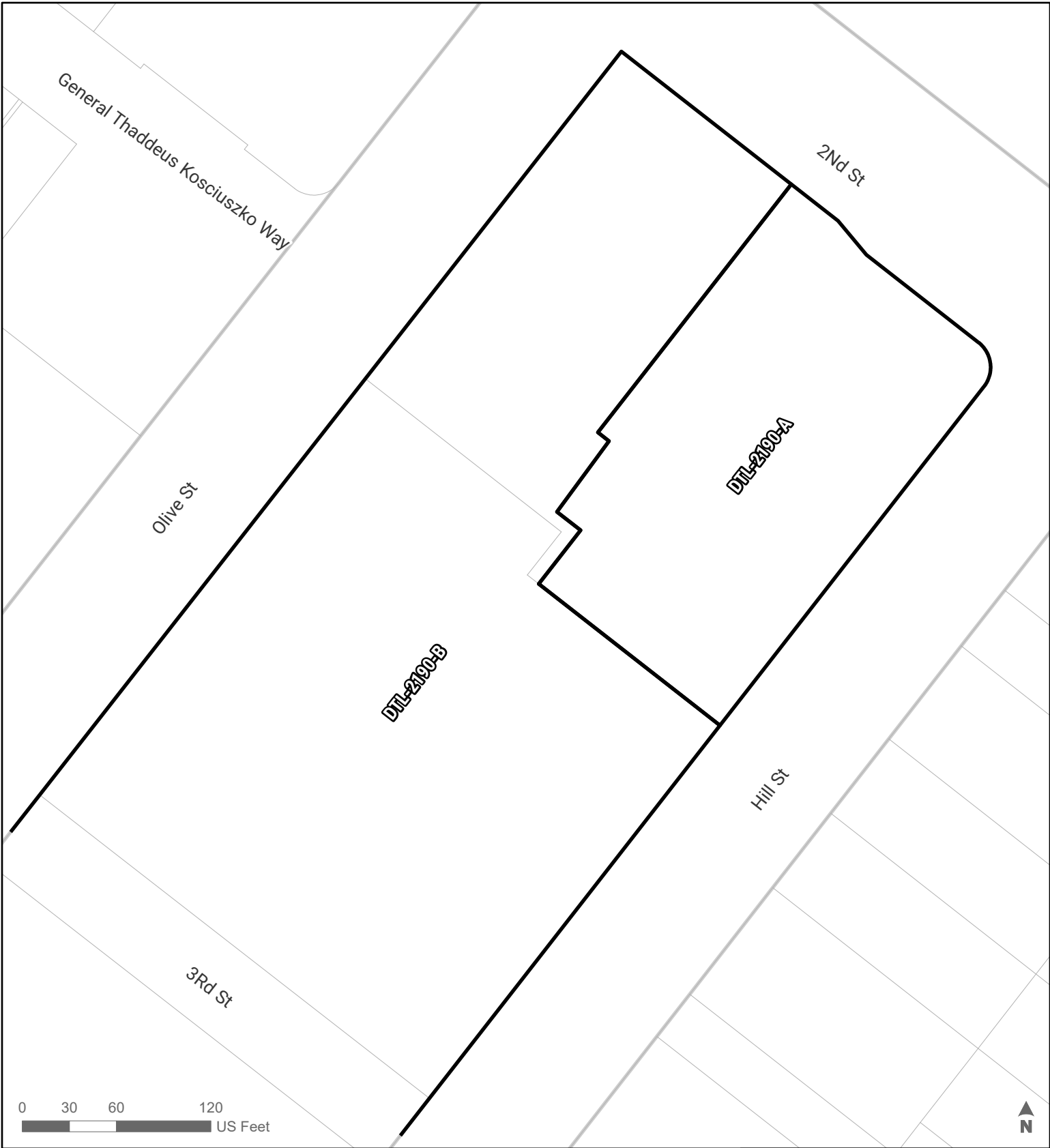
 Building Line Removal

Section:

2180

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2190-A, DTL-2190-B

 Building Line Removal

Section:

2190

CPC-1994-0213-CPU

**Downtown
Community Plan Area**

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021


Approved by City Planning Commission September 23, 2021
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ZONING MAP AMENDMENTS

SUBAREAS

DTL-2190-B, DTL-2200-A, DTL-2200-B

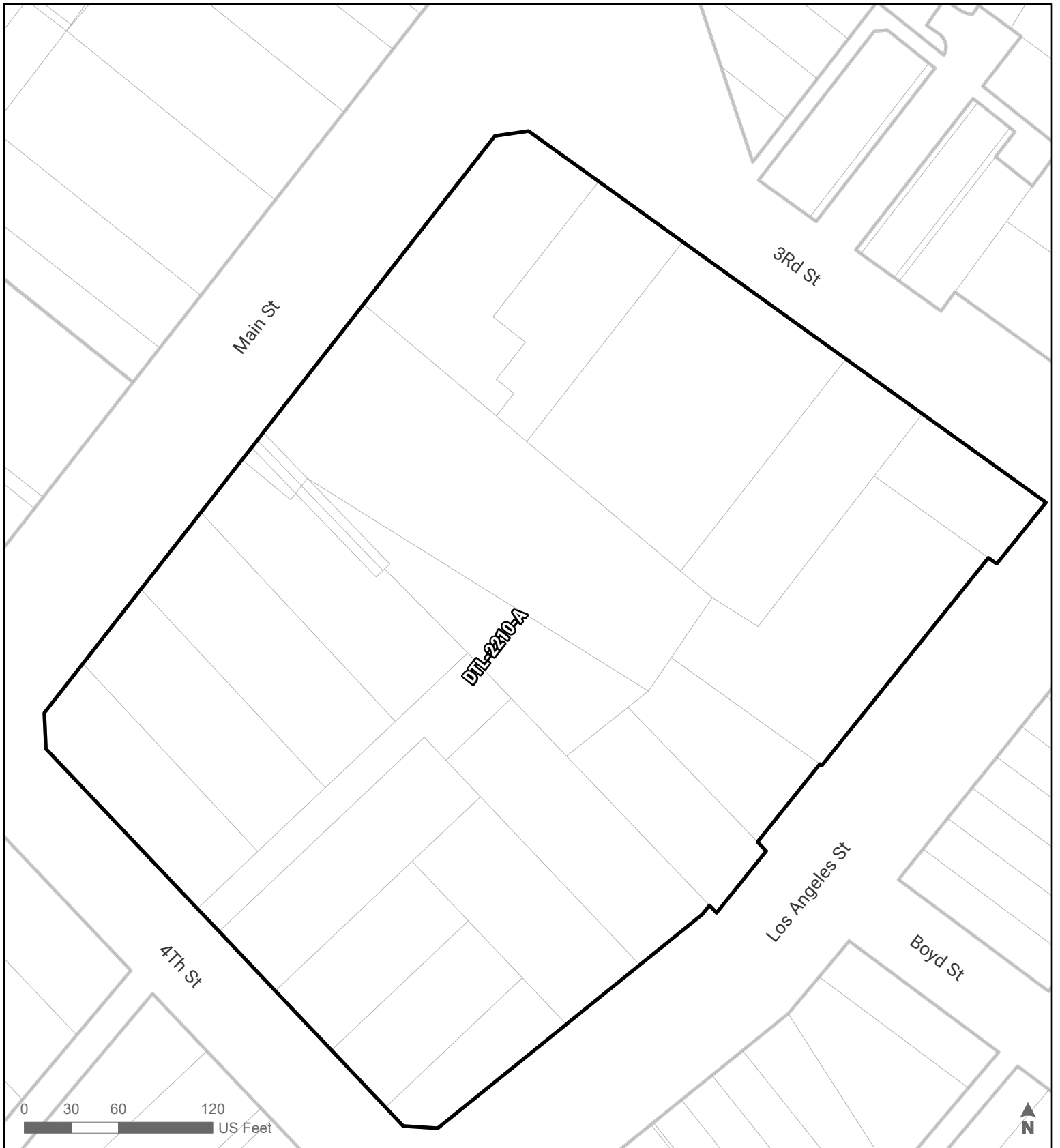
 Building Line Removal

Section:


2200

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-2210-A

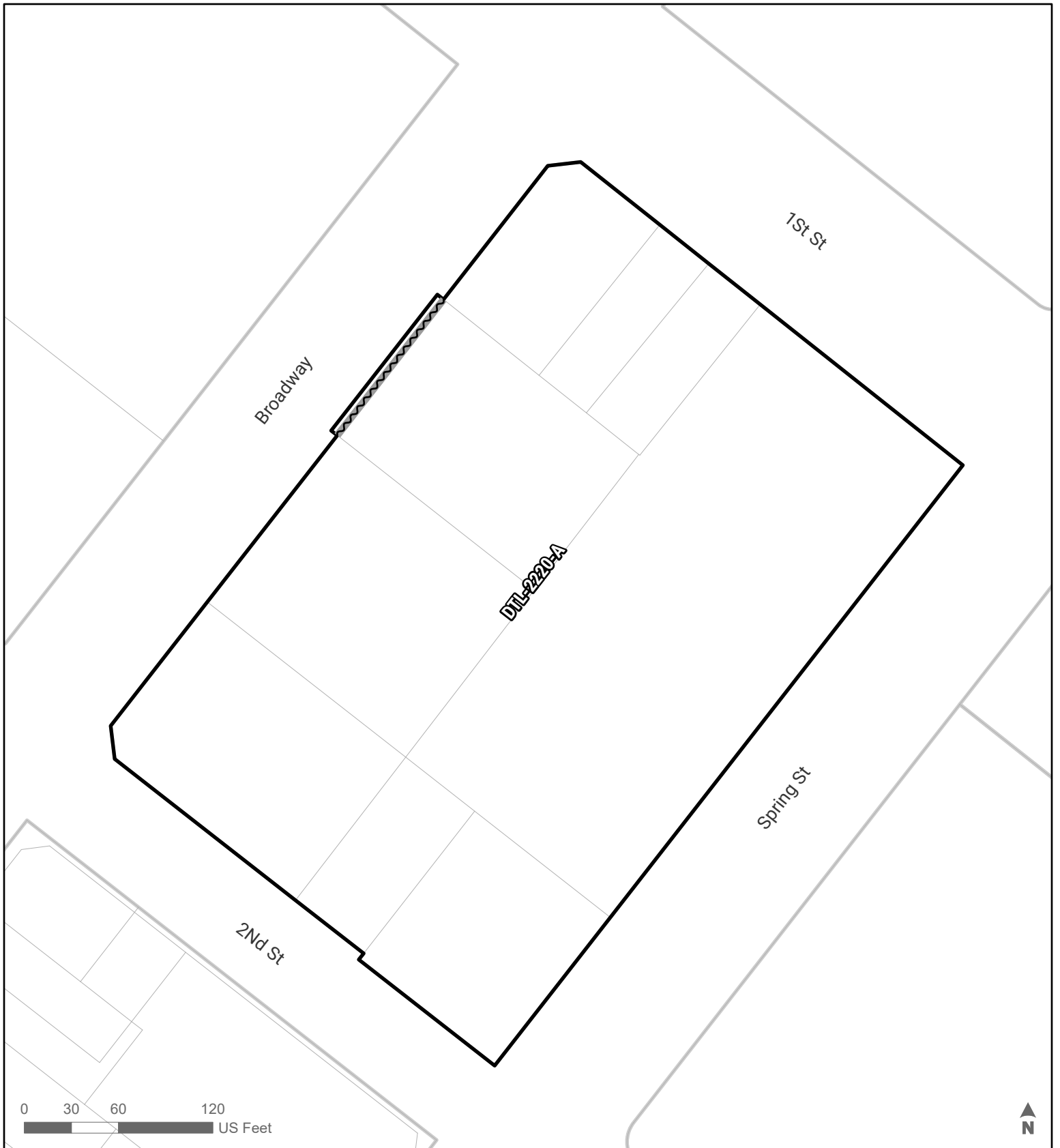
 Building Line Removal

Section:

2210

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2220-A

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

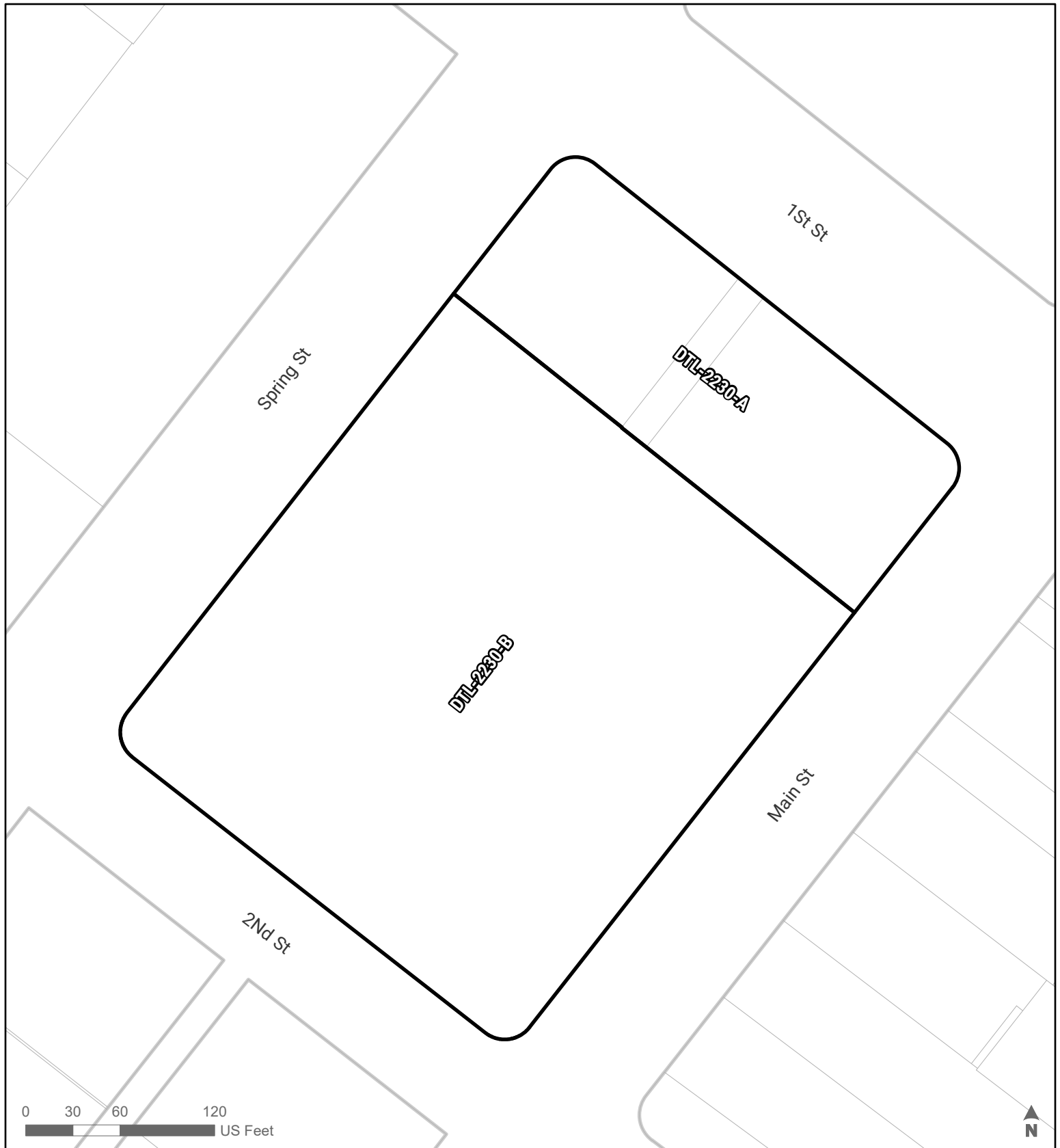
TL / MAR2021

Section:

2220

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2230-A, DTL-2230-B

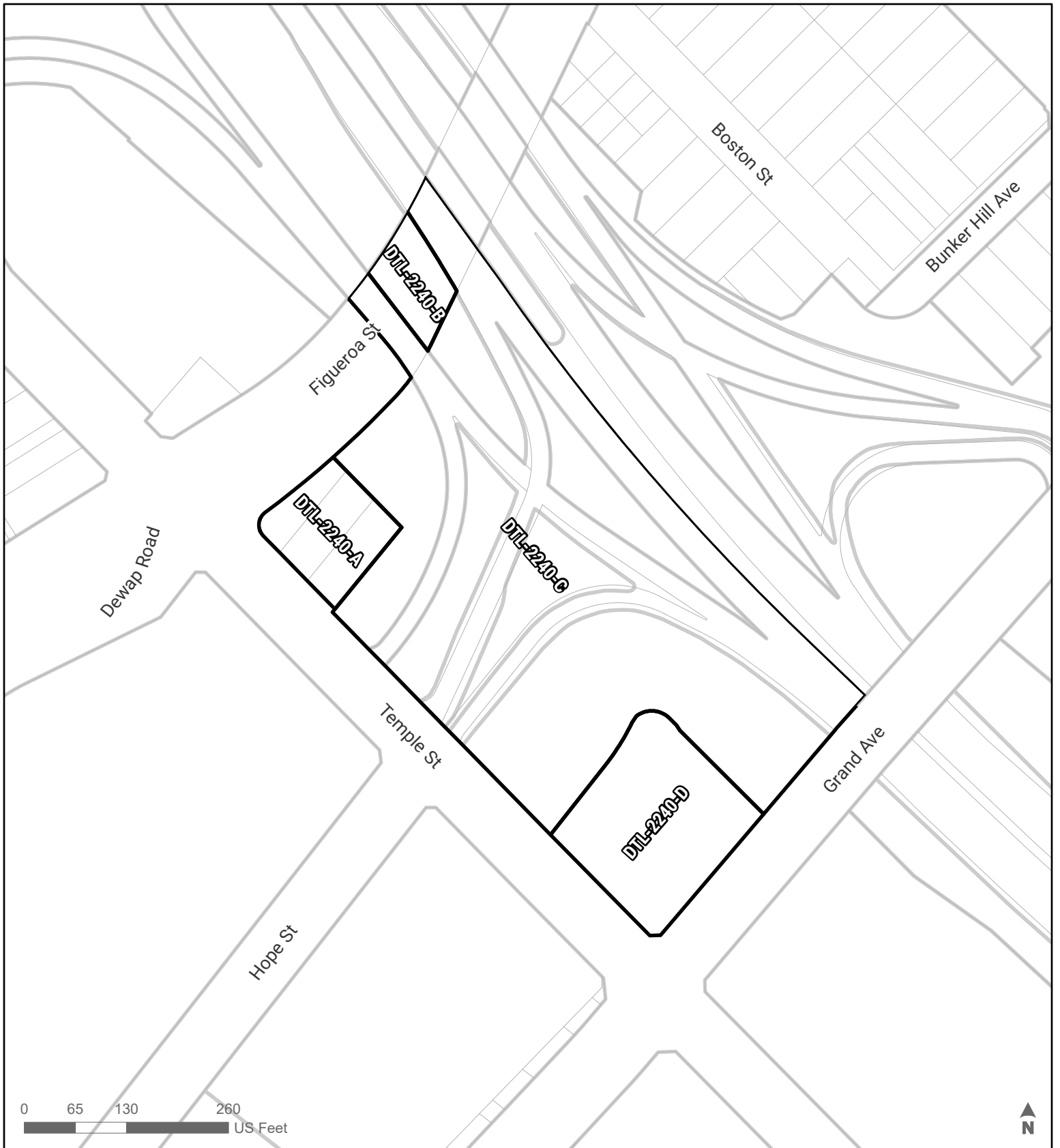
 Building Line Removal

Section:

2230

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1630-D, DTL-1630-F, DTL-1680-C, DTL-2240-A, DTL-2240-B, DTL-2240-C,
DTL-2240-D

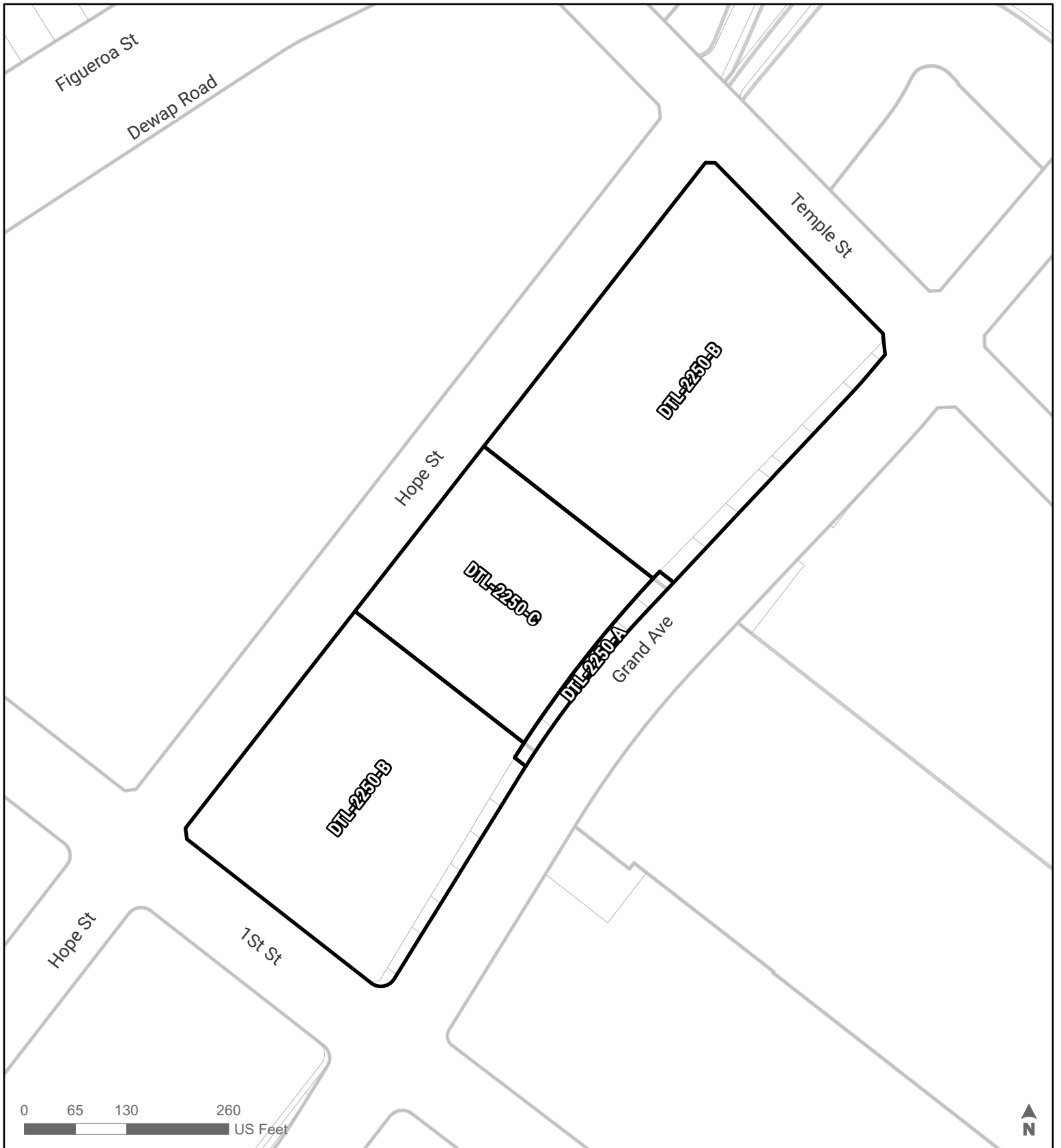
 Building Line Removal

Section:

2240

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2250-A, DTL-2250-B, DTL-2250-C

 Building Line Removal

Section:

2250

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2260-A, DTL-2260-B

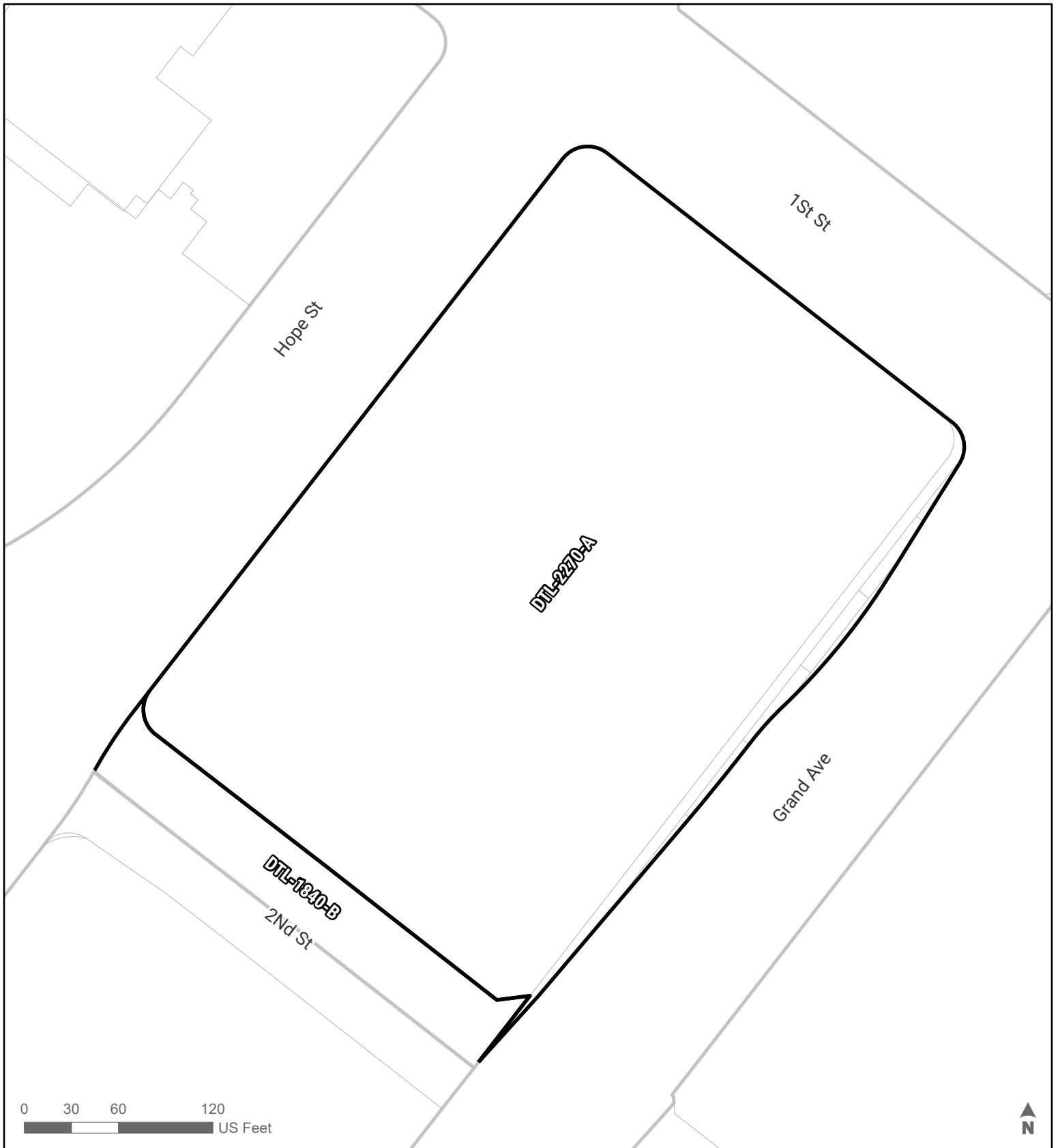
 Building Line Removal

Section:

2260

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1840-B, DTL-2270-A

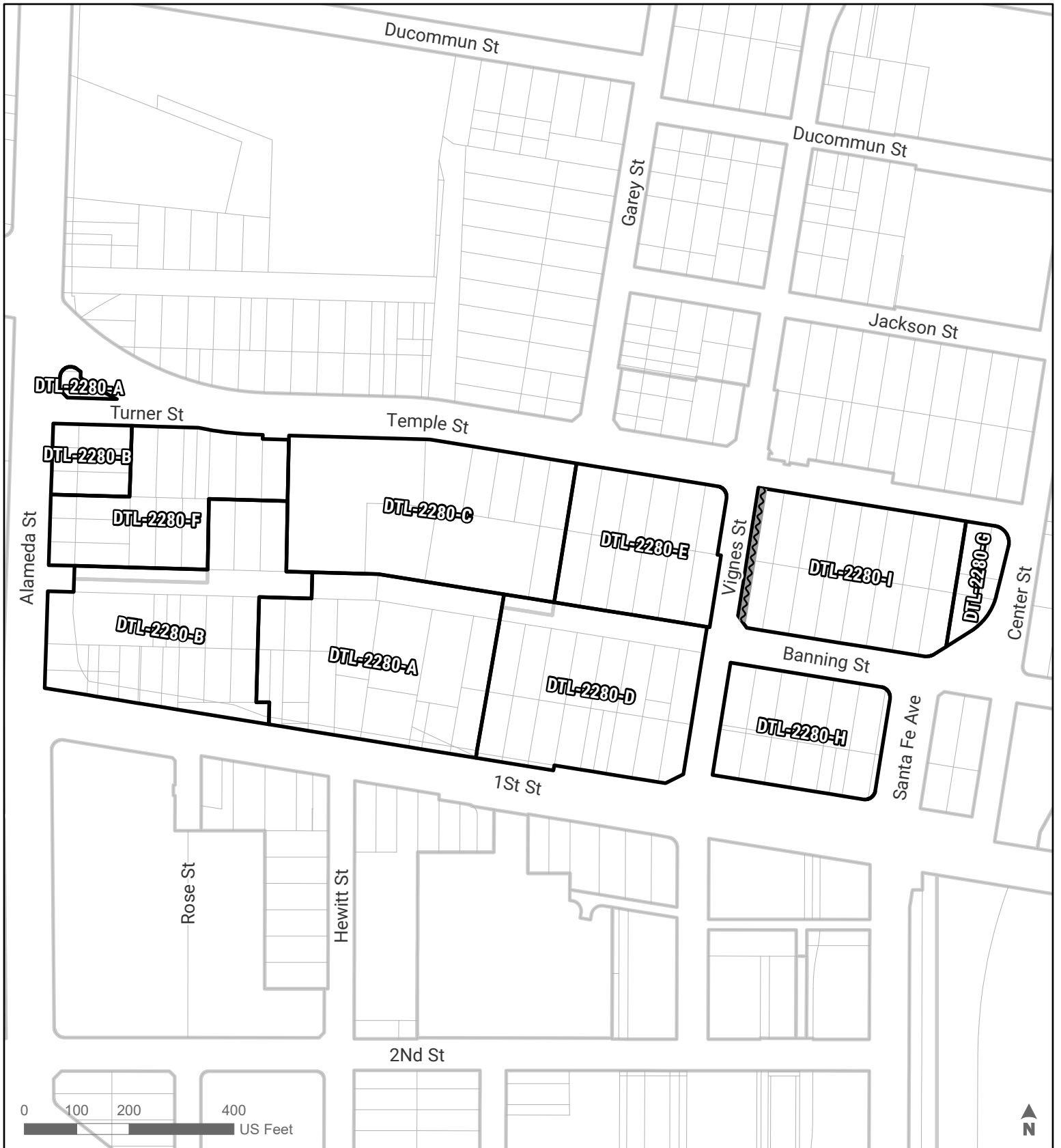
 Building Line Removal

Section:

2270

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2280-A, DTL-2280-B, DTL-2280-C, DTL-2280-D, DTL-2280-E, DTL-2280-F,
DTL-2280-G, DTL-2280-H, DTL-2280-I

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

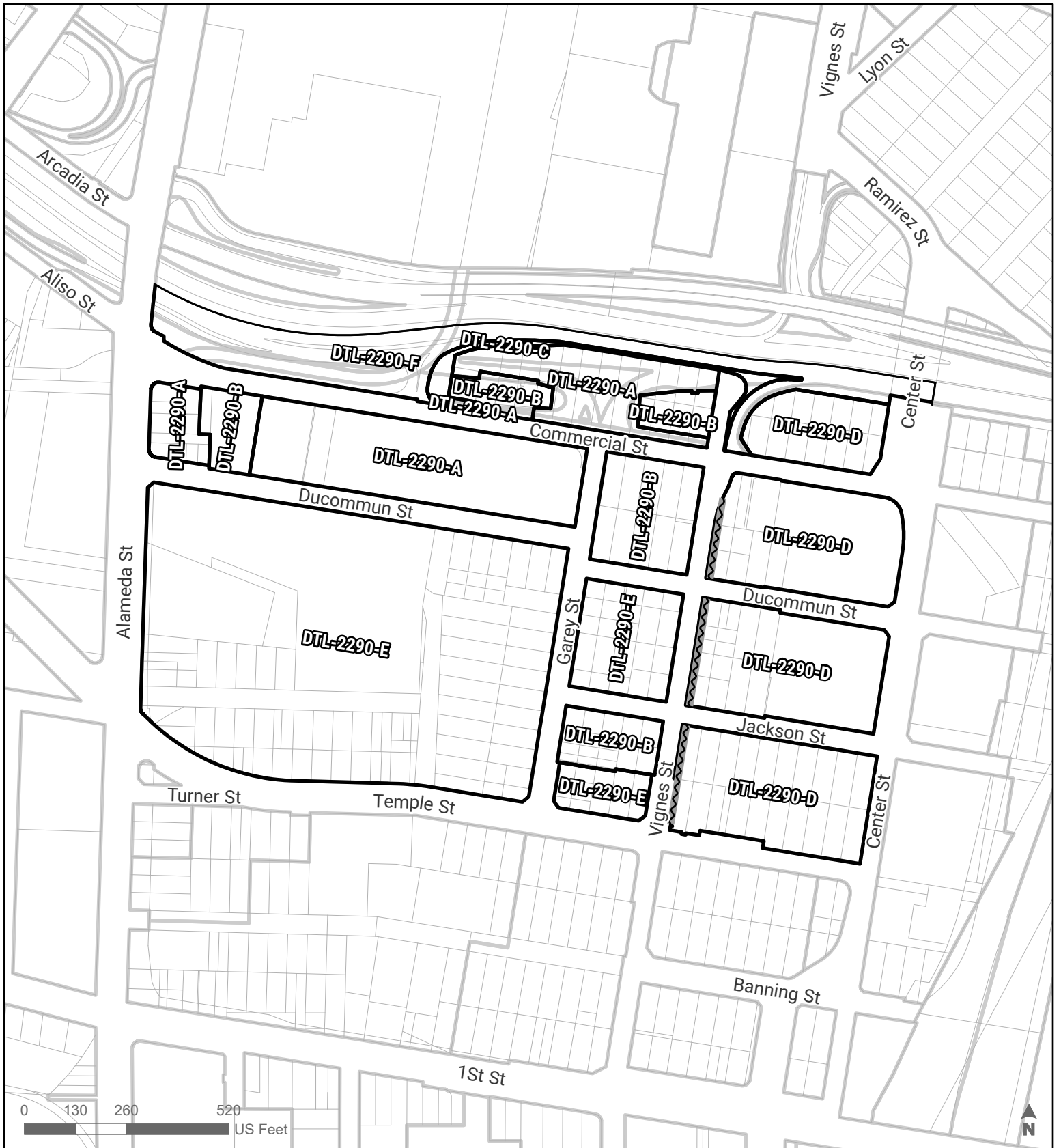
TL / MAR2021

Section:

2280

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-220-G, DTL-2290-A, DTL-2290-B, DTL-2290-C, DTL-2290-D, DTL-2290-E, DTL-2290-F

 Building Line Removal

Section:

2290

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2300-A, DTL-2300-B, DTL-2310-H

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

2300

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1710-B, DTL-1720-A, DTL-2300-A, DTL-2310-A, DTL-2310-B, DTL-2310-C, DTL-2310-D, DTL-2310-E, DTL-2310-F, DTL-2310-G, DTL-2310-H, DTL-2310-I, DTL-2310-J, DTL-2310-K, DTL-2340-B, DTL-2350-A

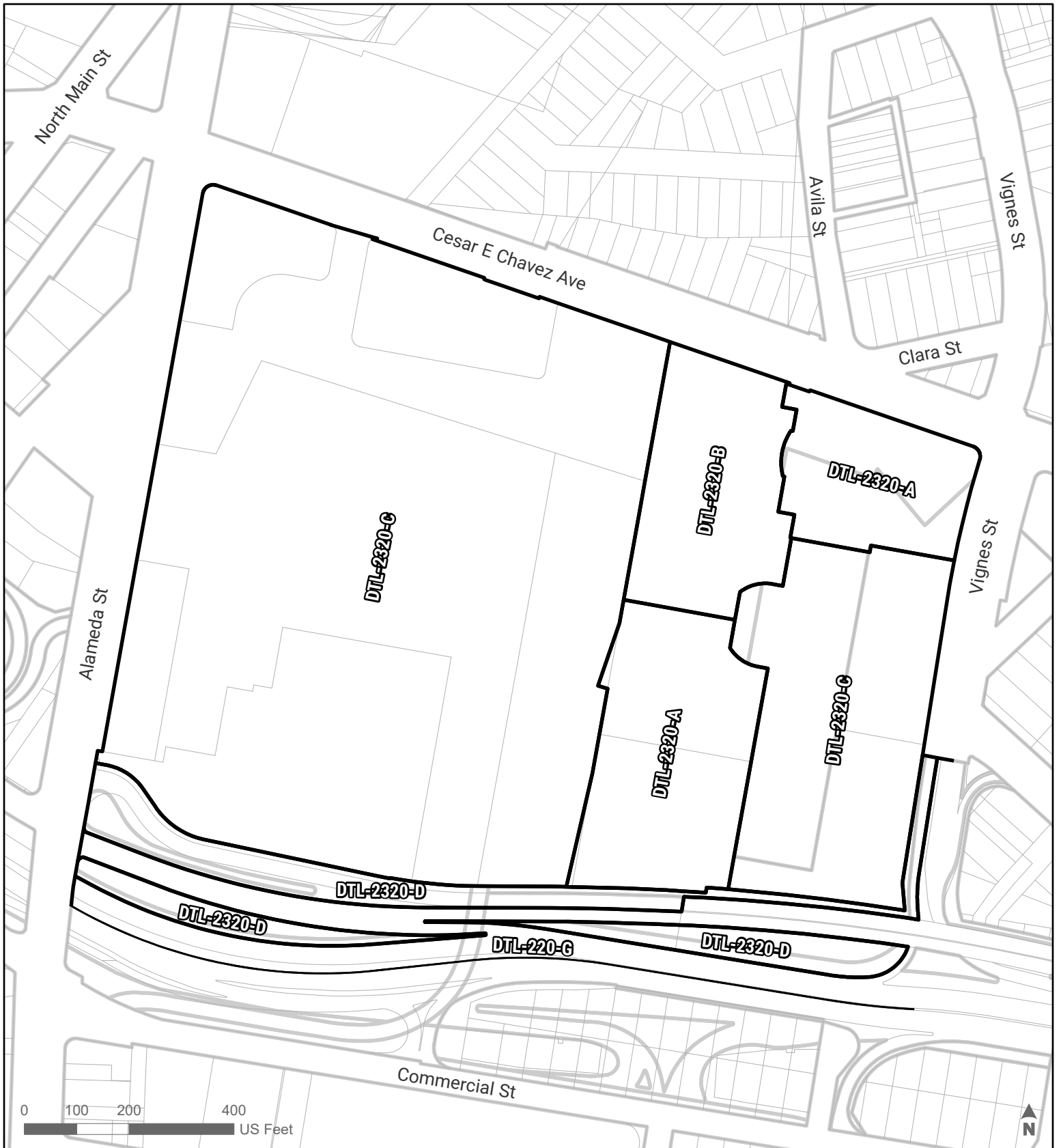
 Building Line Removal

Section:

2310

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-220-G, DTL-2290-F, DTL-2320-A, DTL-2320-B, DTL-2320-C, DTL-2320-D

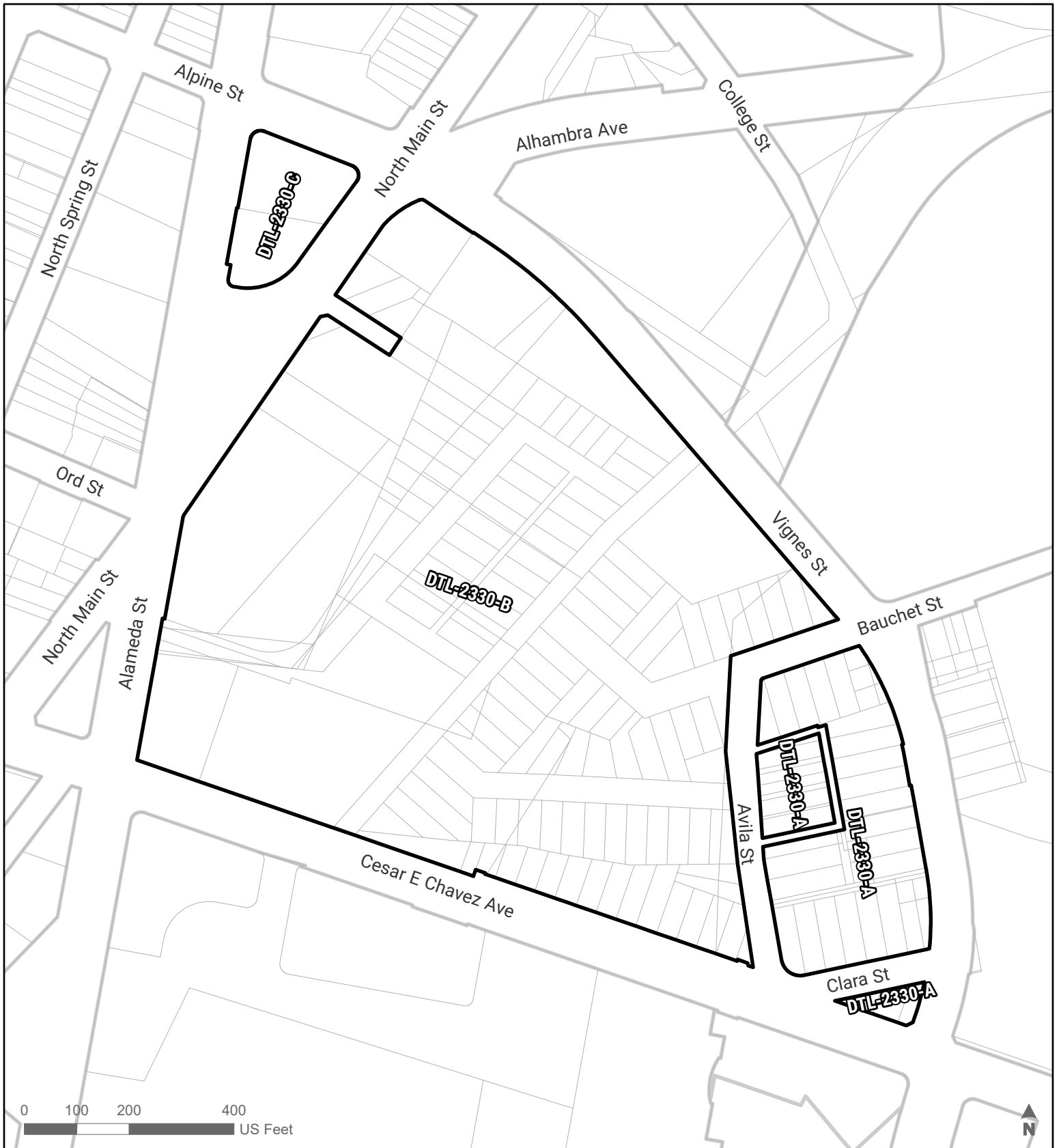
 Building Line Removal

Section:

2320

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2330-A, DTL-2330-B, DTL-2330-C

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

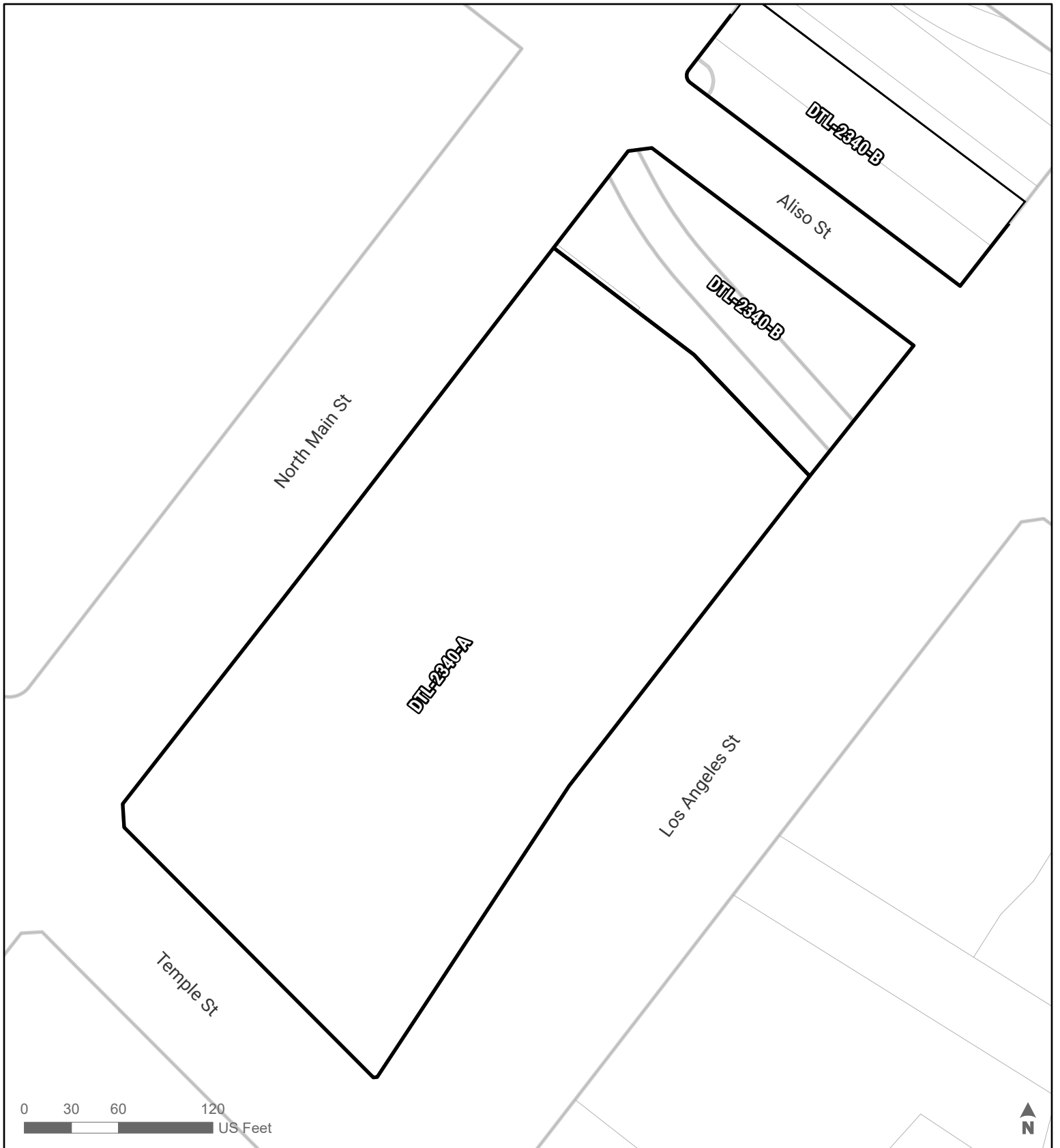
TL / MAR2021

Section:

2330

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2310-H, DTL-2340-A, DTL-2340-B

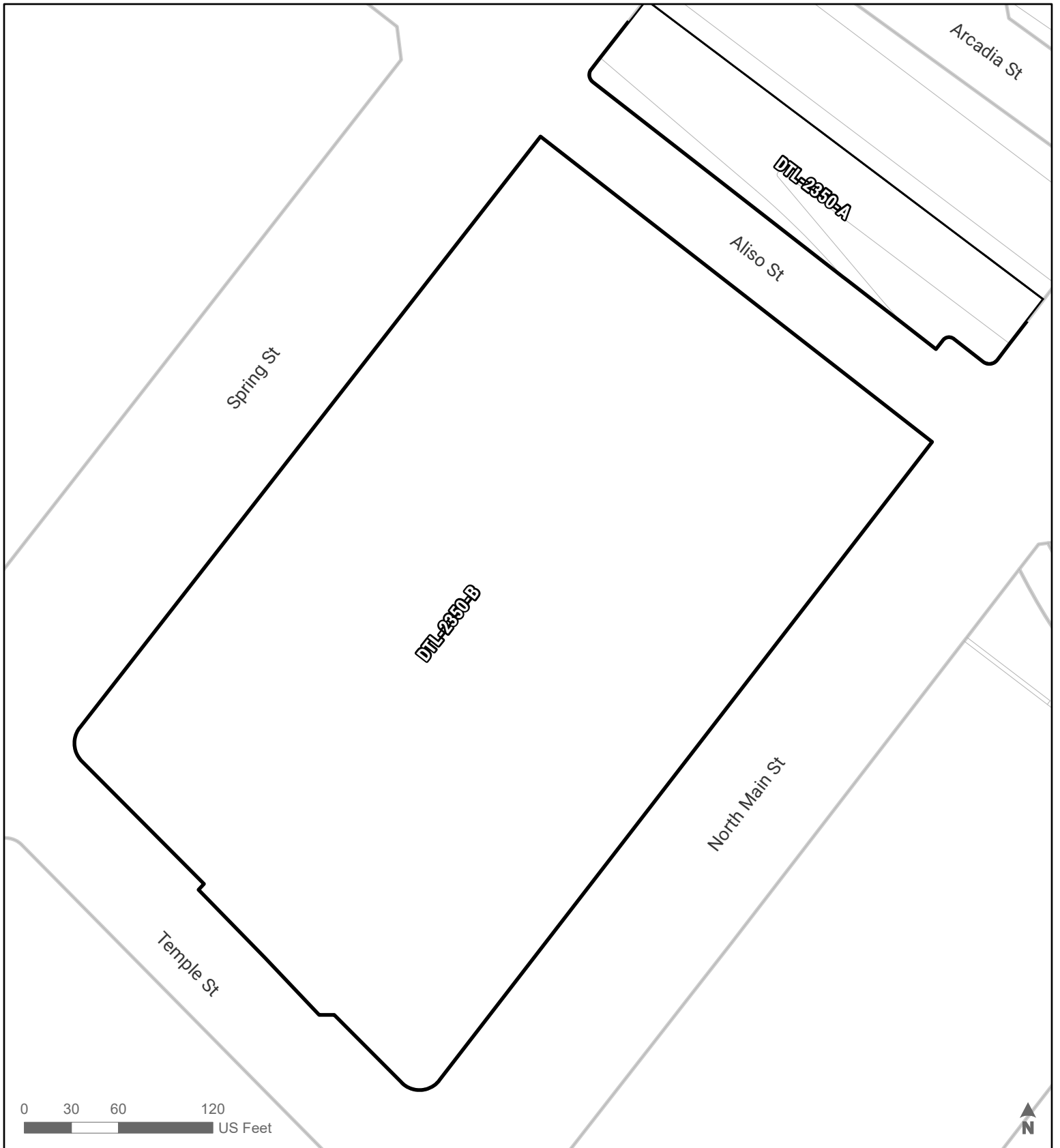
 Building Line Removal

Section:

2340

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2310-H, DTL-2350-A, DTL-2350-B

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

Section:

2350

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2360-A, DTL-2360-B, DTL-2360-C, DTL-2360-D, DTL-2360-E

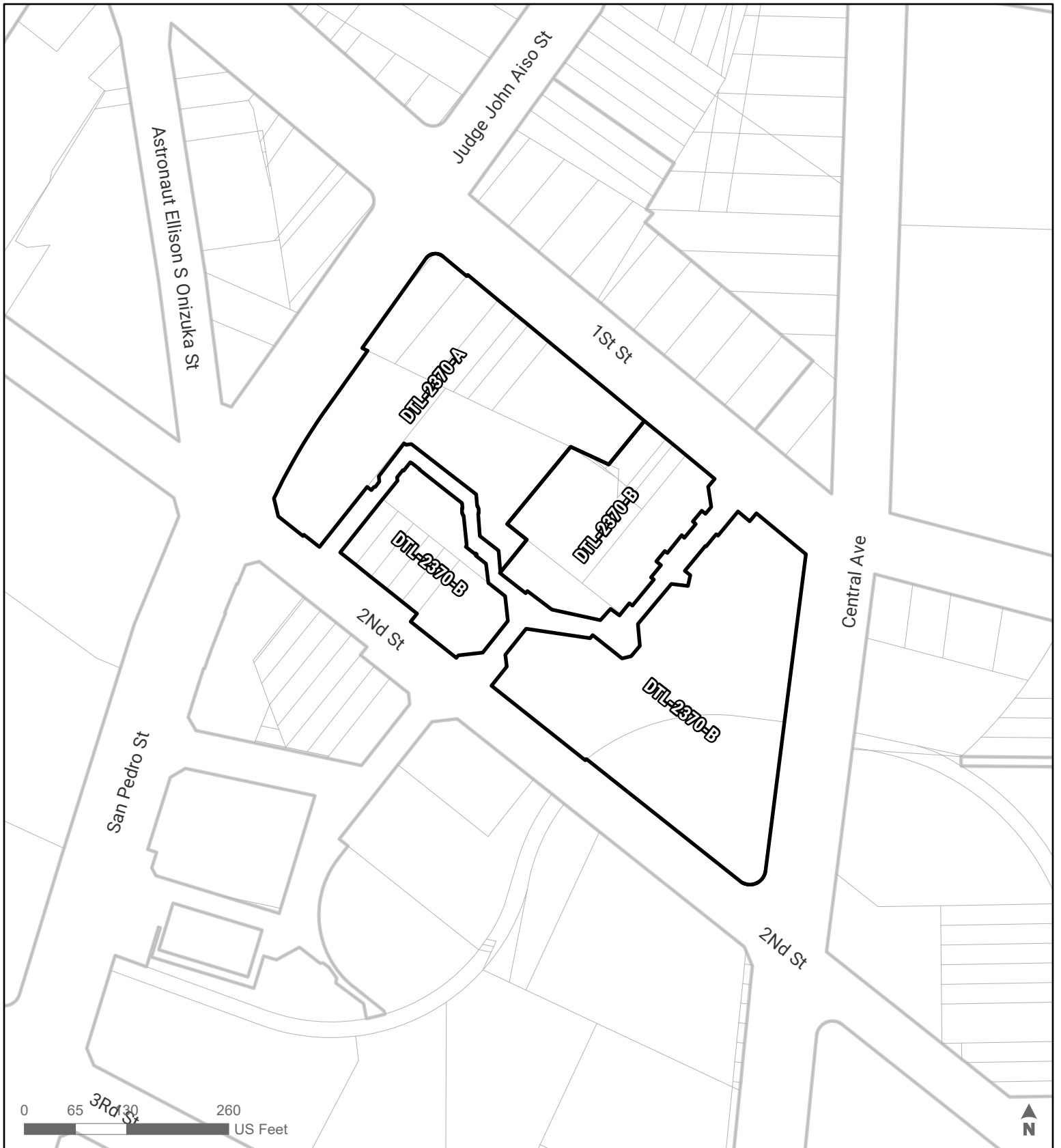
 Building Line Removal

Section:


2360

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-2370-A, DTL-2370-B

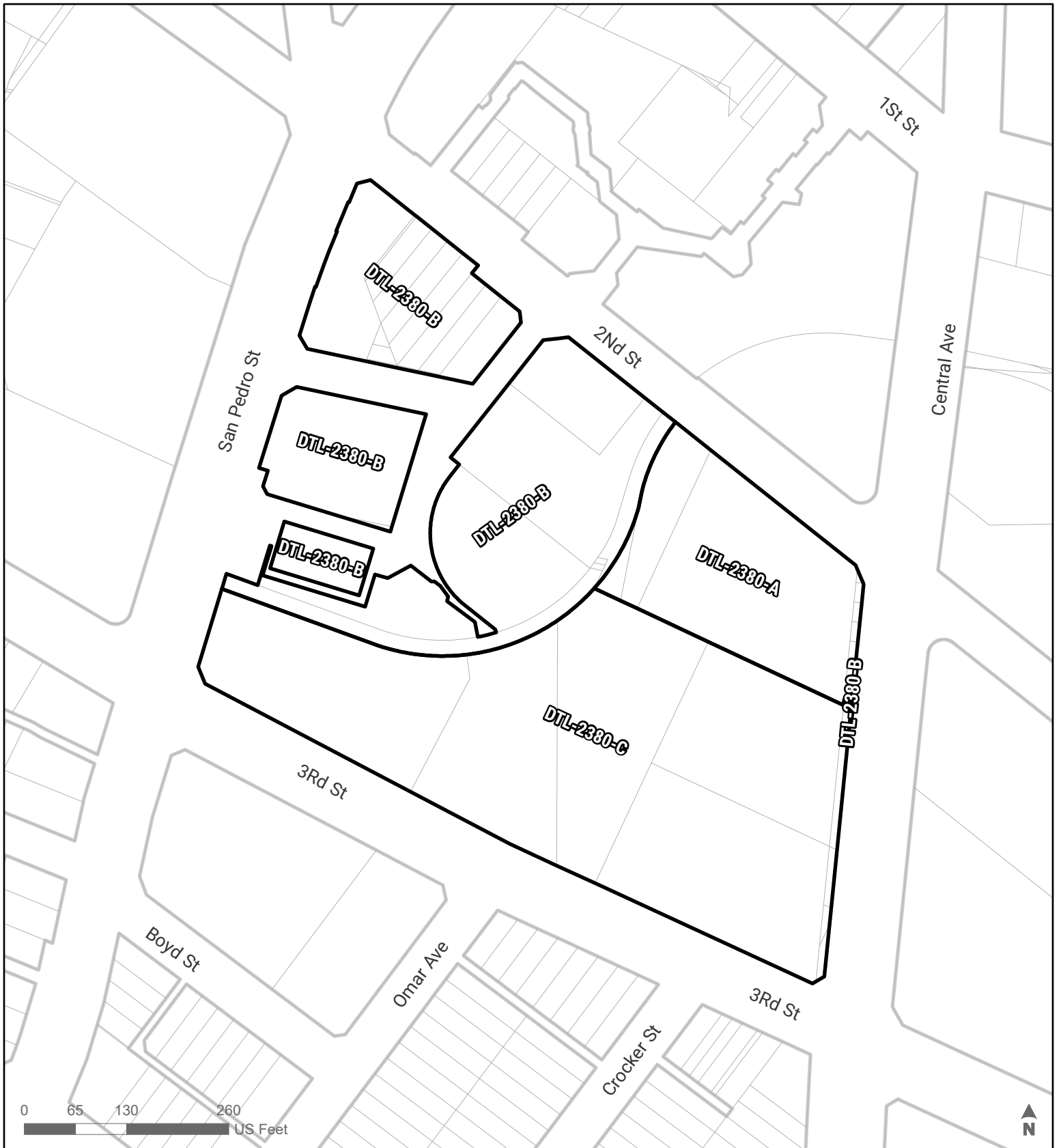
 Building Line Removal

Section:

2370

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2380-A, DTL-2380-B, DTL-2380-C

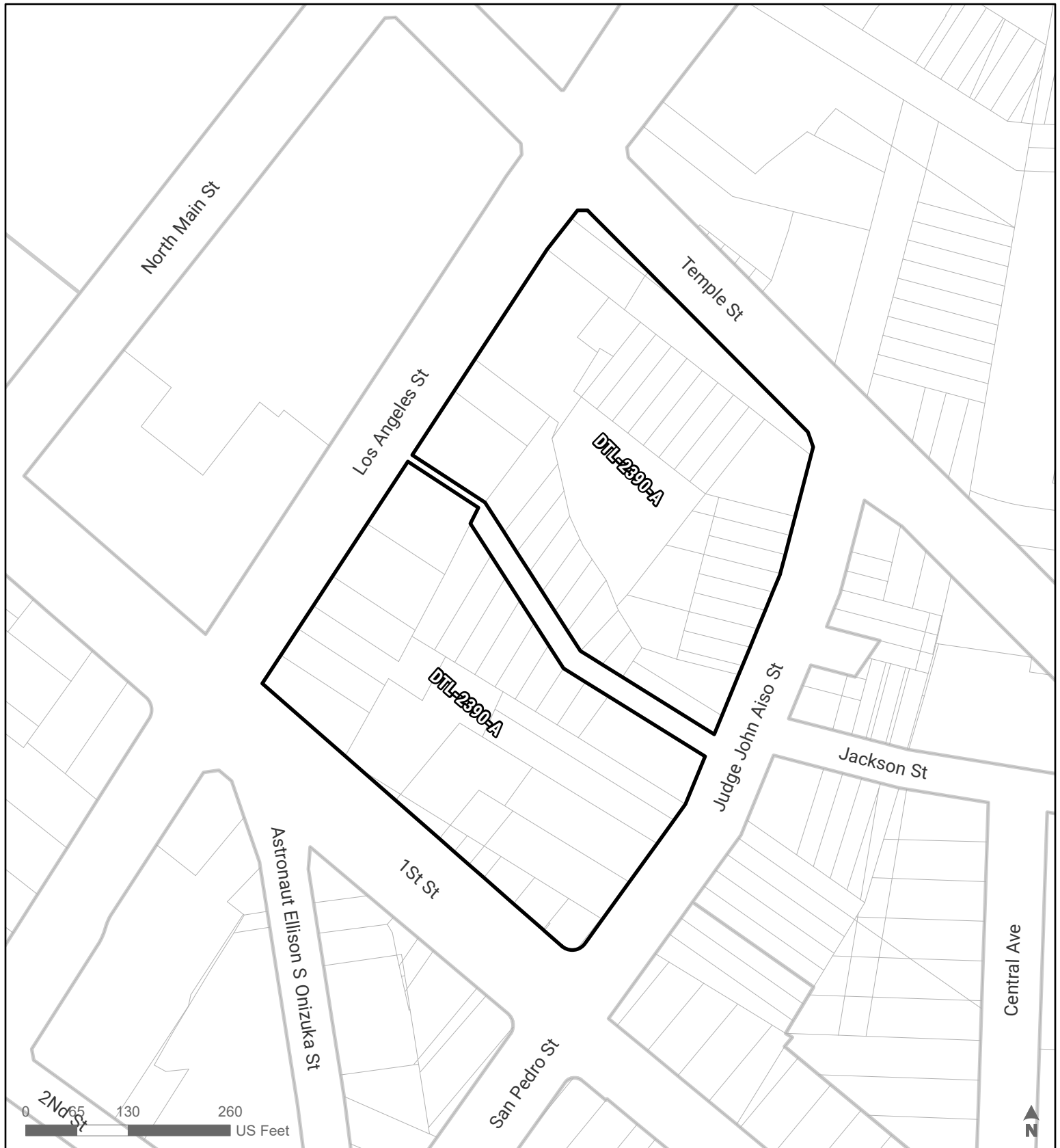
 Building Line Removal

Section:


2380

CPC-1994-0213-CPU

**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS
SUBAREAS
 DTL-2390-A

 Building Line Removal

Section:

2390

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1700-E, DTL-2400-A, DTL-2400-B, DTL-2400-C

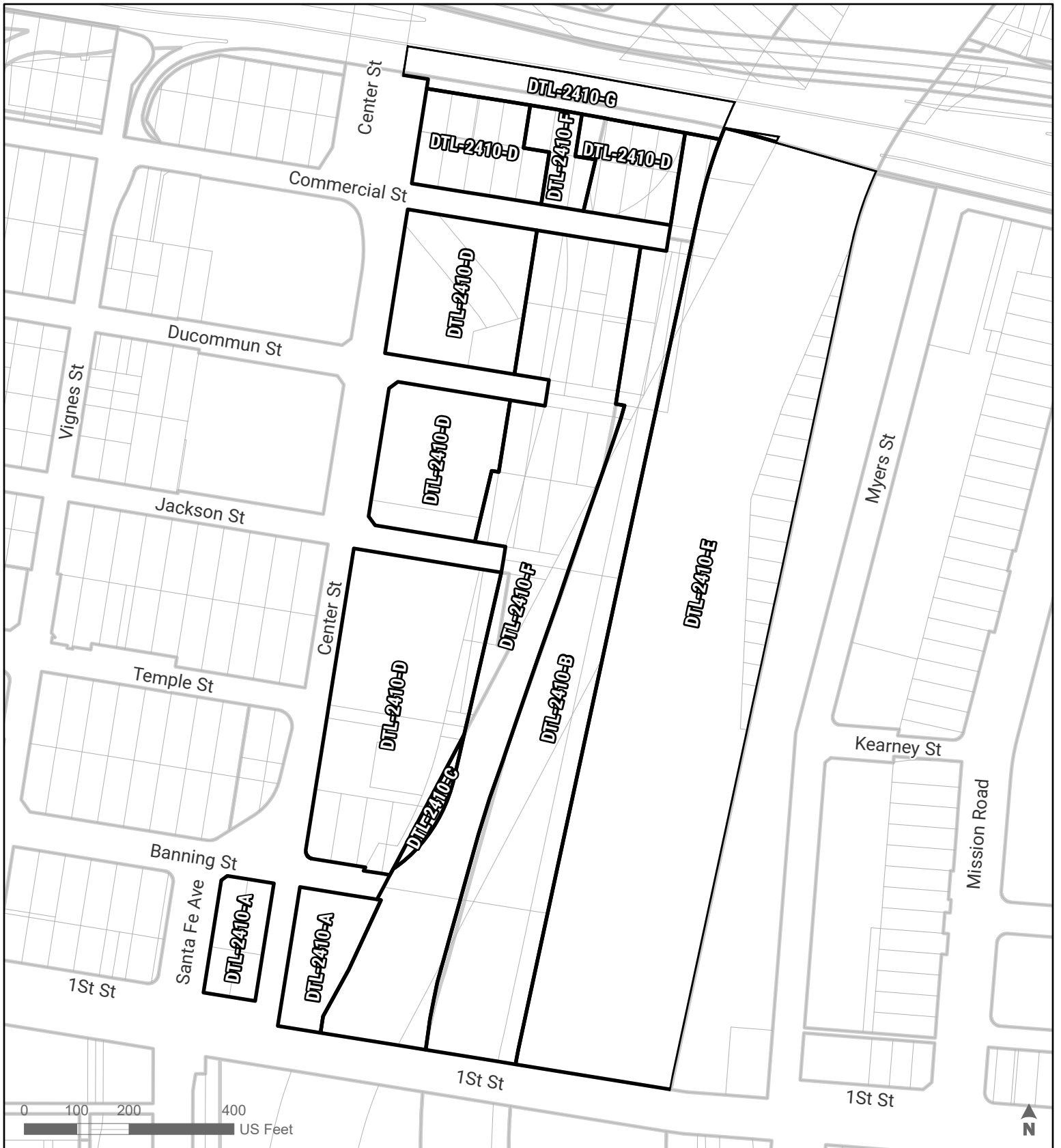
 Building Line Removal

Section:

2400

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-220-G, DTL-2290-F, DTL-2410-A, DTL-2410-B, DTL-2410-C, DTL-2410-D,
DTL-2410-E, DTL-2410-F, DTL-2410-G

 Building Line Removal

Data Sources: Department of City Planning, Bureau of Engineering

TL / MAR2021

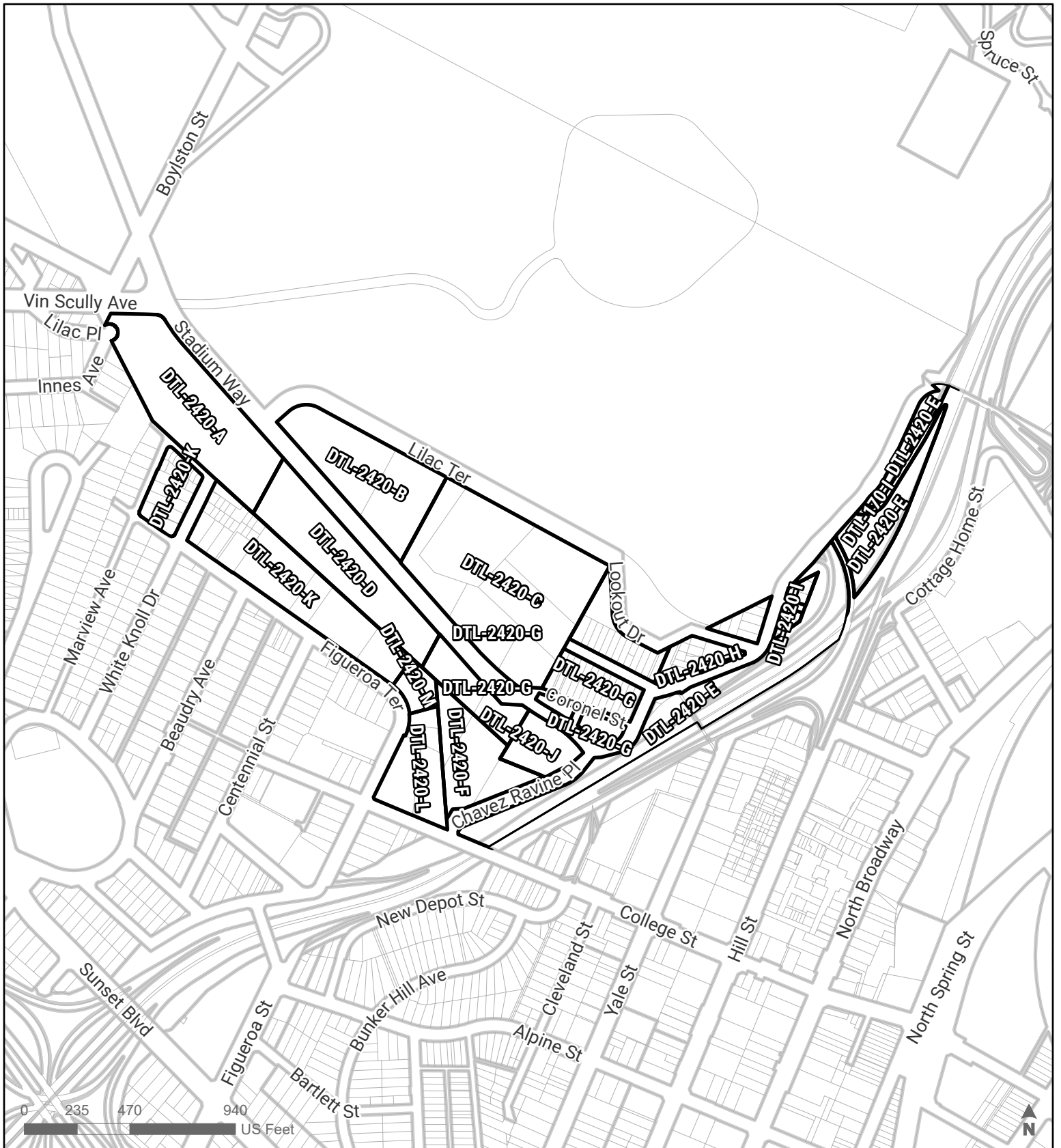
Approved by City Planning Commission September 23, 2021
CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617

Section:

2410

CPC-1994-0213-CPU


**Downtown
Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-170-I, DTL-1660-O, DTL-2420-A, DTL-2420-B, DTL-2420-C, DTL-2420-D,
 DTL-2420-E, DTL-2420-F, DTL-2420-G, DTL-2420-H, DTL-2420-I, DTL-2420-J,
 DTL-2420-K, DTL-2420-L, DTL-2420-M

 Building Line Removal

Section:

2420

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-1630-D, DTL-1640-G, DTL-1660-O, DTL-2430-A, DTL-2430-B, DTL-2430-C,
 DTL-2430-D, DTL-2430-E, DTL-2430-F, DTL-2430-G, DTL-2430-H, DTL-2430-I,
 DTL-2430-J, DTL-2430-K

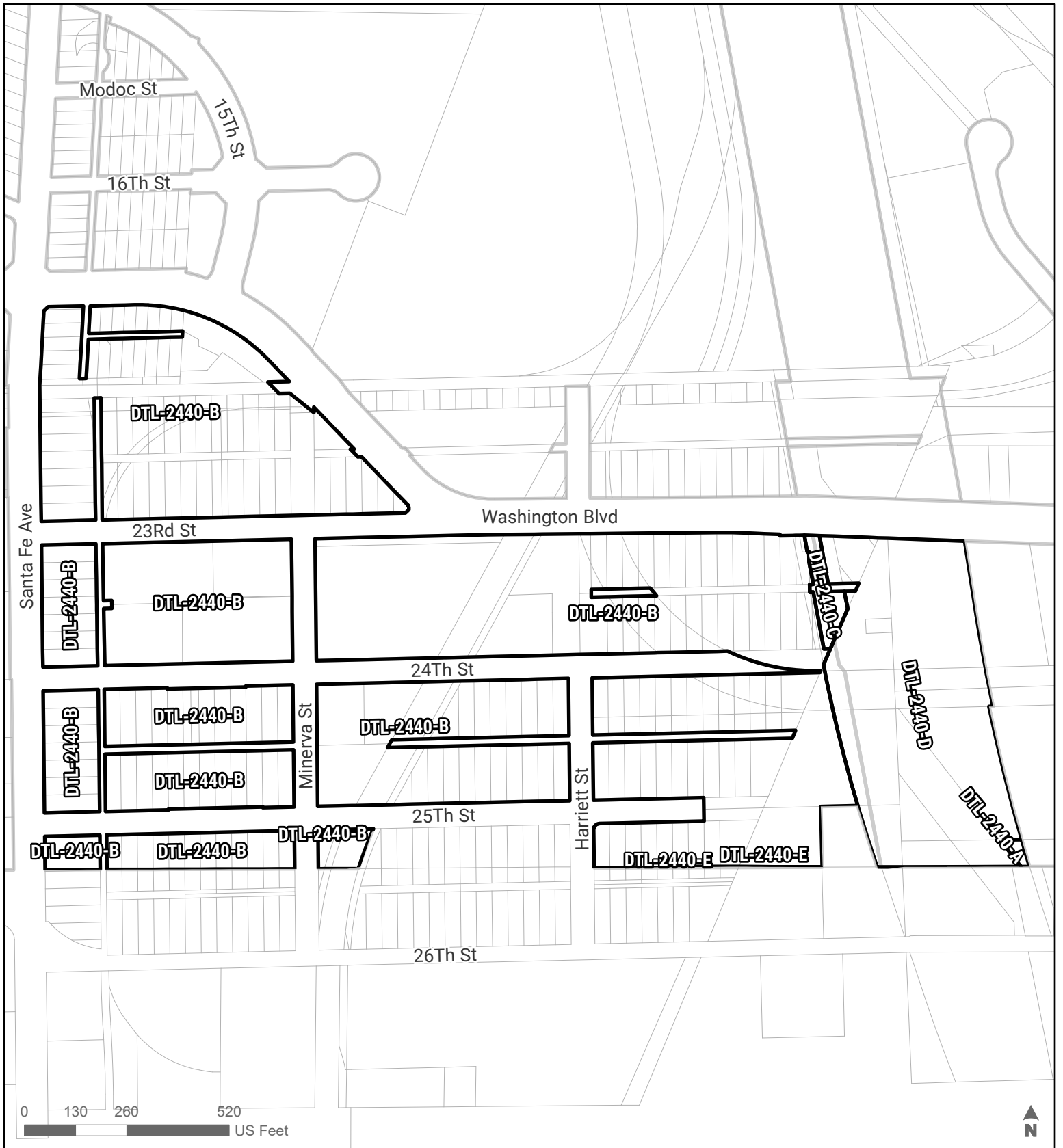
 Building Line Removal

Section:

2430

CPC-1994-0213-CPU


**Downtown
 Community Plan Area**



ZONING MAP AMENDMENTS

SUBAREAS

DTL-2440-A, DTL-2440-B, DTL-2440-C, DTL-2440-D, DTL-2440-E

 Building Line Removal

Section:

2440

CPC-1994-0213-CPU

**Downtown
Community Plan Area**

Appendix F

Rescission of the Downtown Design Guide and
Bunker Hill Specific Plan Ordinance

ORDINANCE NO. _____

An ordinance repealing in their entirety Ordinance No. 181,557, adopted on January 21, 2011, adding Section 12.22.A30 to Article 2 of Chapter 1 of the Los Angeles Municipal Code (LAMC) to implement the standards and guidelines in the Downtown Design Guide as part of the Central City Community Plan.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Sec. 1. Ordinance No. 181,557, which added Section 12.22.A30 to the LAMC in order to implement the standards and guidelines in the Downtown Design Guide, is repealed.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality
MICHAEL N. FEUER, City Attorney

Pursuant to Charter Section 559, I
approve this ordinance on behalf of the
City Planning Commission and
recommend that it be adopted.

By _____

VINCENT P. Bertoni, AICP
Director of Planning

Date _____

Date _____

File No. _____

The Clerk of the City of Los Angeles
hereby certifies that the foregoing
ordinance was passed by the Council of
the City of Los Angeles.

CITY CLERK

MAYOR

Ordinance Passed _____

Approved _____

ORDINANCE NO. _____

An ordinance to repealing in their entirety Ordinance No. 182,576, adopted on May 28, 2013, to establish the Bunker Hill Specific Plan for the area bounded generally by the 110 Freeway on the west, Fifth Street on the south, Hill Street on the east, and First Street on the north.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Sec. 1. Ordinance No. 182,576, which established the Bunker Hill Specific Plan, is repealed.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

Pursuant to Charter Section 559,1 approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted.....

By _____

Date _____

See attached report.

Date _____

File No. _____

Vincent P. Bertoni, AICP
Director of Planning

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles.

CITY CLERK

Ordinance Passed _____

MAYOR

Approved _____

Appendix G

Updated Downtown Community Plan Implementation Overlay

Downtown Community Plan Implementation Overlay District (Downtown CPIO District)

Ordinance No. _____
Effective Date XXXXX

TABLE OF CONTENTS

Chapter I	Function of the CPIO District
Chapter II	Community Benefits Program Subarea A
Chapter III	Bunker Hill Subarea B
Chapter IV	Civic Center Subarea C
Chapter V	Historic Resources Subarea D
Appendix A	Environmental Standards (Reserved)
Appendix B	Tall Buildings Best Practices
Appendix C	Historic Cultural Neighborhoods Best Practices
Appendix D	Public Realm Best Practices
Appendix E	Downtown Street Standards

Downtown CPIO District

CHAPTER I – FUNCTION OF THE CPIO DISTRICT

I –I. Section I-1. DOWNTOWN CPIO DISTRICT AUTHORITY AND BOUNDARIES

Pursuant to Los Angeles Municipal Code (LAMC) Chapter 1A Section 8.2.2, the City Council establishes the Downtown Community Plan Implementation Overlay District (Downtown CPIO District). The boundaries of the Downtown CPIO District are identical to the boundaries of the Downtown Community Plan.

Downtown CPIO District

Figure 1-1. Downtown Community Plan Implementation Overlay District Community Benefits Program Subarea A

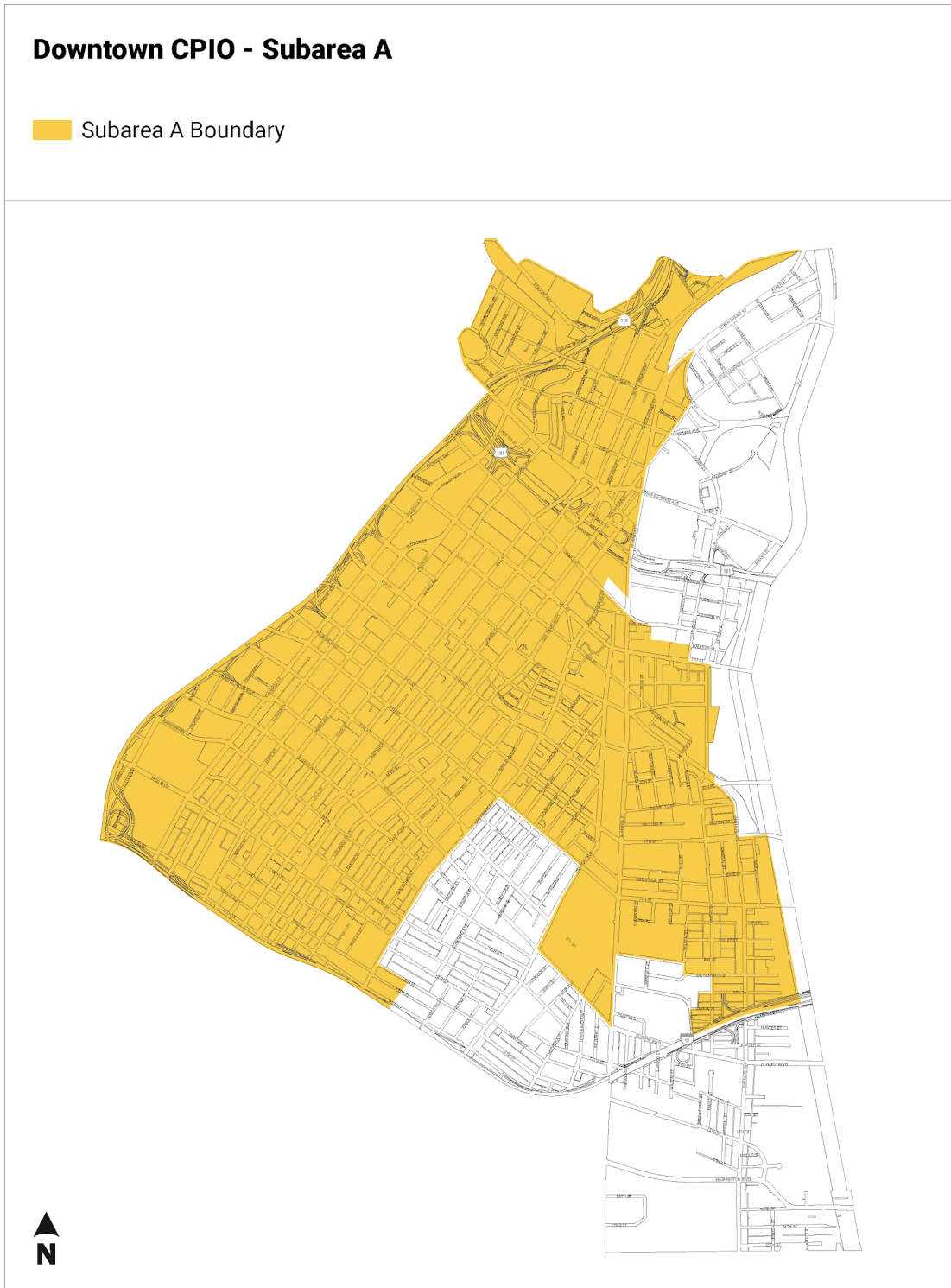


Figure 1-2. Downtown Community Plan Implementation Overlay Bunker Hill Subarea B

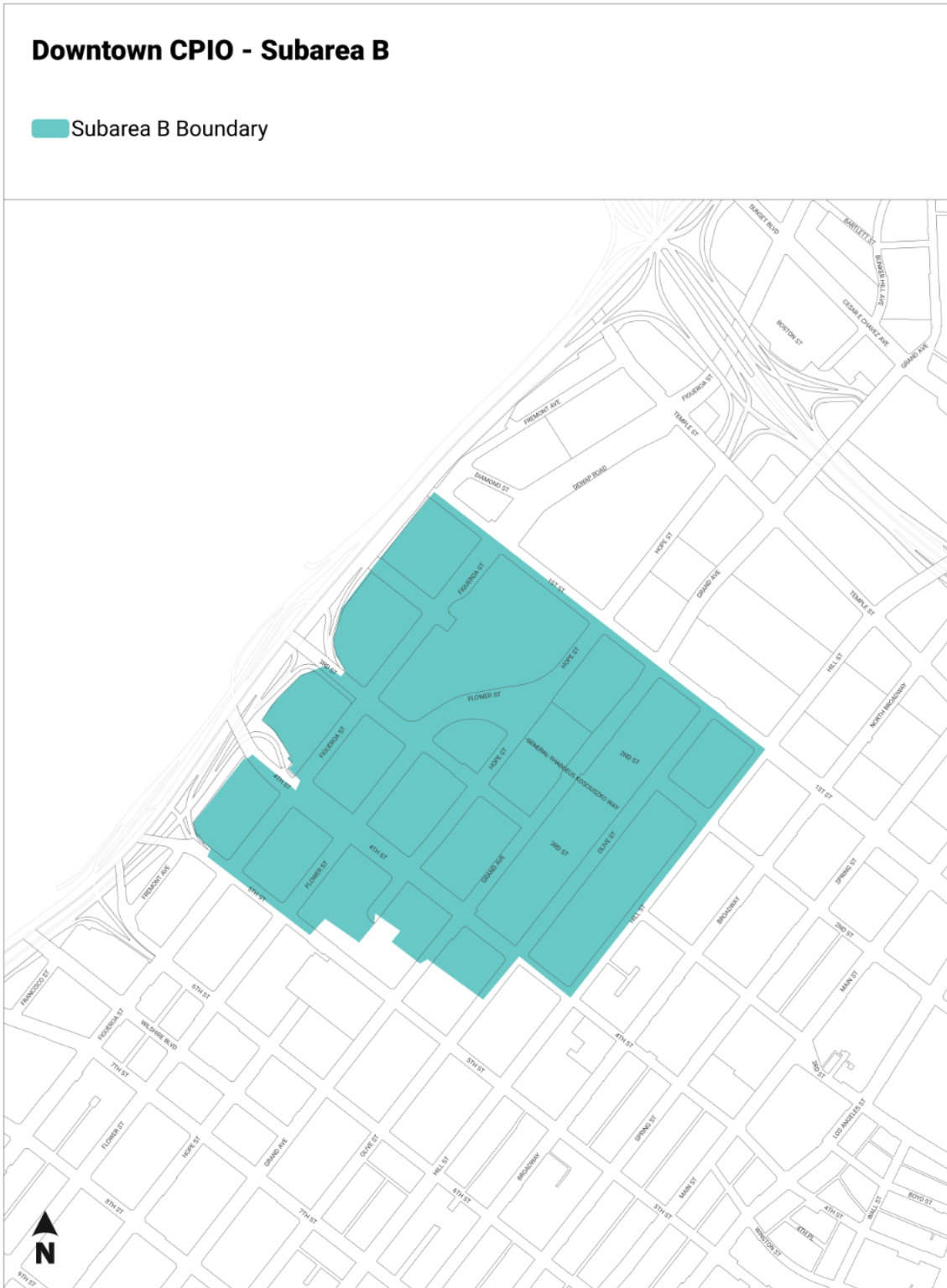


Figure 1-3. Downtown Community Plan Implementation Overlay Civic Center Subarea C

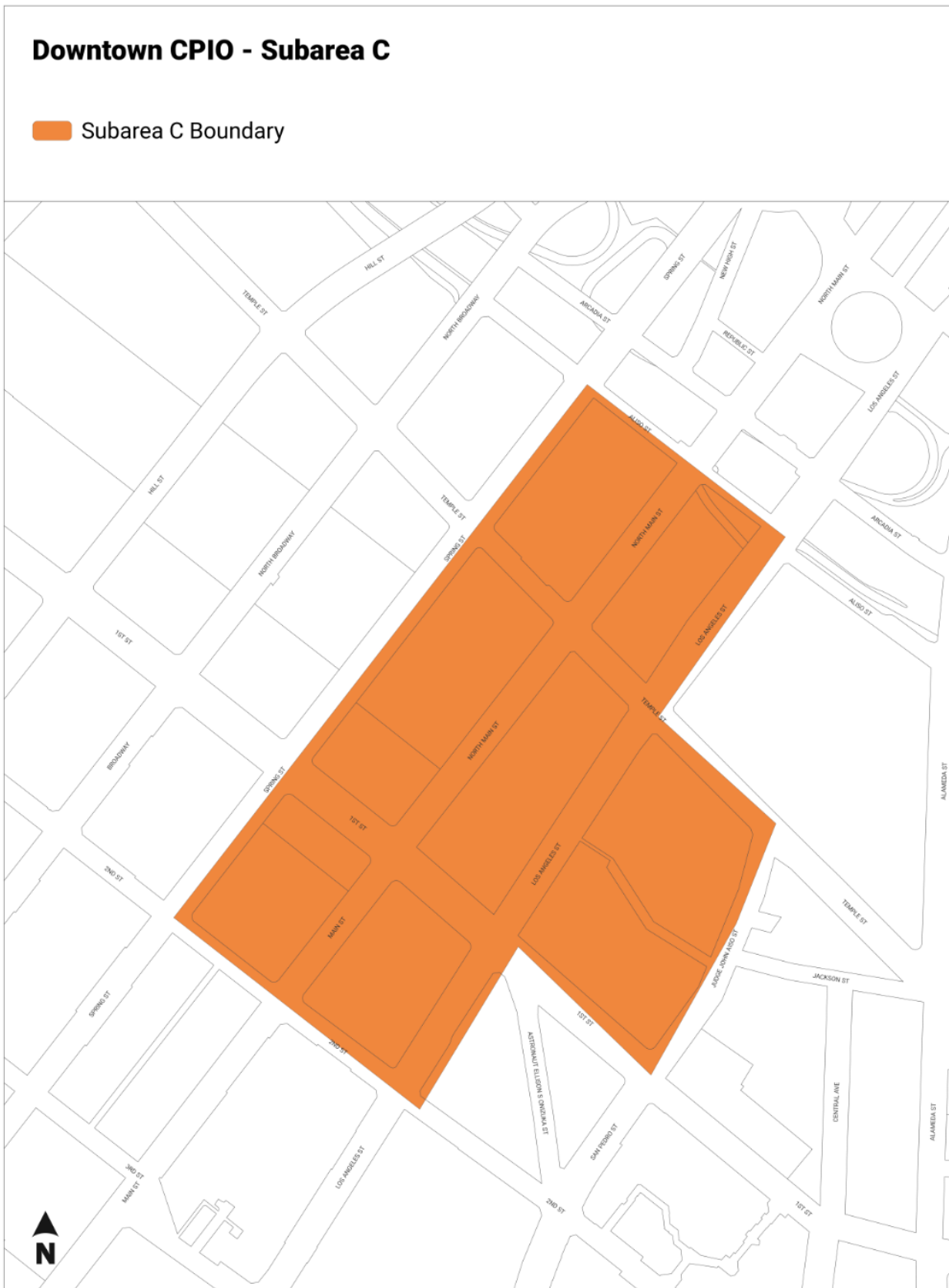
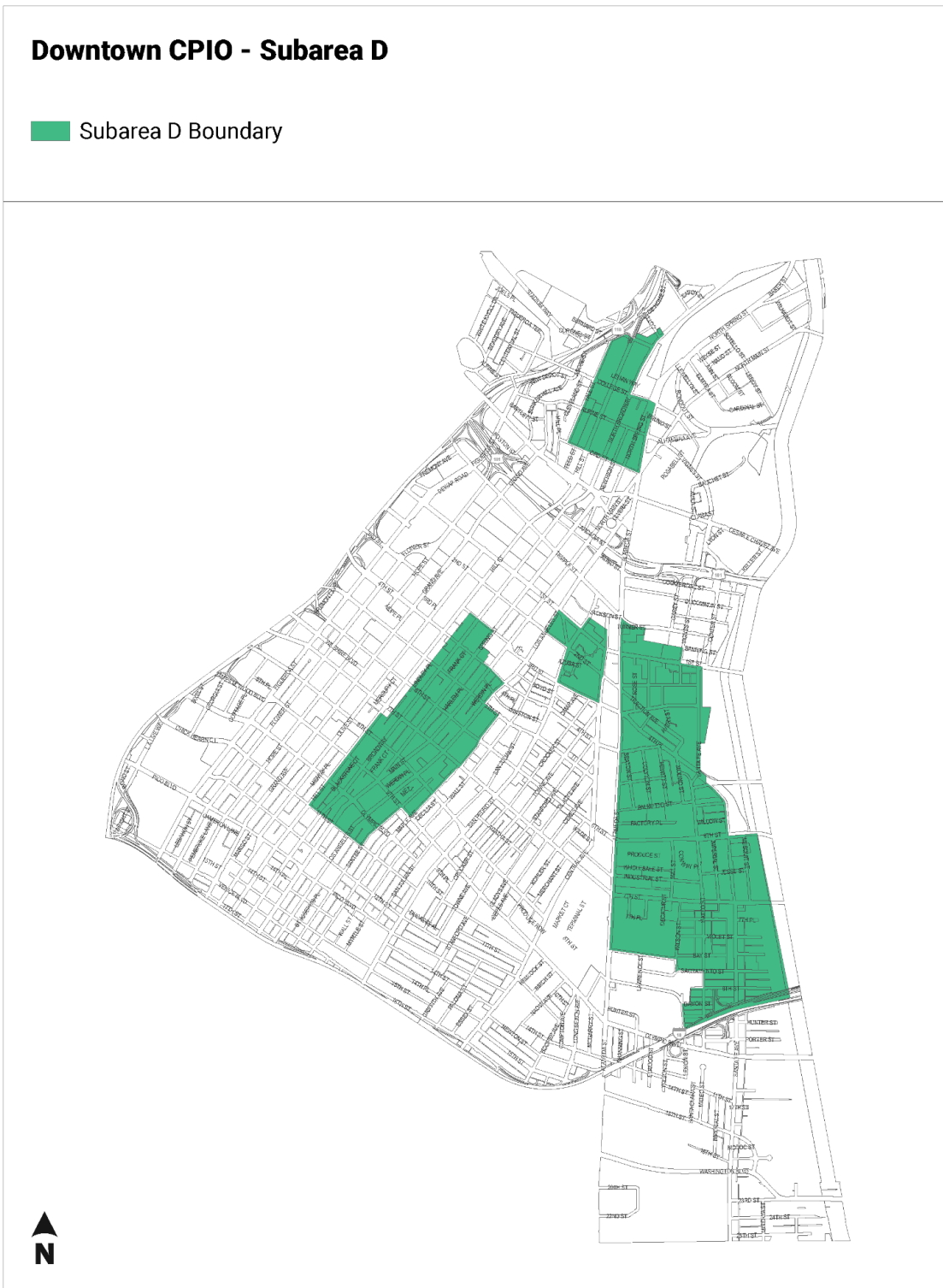


Figure 1-4. Downtown Community Plan Implementation Overlay Historic Preservation Subarea D



I –II. Section I-2. PURPOSE

The purposes of the Downtown CPIO District are as follows:

- A.** To implement the goals and policies of the Downtown Community Plan.
- B.** To create building floor area and height incentives tailored to the neighborhood context and development patterns.
- C.** To encourage housing that is affordable to a variety of income levels and household types.
- D.** To create approval processes for development projects that enable infill development with positive community impacts.
- E.** To promote access to public open space and community facilities that meet the needs of the community.
- F.** To promote the overall health and sustainability of the community that resides, works, and recreates in the Community Plan Area.
- G.** To preserve and protect neighborhood identity, including protecting cultural and historic resources and distinctive character defining elements of existing urban form.
- H.** To promote strong urban design and ensure that development enhances the aesthetic character of the community; and maintains appropriate land uses.

I –III. Section I-3. SUBAREAS

The Downtown CPIO District contains four Subareas as shown on Figures 1-1 through 1-4. The Subareas are contiguous or non-contiguous parcels characterized by common overarching Community Plan themes, goals, and policies, and are grouped by a common boundary. The Subareas are described below.

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 Community 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, and considering the identity of neighborhoods.

Bunker Hill Pedestrian Plan Subarea B

The purpose of Subarea B is to implement the previously adopted Bunker Hill Specific Plan for an integrated network of pedestrian linkages throughout the Bunker Hill area. Subarea B shows the general location of the pedestrian linkages. The network of linkages, and the provisions hereinafter set forth to implement such a network, shall be applicable to all Projects and to all properties within Subarea B.

Civic Center Subarea C

The purpose of Subarea C is to introduce affordable housing, ensure active frontages for commercial uses, and regulate the amount of development across the district and allow for floor area to be transferred between City-owned properties in the Civic Center Master Plan Area to support an active and world-class Civic Center environment.

Historic Resources Subarea D

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

I –IV. Section I-4. DEFINITIONS

"100 Percent Affordable Housing" shall mean a project in which 100 percent of the residential dwelling units, excluding any manager unit(s), are Restricted Affordable Units as defined by the LAMC Chapter 1A.

"At-Risk Affordable Unit" shall mean any residential dwelling unit that receives government assistance under prescribed federal, State, and/or local programs, or any combination of rental assistance and is eligible to convert to market rate due to termination (opt-out) of a rent subsidy contract, prepayment of a subsidized mortgage, or expiration of rental restrictions. These assistance programs include, but are not limited to, Housing Choice Vouchers [formerly Section 8], project-based rental assistance, subsidized mortgage programs (e.g., FHA), or expiring rent/deed restrictions with the use of State or local funding programs, including Community Redevelopment Agency Covenants.

"Community Land Trust" shall mean a California nonprofit corporation that: (1) has no part of its net earnings inuring to the benefit of any member, founder, contributor, or individual; (2) is neither sponsored by, controlled by, nor under the direction of a for-profit organization; (3) has a

corporate membership of adult residents of a particular geographic area as described in the bylaws of the corporation; (4) has a board of directors that: (A) includes a majority of members who are elected by the corporate membership; (B) includes representation by persons occupying and/or leasing any structural improvements on the land; and (C) includes representation by persons residing within the geographic area specified in the bylaws of the corporation who neither lease land from the corporation nor occupy structural improvements controlled by the corporation; (5) acquires and retains parcels of land, primarily for conveyance under long-term ground leases; (6) transfers ownership of many or all of the structural improvements located on such leased parcels to the lessees; and (7) retains a preemptive option to purchase such structural improvements at a price determined by formula that is designed to ensure that the improvements remain affordable to low and moderate income households in perpetuity.

Demolition. Throughout the CPIO, site activities that constitute Demolition are defined and determined by the Department of Building and Safety. For the purpose of implementing Section V-1.B.2.a, site activities that include the removal of building components, such that only exterior walls remain is considered Demolition.

“Eligible Historic Resources” shall mean a building, structure, object, site, landscape, or natural feature identified as an individual resource or as a contributor to a historic district under a local, state or federal designation program; or identified as a contributor to an eligible historic district through SurveyLA (The Los Angeles Historic Resources Survey), or another historical resource survey, completed subsequent to the effective date of the CPIO, and completed by a person meeting the Secretary of the Interior’s Professional Qualification Standards for Historic Preservation and accepted as complete by the Director, in consultation with the Office of Historic Resources (OHR). This term does not include a non-contributor to an eligible historic district.

“Mixed-income Housing” shall mean a project comprising a mix of market-rate and Restricted Affordable Units.

“Project” Within Subarea A, a “Project” shall mean any construction, erection, alteration of, or addition to a structure that would exceed the Base Floor Area and Base Height allowances authorized under the subject site’s Form District.

Within Subarea B, a “Project” shall mean any activity that would affect the operation, location, or vacation of any pedestrian easement subject to Chapter III of this CPIO, including, but not limited to, activities that require the issuance of a building, grading, demolition, or change of use permit; street vacation; or modification to a public easement.

Within Subarea C, a “Project” shall mean any construction, erection, alteration of, or addition to a structure that would exceed the Base Floor Area and Base Height allowances authorized under the subject site’s Form District using the transfer of floor area rights provisions within Subarea C.

Within Subarea D, a “Project” shall mean any activity that requires the issuance of a building, grading, demolition, or change of use permit on any site that is an Eligible Historic Resource, unless the work consists solely of interior work such as tenant improvements or interior rehabilitation/repair.

Within all Subareas, a “Project” shall also mean the demolition of any habitable structure pursuant to Section I-VI.C.4 of this CPIO.

“**Public Benefits**” shall mean improvements, facilities, resources, and services beyond affordable housing for the benefit and enjoyment of the general public, pursuant to LAMC Chapter 1A Section 9.3

“**Rehabilitation**” shall mean the act or process of returning a property to a state of utility, through repair or Alteration, which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its Historical, architectural and Cultural values.

“**Restoration**” shall mean the act or process of accurately recovering the form, features and details of a property as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

“**Restricted Affordable Unit**” shall mean a Dwelling Unit for which rental or mortgage amounts are restricted so as to be affordable to and occupied by Deeply Low, Extremely Low, Low, and Moderate households, as determined by the Los Angeles Housing and Community Investment Department or its successor agency.

I –V. Section I-5. RELATIONSHIP TO OTHER ZONING REGULATIONS

- A.** For properties within the boundaries of the Downtown Community Plan, where this CPIO applies, the Citywide Transit Oriented Communities Guidelines (TOC) shall be superseded by the provisions and requirements contained within this ordinance.
- B.** Nothing in the Downtown CPIO District is intended to override or conflict with any regulations in the LAMC or other ordinance establishing a park or Quimby fee or park or open space dedication requirement, including any provisions related to credits or fee and dedication calculations.
- C.** Projects providing Restricted Affordable Units to fully utilize the Affordable Housing Local Incentive Program pursuant to Chapter II, Section 2 or pursuant to the requirements of Chapter IV, Section I shall be considered exempt from the Affordable Housing Linkage Fee.

- D. Nothing in this Downtown CPIO District is intended to override or conflict with any regulations in the LAMC that would otherwise require a Conditional Use Permit.
- E. Nothing in this Downtown CPIO District is intended to override or conflict with any bicycle parking regulations.
- F. Nothing in this Downtown CPIO District is intended to override or conflict with the regulations set forth in LAMC Chapter 1A Section 9.B.1 that provide bonuses, waivers and incentives for certain affordable housing projects.
- G. Nothing in this Downtown CPIO District is intended to override or conflict with the regulations set forth in a Community Design Overlay or Sign District applicable to a subject site.
- H. Any reference to a section of the LAMC made in this CPIO shall be automatically updated in the event that the LAMC is re-numbered, or re-organized.

I –VI. Section I-6. REVIEW PROCEDURES

- A. **Prohibition of Issuance of DBS Permits Prior to CPIO Approval.** The Department of Building and Safety (DBS) shall not issue a permit for any Project as defined in this CPIO within a Downtown CPIO District Subarea (in whole or in part), unless the Project has been reviewed and approved in accordance with this Section I-6.
- B. **Filing Requirements for Multiple Approvals.** When an applicant applies for any discretionary approval for a property located (in whole or in part) in a CPIO District Subarea, the applicant shall also apply for a CPIO Approval pursuant to Subsection C, below. A CPIO Adjustment or a CPIO Exception shall be a project adjustment or project exception for purposes of LAMC Chapter 1A Section 13.6, and shall be processed pursuant to the procedures in LAMC Chapter 1A Section 13.6, if applicable.
- C. **CPIO Approval.** All projects subject to a discretionary approval within a Downtown CPIO District Subarea (in whole or in part), Projects seeking additional development rights within Subarea A, and all projects (ministerial and discretionary) within Subareas C and D shall obtain an Administrative Clearance to demonstrate compliance with the Downtown CPIO District, unless a Director’s Determination is required under subsection C.3. An application for a CPIO Approval shall be reviewed and approved pursuant to LAMC Chapter 1A Section 13.5.1, including as its requirements are modified and supplemented below:
 - 1. **Content of Application for a CPIO Approval.** In addition to any other information or documents required under LAMC Chapter 1A Section 13.5.1, an applicant shall provide, at a minimum, detailed permit drawings and any other exhibits deemed necessary to demonstrate compliance with all applicable provisions of the CPIO

District. Each application submitted for a CPIO Adjustment, or a CPIO Exception shall clearly identify and list all of the adjustments and exceptions requested.

2. Administrative Clearance. In addition to the requirements in LAMC Chapter 1A Section 13.5.1, the following shall apply:

- a. Director Approval.** The Director shall grant an Administrative Clearance after reviewing the Project and determining that it is in compliance with all applicable provisions of the Downtown CPIO District as indicated by a plan stamped by the Department of City Planning.
- b. Non-Appealable Ministerial Approval.** The approval of an Administrative Clearance is not subject to appeal and is not discretionary for purposes of CEQA Guidelines Sections 15060(c)(1) and 15268.
- c. Scope of Review and Non-Conforming Uses.**
 - i.** In reviewing a Project for an Administrative Clearance, the Director shall review the Project for compliance with those regulations that are applicable to the proposed scope of construction or use.
 - ii.** Non-conforming uses shall comply with LAMC Chapter 1A Section 12.6, except as noted in this ordinance.

3. Director's Determination. In addition to the requirements in Section I-6 C.2 above, and LAMC Chapter 1A Section 13.4.5, Projects seeking approval of Bonus FAR by providing Public Benefits under Chapter II-3.A (Transfer of Development Rights); Chapter II-4 B.1.b.i.g (Alternative Open Space Amenities); Chapter II-5 C.1.b.i. (Alternative Social Services); Chapter II-5 C.1.c.i. (Alternative Civic Facilities); Projects subject to Subarea B seeking to provide an alternative easement; and Projects subject to Subarea D shall file for a Director's Determination.

- a. Community Plan Implementation Overlay Director's Determination - Director Authority with Appeals to the Area Planning Commission.** The Director or the Director's designee shall have initial decision-making authority to grant a CPIO Director's Determination, with an appeal to the Area Planning Commission in accordance with the procedures set forth in LAMC Chapter 1A Section 13.4.5
- b. Findings.** The Director's Determination shall include written findings in support of the determination. In order to approve a proposed project pursuant to this subsection, the Director must find that:
 - i.** The project, as approved, is consistent with the purpose and intent of the CPIO and substantially complies with the applicable CPIO regulations;

- ii. Conditions have been incorporated into the Determination that will ensure the ongoing use or operation of the Public Benefit.
- iii. The facilities proposed by a project utilizing a Public Benefit Program under Chapter II-4 B.1.b.i.g (Alternative Open Space Amenities), Chapter II-5 C.1.b.i. (Alternative Social Services), or Chapter II-5 C.1.c.i. (Alternative Civic Facilities) serve the needs of the surrounding residents, employees, and visitors by providing a service or amenity not adequately available to the surrounding community or that contributes to the cultural or historic identity of the surrounding community; and do not result in an over-concentration of any one service or amenity.

c. **CEQA.** Approval of a CPIO Director’s Determination is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).

4. CPIO Approval Compliance. No demolition permit shall be issued for any Project unless building permits for a replacement development on the site have been issued, and any necessary land use entitlements have been granted.

- a. Notwithstanding the above this prohibition shall not apply to any structure deemed hazardous by the Department of Building and Safety.
- b. Furthermore, this prohibition shall not apply to structures that are considered uninhabitable.

I –VII. Section I-7. ENVIRONMENTAL STANDARDS PROCEDURES

The Environmental Standards in Appendix A are included in the Downtown CPIO District to implement the Mitigation & Monitoring Program included as part of the Downtown Community Plan update and reviewed in the City of Los Angeles Downtown Community Plan Environmental Impact Report (Case No. ENV-2017-433-EIR), certified on XX, XX, XXXX.

Any Project subject to discretionary review within the CPIO Boundaries shall comply with all applicable Environmental Standards as set forth in Appendix A, subject to the following rules.

A. Applicability of Environmental Standards. A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor façade alterations and no grading shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The decision maker, in his or her reasonable discretion, shall determine those Environmental Standards that apply to a particular Project.

B. Plans. Compliance with all applicable Environmental Standards listed in Appendix A shall be demonstrated on the plans as project features (that is, features that are physically built into the Project such as an air filtration system) or as operational features

listed on a sheet within the plans (that is, features that are carried out either during the construction of the Project, or over the life of the project, such as the use of paints, sealants, and other building materials that yield low air pollutants).

- C. Modification of Environmental Standards.** Modifications of Environmental Standards do not require the processing of a CPIO Adjustment or CPIO Exception. The Director (or appeal body on appeal) may modify or not require an Environmental Standard listed in Appendix A for any Project when: (1) the Director finds in writing, based upon substantial evidence, the Environmental Standard is not necessary to mitigate an impact, including because of the existence of a similar or more effective regulation that applies to the Project; (2) the City complies with CEQA Guidelines, Section 15162, including by preparing an addendum or subsequent environmental clearance to the Downtown Community Plans EIR to analyze the impacts from the modifications to the Environmental Standards; or (3) the City prepares a new CEQA clearance for the Project. No CPIO Approval shall be issued for a Project with a modified Environmental Standard until this subsection has been complied with. The modification of an Environmental Standard is not independently appealable unless an appeal of an entitlement or CEQA determination is otherwise available through this CPIO District, the LAMC, or CEQA

I –VIII. Section I-8. DOWNTOWN STREET STANDARDS

Any Project within the CPIO Boundaries shall comply with all applicable standards as set forth in Appendix E. The provisions of the Downtown Street Standards, previously adopted under Ordinance 181,557, remain and are effectuated by this CPIO.

I –IX. Section I-9. USE OF BEST PRACTICE APPENDICES

The Best Practices in Appendices B, C, and D of this CPIO are not mandatory for Projects requiring an Administrative Clearance, Director’s Determination, CPIO Adjustment, or CPIO Exception pursuant to Section I-6.C of this CPIO, or any other Discretionary application filed within the CPIO Boundaries. The Best Practice Appendices provide resources that encourage livable and sustainable development in Downtown Los Angeles.

Nothing in this section, the Downtown CPIO District, or any other applicable citywide design guidelines, shall allow decision makers to approve, deny, or condition a discretionary approval based on these best practices.

I –X. Section I-10. CEQA CLEARANCE

For purposes of CEQA compliance for subsequent projects approved with a CPIO Approval, including, but not limited to, consideration of a CEQA clearance pursuant to Government Code Section 65457, Public Resources Code Section 21155.4; or CEQA Guidelines, Sections 15183 or 15183.3, the Downtown CPIO District shall operate and be treated as a specific plan, zoning ordinance, and a prior plan level decision for which an EIR was certified.

I –XI. Section 1-11 ADMINISTRATION

Nothing herein shall be construed to prohibit the Director from promulgating administrative guidelines to interpret and implement the Downtown CPIO District.

I–XII. Section I-12. SEVERABILITY

If any portion, subsection, sentence, clause or phrase of this ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each portion or subsection, sentence, clause and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses or phrases be declared invalid.

CHAPTER II – COMMUNITY BENEFITS STANDARDS SUBAREA A

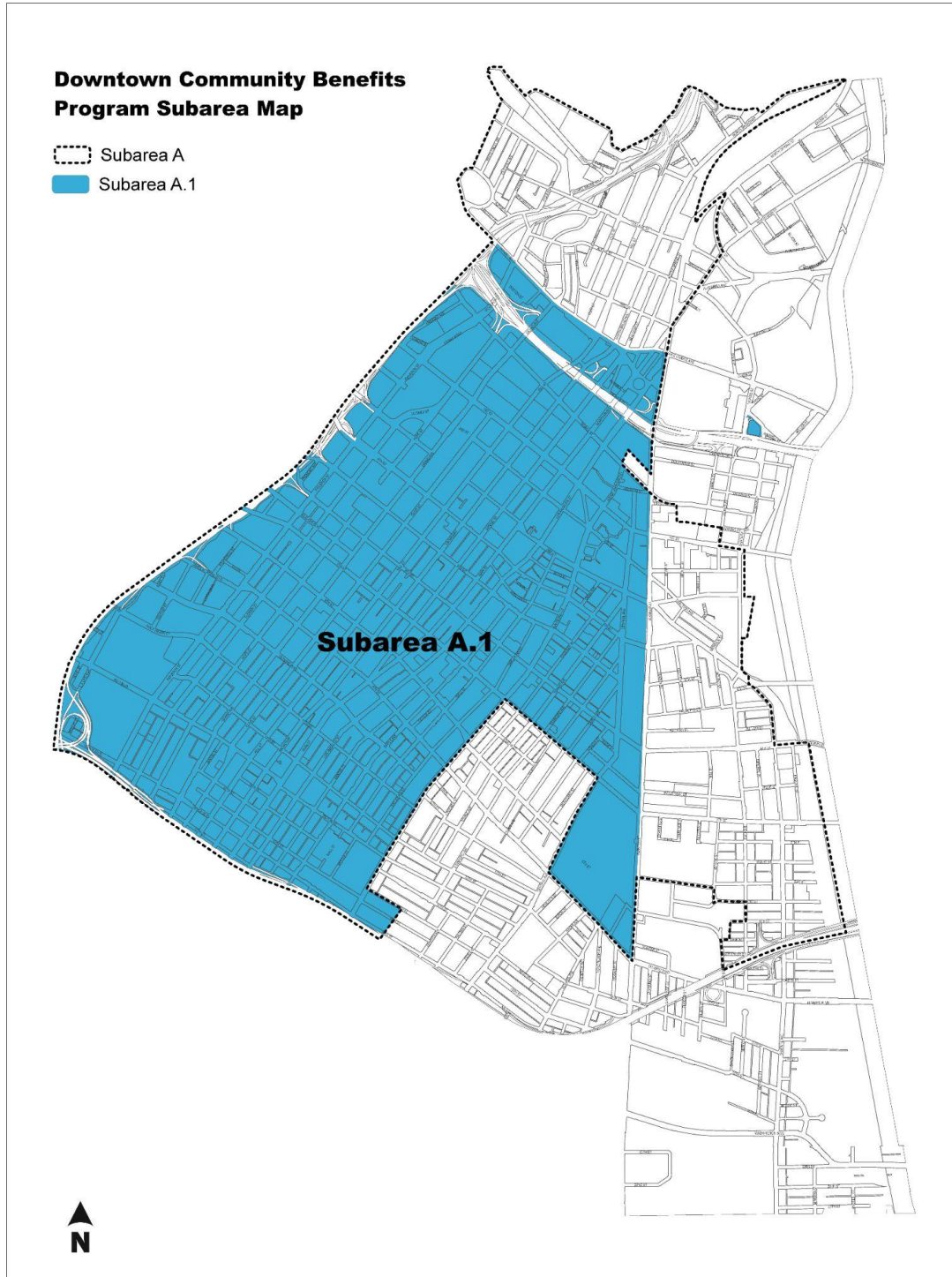
COMMUNITY BENEFITS PROGRAM SUBAREA

A – DOWNTOWN COMMUNITY BENEFITS PROGRAM SUBAREA A

OVERVIEW

The Community Benefits Program (CBP) Subarea A strives to introduce more affordable housing development, provide access to public open space and community facilities, and facilitate the preservation and rehabilitation of historic resources in the Plan Area. This Subarea includes a tiered incentive structure that prioritizes Mixed-income and 100 Percent Affordable housing. Within the Subarea, there are three subsections that tailor the incentives to the surrounding context, offering greater intensities of FAR and height around fixed rail transit stations and bus corridors, and reinforcing the identity of neighborhoods.

Figure 2-1. - Downtown Community Benefits Program Subarea Map A.1¹



¹ For the purposes of LAMC Chapter 1A Section 1.4.4. this map shall be considered the Local Affordable Housing Incentive Map.

Figure 2-2. - Downtown Community Benefits Program Subarea Map A.2

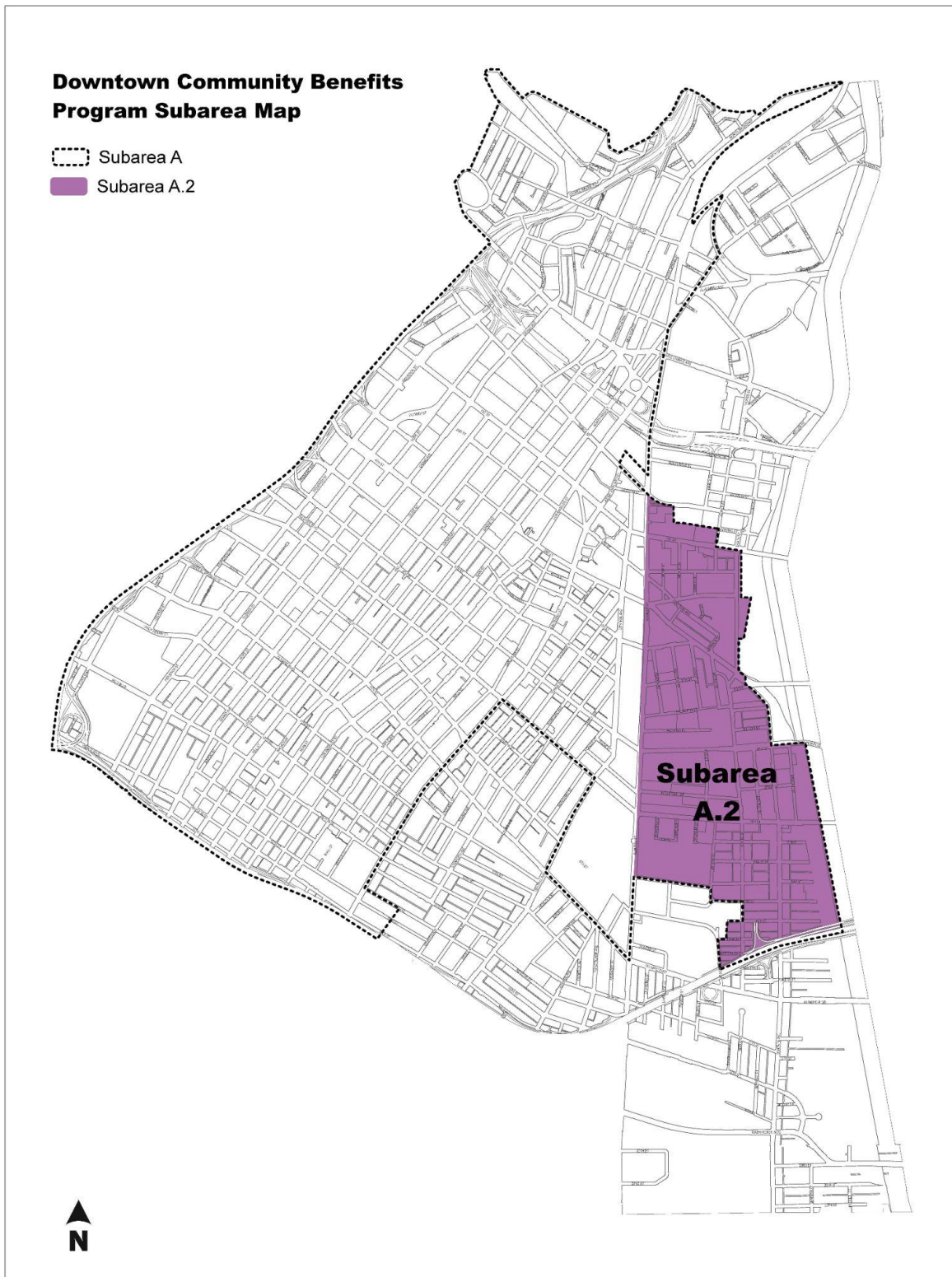


Figure 2-3. - Downtown Community Benefits Program Subarea Map A.3

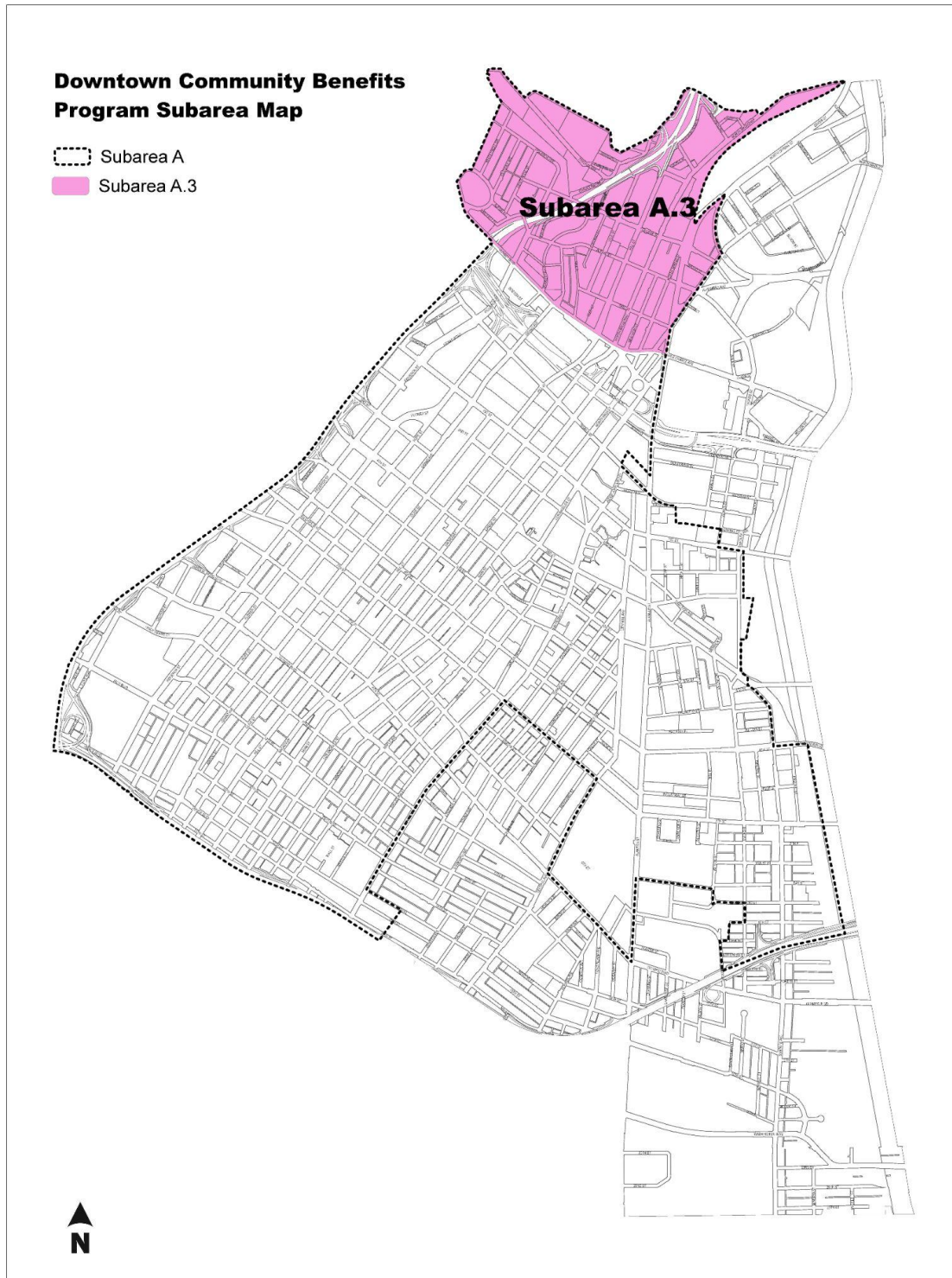
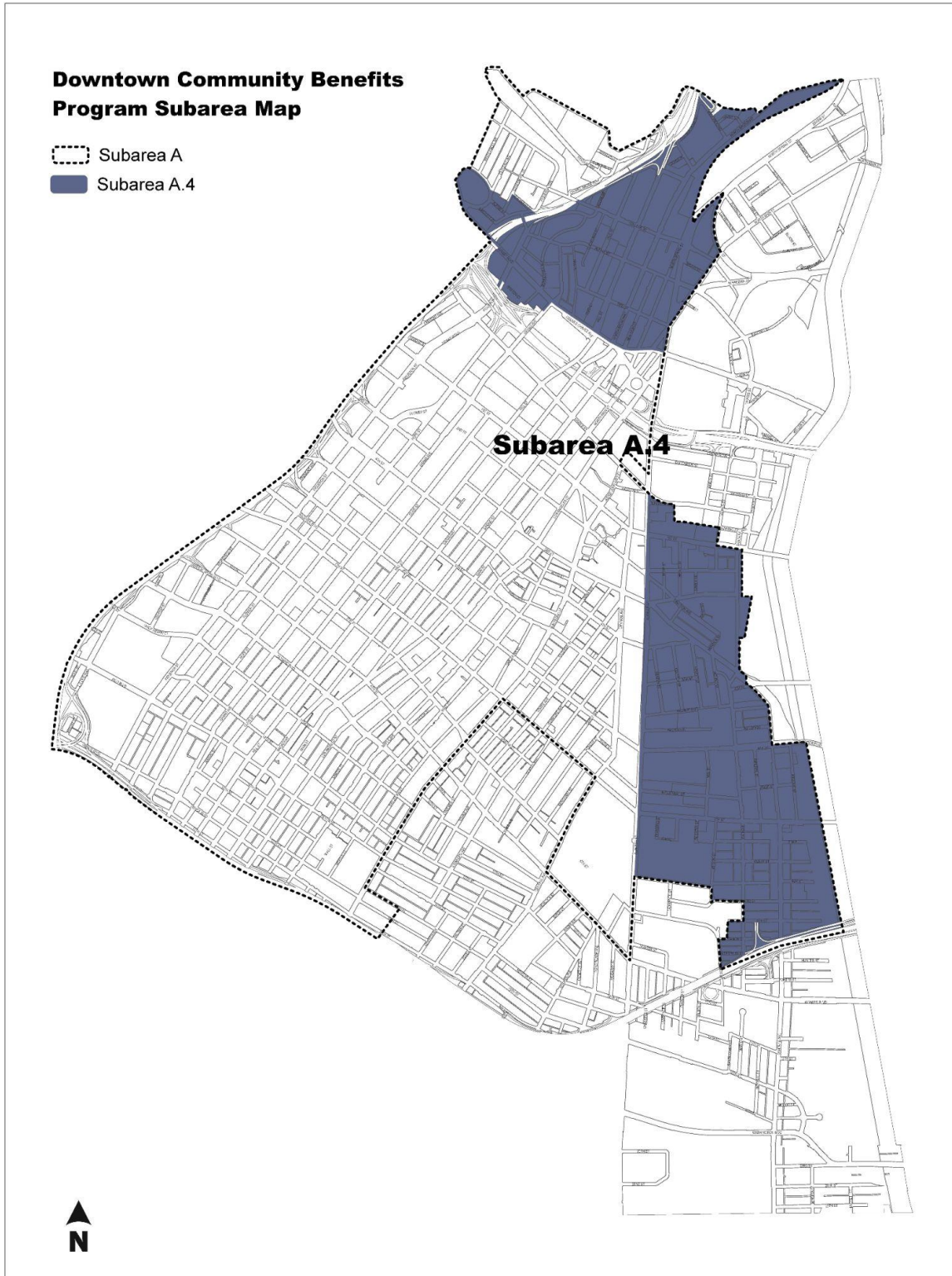


Figure 2-4. - Downtown Community Benefits Program Subarea Map A.4



II – I. 1. COMMUNITY BENEFITS STANDARDS

- A. Relief.** Requirements of this Chapter shall not be eligible for a Project Adjustment pursuant to LAMC Chapter 1A Section I3B.4.4 or a Project Exemption pursuant to LAMC Chapter 1A Section I3B.4.5.
- B. Pro Rata Share.** Projects may seek less than the full increment of FAR available through the incentives in this Chapter provided that they provide a proportional share of community benefits and meet the minimum requirements below.
- C. Administrative Guidelines.** The Director may prepare administrative guidelines for the implementation of the Community Benefits Program.

II – II. 2. LOCAL AFFORDABLE HOUSING INCENTIVE PROGRAM PURSUANT TO LAMC CHAPTER 1A 9.3.2

- A.** A Housing Development that meets the requirements below may obtain an additional 40% FAR above the subject site's base Maximum FAR.

B. Requirements

- 1. On-Site Restricted Affordable Units.** Within the boundaries of this CPIO Subarea, a Housing Development shall provide Restricted Affordable Units at rates outlined in Set G of LAMC Chapter 1A Section 9.3.2.B. The minimum number of Restricted Affordable Units shall be calculated based upon the total number of units in the final project.
- 2. Off-site Construction.** The affordability provisions of this Section may be satisfied by constructing off-site affordable units at the following rate:

No less than the same number of on-site affordable units, at the same or greater mix of unit type and affordability levels as provided in Section 11-2A, off-site units must be provided within the boundaries of the Downtown Community Plan Area. The off-site units created pursuant to this paragraph must be on a site that is zoned for residential development at a density to accommodate at least the number of otherwise required units; is suitable for development of the units in terms of configuration, physical characteristics, location, access, adjacent uses and other relevant planning and development criteria; and environmental review has been completed to the satisfaction of the City prior to acceptance of the site by the City. The development of off-site affordable units shall include integration of community space and services as required by the Housing and Community Investment Department for comparable affordable housing development. The first Certificate of Occupancy for the off-site units shall be issued prior to or concurrent with the first building permit for the original Project. In no event shall the Certificate of

Occupancy for the market rate units for the original project be issued prior to the Certificate of Occupancy for the affordable off-site units. Individual affordable units constructed as part of an off-site project under this Section shall not receive development subsidies from any Federal, State or local program established for the purpose of providing affordable housing, and shall not be counted to satisfy any affordable housing requirement for the off-site development. Other units in the same offsite project may receive such subsidies. In addition, subsidies may be used, only with the express written permission by the Department of Housing and Community Investment, to deepen the affordability of an affordable unit beyond the level of affordability required by this Section.

3. In-Lieu Fee. The affordability provisions of this Section may be satisfied by the payment of a fee to the City of Los Angeles Downtown Affordable Housing Trust Fund in lieu of constructing the affordable units within the Project. The in lieu fee shall be determined by the City based on the following:

The number of units equivalent to 1.1 times the required number of on-site affordable units pursuant to Section II-2B.1, in the same proportion of affordability, multiplied by the applicable Affordability Gap, as defined in LAMC Chapter 1A Section 13.3.1.E.4.

The fee is due and payable to the City of Los Angeles Downtown Affordable Housing Trust Fund at the time of and in no event later than issuance of the first building permit, concurrent with and proportional to project phases.

4. Dwelling Unit Mix and Location. For sites located in Subarea A.3, a minimum of 30% of the total dwelling units for an eligible Housing Development shall be two bedrooms or greater.

C. Additional Incentives. In addition to the FAR and height bonus identified in LAMC Chapter 1A Section 9.3.2.C, a Housing Development Project shall be granted two additional incentives and a Housing Development Project consisting of 100% on-site restricted affordable units, exclusive of a manager's unit or units, shall be granted three additional incentives. Projects shall not be granted an adjustment, pursuant to LAMC Chapter 1A Section 13.B.5.2, in addition to a selected incentive. This shall supersede LAMC Chapter 1A Section 9.3.2.D

Building Width. See LAMC Chapter 1A Section 2.C.6

- a. For all eligible Housing Development Projects, up to a 20% increase in maximum building width may be granted.

Lot Coverage. See LAMC Chapter 1A Section 2.C.2

- b. For all eligible Housing Development Projects, up to a 20% increase in maximum lot coverage may be granted.

Lot Width. See LAMC Chapter 1A Section 2.C.1

- c. For all eligible Housing Development Projects, up to a 20% decrease in required minimum lot width may be granted.

Averaging of Floor Area. See LAMC Chapter 1A Section 2.C.4.

- d. A Housing Development Project that is located on two or more adjacent parcels may average the Floor Area over the project site provided that:
 - i. The proposed use is permitted by the Use District of each parcel; and
 - ii. No further lot line adjustment or any other action that may cause the Housing Development Project site to be subdivided subsequent to this grant is permitted.

Ground Story Height. See LAMC Chapter 1A Section 3.C.6.1

- e. For all eligible Housing Development Projects zoned with a character frontage, up to a 10% decrease in the required minimum Ground Story Height may be granted.

Minimum Average Unit Size. See LAMC Chapter 1A Section 5.C.3.26

- f. For all eligible Housing Development Projects, up to a 25% decrease in the required minimum average unit size may be granted.

II – III. 3. PUBLIC BENEFITS INCENTIVE PROGRAMS PURSUANT TO LAMC CHAPTER 1A Section 9.3 to promote the production of improvements, facilities, resources, and services beyond affordable housing for the benefit and enjoyment of the general public.

A. Transfer of Development Rights for Historic Preservation pursuant to LAMC Chapter 1A Section 9.3.5

1. **For sites located in Subarea A.4,** a Receiver Site may receive all available unused Floor Area from the Donor Site, including the Donor Site’s Bonus FAR, at a 1:1 ratio (i.e., for every square-foot transferred from a Donor Site a Receiver Site gets one square-foot) up to the Receiver Site’s allotted Bonus FAR.
2. **Applicability.** The procedures contained in this subsection apply exclusively to properties within Subarea A.4 subject to the eligibility requirements and other regulations below.
3. **Eligibility.** A transfer of unused Floor Area, including Bonus FAR, from a Donor Site to a Receiver Site is permitted, provided the transfer is in conformance with the following rules for transfer:
 - a. The Donor Site is designated as a Los Angeles Historic-Cultural Monument, a Contributing Structure to a City Historic Preservation Overlay Zone, is listed in or formally determined eligible for the California Register of Historical Resources or the National Register of Historic Places, or is identified as a contributor to a historic district or individual resource by SurveyLA, or another historical resource survey completed, by a person meeting the Secretary of the Interior’s Professional Qualification Standards for Historic Preservation and accepted as complete by the Director, in consultation with the Office of Historic Resources (OHR).
 - b. The Donor Site has unused Floor Area under its Base FAR and/or Bonus FAR pursuant to Article 2 (Form).
 - c. The Receiver Site shall not demolish any structure qualifying as a donor site, as defined in Section II-III.A.3.b above.

- 4. Records and Agreements.** To utilize a Transfer of Development Rights, an application must be filed pursuant to LAMC Section 13.4.5 (Director Determination). In addition, the following requirements shall apply:
- a. The applicant shall consult with the Department of City Planning, Office of Historic resources to identify, with respect to the Donor Site, the significant historic features that are required to be maintained, and to identify any rehabilitation work required to be completed.
 - b. A Preservation Plan and easement, pursuant to Subdivision II-III.3.A.4.d below, shall be completed prior to the completion of the Director Determination process.
 - c. Following the issuance of a Director Determination, and prior to the issuance of building permits for a project utilizing a Transfer of Development Rights, all fee owners of the Donor Site(s) and receiver Site(s) involved shall execute a covenant and agreement in a form designed to run with the land and be binding on future owners, assigns and heirs and which is satisfactory to the Department of City Planning. The applicant shall record the covenant in the County Clerk Recorder's Office and shall file certified copies with the Departments of City Planning and Building and Safety.
 - i. Donor Site Covenant: The covenant on a Donor Site shall acknowledge the reduced Floor Area to the extent unused permitted Floor Area was transferred to a receiver Site(s), and the location of the receiver Site(s).
 - ii. Receiver Site Covenant: The covenant on a Receiver Site shall acknowledge the increased Floor Area to the extent unused permitted Floor Area was transferred from a Donor Site(s), and the location of the Donor Site(s).
 - iii. Covenant Applicability: The covenants shall apply as long as the transferred Floor Area is being utilized by the Receiver Site. If the Receiver Site is no longer utilizing the transferred Floor Area, the owner of the Receiver Site may apply to terminate the covenant.
 - d. Preservation Plan and Easement: The Donor Site shall execute a Preservation Plan and easement, with the following minimum standards:
 - i. The Preservation Plan and easement shall be executed with the Department of City Planning, Office of Historic resources or a qualified non-profit Historic Preservation Organization, or other entity of the city's choosing, and;
 - ii. The Preservation Plan and easement shall address, at a minimum:
 - 1) Maintenance of the resource, the property, and significant historic features;
 - 2) Additions and alterations to the resource and/or significant elements of any building and the property;
 - 3) Required rehabilitation work to any significant historic features;
 - 4) Required rehabilitation work must be completed within 10 years of the recordation of the Preservation easement;
 - 5) Inspections to ensure compliance with the Preservation easement. Inspections must occur at minimum once every 5 years, however the number of inspections may be increased as part of the Preservation Plan and easement;

- 6) Other standards and requirements as required by the Director of Planning;
- 7) Fines and penalties for violating any section of the Preservation Plan and easement. The Preservation Plan and easement shall apply as long as the transferred Floor Area is utilized on the Receiver Site. If the owners of the donor site that is the subject of the Preservation Plan and easement have violated the Plan and easement, the owners of the resource shall pay a fine equal to ten (10) times the value of the application fee and cumulative inspection fees paid.

B. Privately Owned Public Space pursuant to LAMC Chapter 1A 9.3.3.

1. For every additional four percent of buildable lot area dedicated as publicly accessible outdoor amenity space, above the subject site's required Lot Amenity Space, eligible projects may obtain an additional 1.0:1 FAR for either of the following:
 - a. Land dedicated for public open space, in consultation with the Department of Recreation and Parks.
 - b. On-site publicly accessible open space, constructed in accordance with the requirements listed below:
 - i. At least one public restroom and drinking water fountain shall be provided within, adjacent to, and/or and directly accessible from the publicly accessible open space. Public restrooms shall be made available during the operational hours of the publicly accessible open space, and shall not necessitate the need to enter secured or otherwise publicly inaccessible portions of a building or site. Signage viewable from within the publicly accessible open space shall indicate that the restroom and drinking water fountain is available for public use.
 - ii. At least one of the amenity options listed below, which shall occupy a minimum of 400 square feet with no horizontal dimension less than 15 feet, shall be provided within or adjacent to the publicly accessible open space:
 - a. Outdoor exercise equipment available for public use
 - b. Sport courts available for public use
 - c. Dog run available for public use
 - d. Children's play area available for public use
 - e. Community garden available for public use
 - f. Public art or historical interpretive element
 - g. Alternative Open Space Amenities deemed appropriate by the Director of Planning and approved under a Director's Determination
 - iii. At least 20% of the publicly accessible open space shall be shaded. Percentage shading shall be the shadow cast on the publicly accessible open space measured at noon (12:00 p.m.) on the summer solstice.

- iv. A minimum of three public charging stations for personal electronic devices, with features like power outlets and USB connections, shall be provided at no cost to users.

C. Community Facilities pursuant to LAMC Chapter 1A 9.3.4

1. Sites seeking to utilize the Community Facilities incentive must dedicate a minimum of 5,000 square feet to one of the eligible uses below. In addition to the minimum required space, for every 2.5% of bonus buildable floor area dedicated to one of the following, eligible projects may obtain an additional 1.0:1 FAR:
 - a. School and Library pursuant to LAMC Chapter 1A Section 9.3.4.C.5
 - b. Social Services pursuant to LAMC Chapter 1A Section 9.3.4.C.6
 - i. Alternative Social Services shall require the approval of a Director's Determination.
 - c. Civic Facility pursuant to LAMC Chapter 1A Section 9.3.4.C.7
 - i. Alternative Civic Facilities shall require the approval of a Director's Determination.
 - d. Daycare Facility pursuant to LAMC Chapter 1A Section 9.3.4.C.1
2. For sites located in Subarea A.2, projects in which a minimum of 50% of the total Floor Area, inclusive of any bonus floor area, contains non-residential uses, excluding uses in the Eating and Drinking Establishments, Personal Services, and Retail Sales use groups, may obtain additional floor area above the base FAR and up to 4.0:1 FAR pursuant to the Employment Incentive Area, LAMC Chapter 1A Section 9.3.4.C.4.
 - e. A Housing Development must fully utilize the Local Affordable Housing Incentive Program pursuant to LAMC Chapter 1A 9.3.2 before obtaining Floor Area through this incentive.

II – IV. 4. Additional On-Site Restricted Affordable Units.

- A. A Housing Development may exceed the bonus FAR received through the Local Affordable Housing Incentive Program up to the maximum bonus FAR by an additional 1.0:1 FAR for each increase in the amount of on-site restricted affordable units, calculated on the total number of units, according to the following percentages: 1.5% Deeply Low, Extremely Low Income, or Very Low Income; or 2.5% Low Income, or Moderate Income (for sale or rent).
 1. A Housing development may only obtain an additional 2.0:1 FAR by providing restricted affordable units for Moderate Income. Any additional bonus FAR must be obtained through the provision of restricted affordable units for Deeply Low, Extremely Low, Very Low, or Low Income or through the provision of other Public Benefits as specified in this CPIO.

- ### **II – V. 5. Height Incentives for non-residential projects.**
- A non-residential project receiving at least 1.0:1 FAR through any of the Public Benefits Incentive Programs above shall be eligible for the maximum bonus height in the Form District.

- ### **II – VI. 6. Community Benefits Fund pursuant to LAMC Chapter 1A 9.3.4.C.9.**
- Projects that have satisfied minimum onsite or commensurate benefits under Sections II-III through II-V, as

specified under II-VIII A and B below, may achieve additional floor area by submitting payment to a Community Benefits Fund as specified in Ordinance XXX,XXX.

- A. For Housing Development Projects, a project must meet the requirements of the Local Affordable Housing Incentive Program and provide Public Benefits as follows:
 - 1. Up to an FAR equivalent to one-half of the delta between 1.4 times the Base Maximum FAR, and the Bonus Maximum FAR.
- B. For non-residential projects, a project must provide Public Benefits up to an FAR equivalent to one-half of the delta between the Base Maximum FAR, and the Bonus Maximum FAR.
- C. Community Benefit Fund payments shall be collected from Project applicants and deposited into a Downtown Community Benefit Trust Fund prior to the issuance of an Administrative Clearance or other approval consistent with this CPIO. Fund payment collection and disbursement shall be consistent with the terms of the ordinance to establish the Downtown Community Benefit Trust Fund.

II – VII. 7. Buildable Area Calculation. For a project on a lot designated, in whole or in part, as Transit Core by the General Plan Land Use Map, the Maximum Bonus Floor Area Ratio shall be calculated by including the lot area plus the area between the exterior lot lines and the centerline of any abutting public right-of-way. For a development project to be eligible:

- A. A Housing Development must fully utilize the Local Affordable Housing Incentive Program pursuant to LAMC Chapter 1A 9.3.2 and the Public Benefits Incentives Programs above and up to the subject site's Maximum Bonus Floor Area Ratio.
- B. A non-residential project must fully utilize the Public Benefits Incentive Programs above up to the subject site's Maximum Bonus Floor Area Ratio.
- C. For the purposes of calculating required restricted affordable units and public benefits, floor area and lot area shall be calculated using the total buildable area, as defined above, including the area between the exterior lot lines and the enterline of any abutting public right-of-way.

II – VIII. 8. Project Review Threshold. For a Housing Development project fully utilizing the Local Affordable Housing Incentive Program pursuant to LAMC Chapter 1A 9.3.2 or a non-residential project receiving at least 1.0:1 FAR through any of the Public Benefits Incentive Programs above, the threshold for project review pursuant shall be Development Review Threshold Package 2 pursuant to LAMC Chapter 1A Section 4C.14.1.C.2.

CHAPTER III – BUNKER HILL DEVELOPMENT STANDARDS SUBAREA

BUNKER HILL DEVELOPMENT STANDARDS SUBAREA

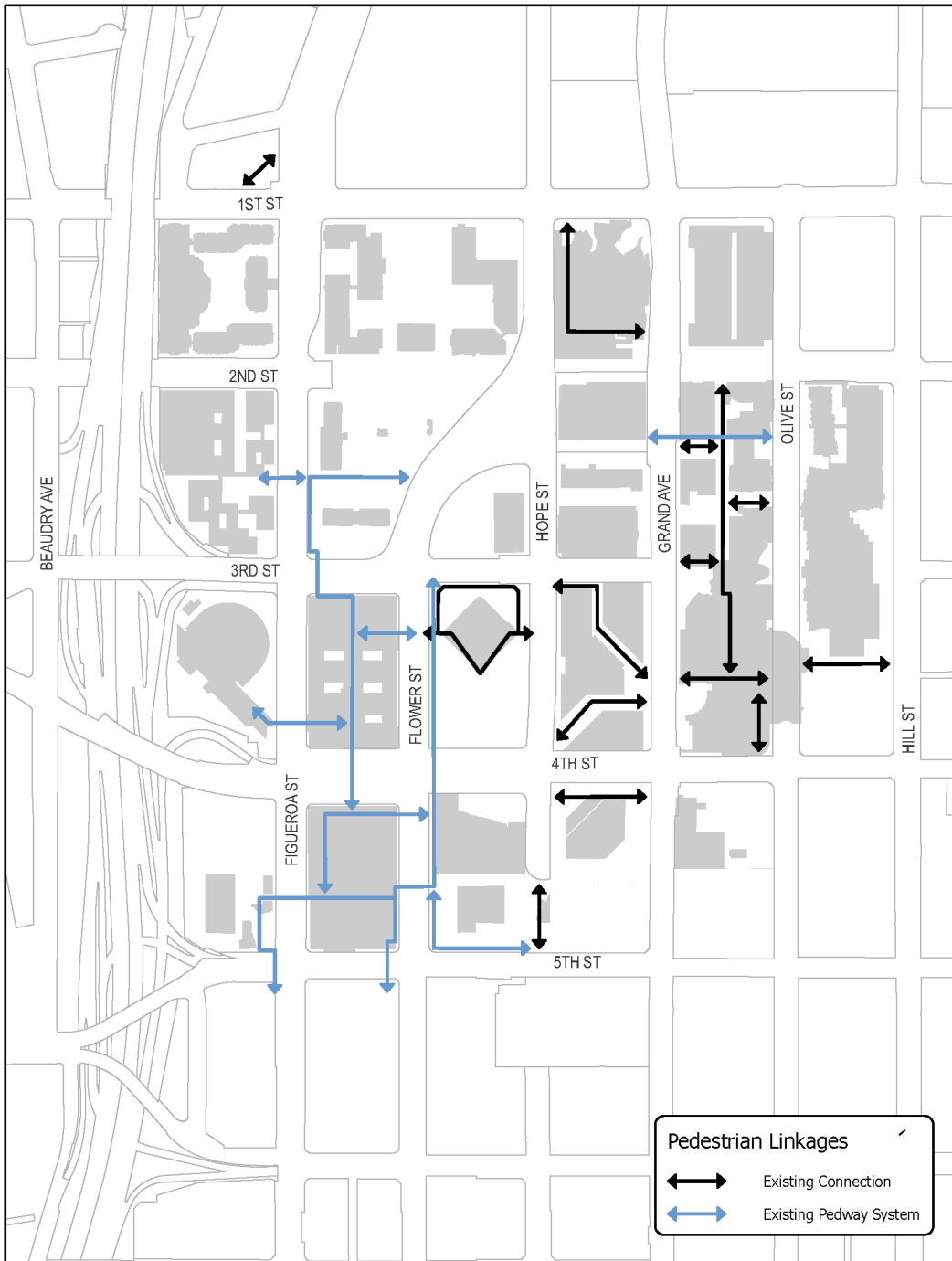
B – BUNKER HILL DEVELOPMENT STANDARDS SUBAREA B

OVERVIEW

The purpose of this Subarea is to maintain an integrated network of pedestrian linkages throughout the Bunker Hill area, as initially established under Ordinance 182576. Figure 3 shows the general location of the pedestrian linkages. The network of linkages, and the provisions hereinafter set forth to implement such a network, shall be applicable to all projects and to all properties within the Subarea, as more particularly designated in Figure 1.

- III – I. Maintenance of Existing Easements for Pedestrian Walkways.** Existing public easements for Pedestrian Walkways, as shown in Figure 3, must be maintained unless an equivalent pedestrian easement is provided, pursuant to a Director's Determination. Existing public easements shall be maintained in accordance with the following:
- A.** The Pedestrian Walkway shall be open to the public between the hours of 5 a.m. and 10:30 p.m., but may be closed outside of such hours.
 - B.** The use of any components of the Pedestrian Walkway by the public shall not be revoked by the owner of any building or site without the prior written approval of the Director and the City Engineer. This Section does not supersede the City's right-of-way vacation process. Such approval shall be given only if (1) the buildings or other improvements to be served by such components have been demolished, or (2) a particular component presents a danger to public safety.
 - 1.** Any changes in the approximate location of the Pedestrian Walkway shall be subject to the Director's approval upon a finding that any such change will provide equal or better pedestrian access and safety.

Figure 3. – Bunker Hill Pedestrian Linkages²



² This map is for illustrative purposes, for exact locations of pedestrian linkages see recorded easements on the subject sites.

CHAPTER IV – CIVIC CENTER SUBAREA

CIVIC CENTER DEVELOPMENT STANDARDS SUBAREA

C – CIVIC CENTER DEVELOPMENT STANDARDS SUBAREA C

OVERVIEW

The purpose of Subarea C is to introduce affordable housing, ensure active frontages for commercial uses, and regulate the amount of development across the district and allow for floor area to be transferred between City-owned properties in the Civic Center Master Plan Area to support an active and world-class Civic Center environment.

- V – I. On-Site Restricted Affordable Units.** Within the boundaries of this CPIO Subarea, a minimum of fifty percent of all permitted and constructed residential units shall be on-site Restricted Affordable Units in the Deeply Low, Extremely Low, Very Low, Low, or Moderate.
 - A.** Of these Restricted Affordable Units, a minimum of fifty percent shall be restricted to lower income households, in the Deeply Low, Extremely Low, Very Low, or Low income categories.
 - B.** The minimum percentage of Restricted Affordable Units shall be maintained across all residential development of this CPIO Subarea and shall be calculated based on the total number of dwelling units permitted within this Subarea.
 - C.** Any individual Housing Development shall provide on-site Restricted Affordable Units greater than or equal to the rates outlined in Set G of LAMC Chapter 1A Section 9.3.2.B. The minimum number of Restricted Affordable Units shall be calculated based on the total final project dwelling unit count. Projects developed in accordance with this section shall be eligible for the Project Review thresholds established under II-VIII.8
- V – II. Frontage Standards.** Within the boundaries of this CPIO Subarea, any development including uses specified as General Commercial Uses, pursuant to LAMC Chapter 1A Section 5C.1.5, located on the ground floor shall adhere to the Transparency and Entrances standards of the General 1 Frontage, pursuant to LAMC Chapter 1A Section 3B.3.1.
- V – III. Transfer of Floor Area.** Any owner(s) of a legally defined lot located within Subarea C may transfer unused permitted floor area to another legally defined lot within Subarea C, pursuant to the procedures of this section.
 - A. Floor Area.** Total floor area in the Civic Center Subarea shall not exceed a ratio of 6.5:1. Individual sites within the Subarea may exceed a floor area ratio of 6.5:1 through a transfer of floor area.
 - B. Limitation.** Any project constructed with transferred floor area must comply with all regulations set forth in this Subarea.
 - C. Procedures.** Projects seeking the transfer of unused permitted floor area, within the floor area cap, shall apply for an Administrative Clearance pursuant to the provisions of Section I-6 C.2 of this CPIO.

CHAPTER V – HISTORIC PRESERVATION SUBAREA

HISTORIC PRESERVATION SUBAREA

D – HISTORIC PRESERVATION SUBAREA D

OVERVIEW

The purpose of this subarea, which includes neighborhoods that have an abundance of historically and architecturally significant buildings, is to maintain the eligibility of individual historic resources and historic districts, and guide the ongoing maintenance and rehabilitation of these structures.

V – I. Eligible Historic Resource Evaluation. Prior to any other CPIO Approval being issued, a Project in this subarea that involves an Eligible Historic Resource shall comply with the following review procedures:

A. Non-Demolitions. For any Project that does not involve the demolition of an Eligible Historic Resource, no CPIO Approval shall be issued until one of the following occurs:

1. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Eligible Historic Resource is not an historical resource, as defined by Public Resources Code Section 21084.1; or,
2. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Project is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or,
3. A Director's Determination pursuant to Section I.VI.C.3 of this CPIO, and Environmental review in compliance with CEQA was completed for the Project, including if necessary, the adoption of a statement of overriding considerations.

B. Demolitions. For any Project that involves the demolition of an Eligible Historic Resource, no CPIO Approval shall be issued until one of the following occurs:

1. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Eligible Historic Resource is not an historical resource, as defined by Public Resources Code Section 21084.1; or

2. A Director's Determination pursuant to Section I.VI.C.3 of this CPIO, and, Environmental review in compliance with CEQA was completed on the Project, including if necessary, the adoption of a statement of overriding considerations.
 - a) No Director's Determination shall be issued for Demolition or removal of any building or structure, within a National Register Historic District, within Subarea D, that is designated as a Contributing Element, and the application shall be denied unless the Owner can demonstrate to the Director that the owner would be deprived of all economically viable use of the property. In making its determination, the Director shall consider any evidence presented concerning the following:
 - (1) An opinion regarding the structural soundness of the structure and its suitability for continued use, renovation, Restoration or Rehabilitation from a licensed engineer or architect who meets the Secretary of the Interior's Professional Qualification Standards as established by the Code of Federal Regulation, 36 CFR Part 61. This opinion shall be based on the Secretary of the Interior's Standards for Architectural and Engineering Documentation with Guidelines;
 - (2) An estimate of the cost of the proposed, demolition, and replacement project and an estimate of the cost that would be incurred to execute a Secretary of the Interior's Standards for Rehabilitation alternative to the project, as identified in a Project Environmental Impact Report (EIR), or in the absence of an EIR, when appropriate under CEQA, as identified by the Director of Planning in consultation with the Cultural Heritage Commission or its designee.;
 - (3) An estimate of the market value of the property in its current condition; after completion of the proposed Demolition and replacement project; and after any expenditure necessary to execute a Secretary of the Interior's Standards for Rehabilitation alternative to the project, as identified in a Project Environmental Impact Report (EIR), or in the absence of an EIR, when appropriate under CEQA, as identified by the Director of Planning in consultation with the Cultural Heritage Commission or its designee;
 - (4) An estimate from architects, developers, real estate consultants, appraisers, or other real estate professionals experienced in Rehabilitation as to the economic feasibility of Restoration, renovation or Rehabilitation of any existing

structure or objects. This shall include tax incentives and any special funding sources, or government incentives which may be available.

- C. CEQA Review for Eligible Historic Resources.** In complying with this Section V-I., if at any time the Director, in consultation with the Office of Historic Resources, determines the Eligible Historic Resource is not a historical resource as defined by Public Resources Code Section 21084.1, approval of the Project (involving no other discretionary approvals) shall be a ministerial approval for purposes of CEQA, including CEQA Guidelines, Section 15268.

APPENDIX A – ENVIRONMENTAL STANDARDS

OVERVIEW

As described in Section I-7 of the CPIO District, these Environmental Standards are included to implement the Mitigation & Monitoring Program included as part of the Downtown Community Plan update and reviewed in the Downtown Environmental Impact Report (Case No. ENV-2017-433-EIR), certified by the City Council.

In addition to Projects in Subareas that are required to comply with these Environmental Standards, any other discretionary project in the boundaries of the Downtown Community Plan Area that seeks to rely on the Downtown EIR for its CEQA clearance (including through tiering, preparing an addendum, supplemental EIR or a statutory infill exemption), may incorporate or impose the following Environmental Standards on the project. Compliance may be achieved through covenant, conditions, plan notations, or other means determined reasonably effective by the Director of Planning or the decision-maker.

[MITIGATION MEASURES / ADDITIONAL ENVIRONMENTAL STANDARDS FORTHCOMING]

Appendix H

Pipeline Parking Alignment Ordinance

ORDINANCE NO. _____

An ordinance to allow development projects within the Downtown Community Plan Area, otherwise subject to Chapter 1 of the Los Angeles Municipal Code (LAMC), to provide parking as needed, and to no longer be subject to any minimum parking requirements outlined therein.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Sec. 1. Paragraph (z) is added to subdivision 4 of Subsection A of Section 12.21 of the LAMC to read:

(z) **Downtown Community Plan Area Projects.** Any project wholly within the boundaries of the Downtown Community Plan Area for which an entitlement application was deemed complete prior to the effective date of Chapter 1A of the LAMC shall be exempt from the minimum parking requirements in this subdivision 4.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality
MICHAEL N. FEUER, City Attorney

Pursuant to Charter Section 559, I
approve this ordinance on behalf of the
City Planning Commission and
recommend that it be adopted.

By _____

VINCENT P. Bertoni, AICP
Director of Planning

Date _____

Date _____

File No. _____

The Clerk of the City of Los Angeles
hereby certifies that the foregoing
ordinance was passed by the Council of
the City of Los Angeles.

CITY CLERK

MAYOR

Ordinance Passed _____

Approved _____

Appendix I

Community Plan Consolidation Ordinance

ORDINANCE NO. _____

An ordinance to update references to the Central City and Central City North Community Plan Areas and update references from 35 to 34 Community Plan Areas.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Sec. 1. Subsection C. is added to Section 11.5.8 of the Los Angeles Municipal Code (LAMC) to read:

C. Notwithstanding the above, upon the adoption of the update to the Central City Community Plan and Central City Community Plan to merge the two plan areas to create the Downtown Community Plan area, the City is divided into 34 planning areas. Any references to Central City or Central City North shall mean Downtown. Any references to 35 Community Plan Areas shall mean 34 Community Plan Areas.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality
MICHAEL N. FEUER, City Attorney

Pursuant to Charter Section 559, I
approve this ordinance on behalf of the
City Planning Commission and
recommend that it be adopted.

By _____

VINCENT P. Bertoni, AICP
Director of Planning

Date _____

Date _____

File No. _____

The Clerk of the City of Los Angeles
hereby certifies that the foregoing
ordinance was passed by the Council of
the City of Los Angeles.

CITY CLERK

MAYOR

Ordinance Passed _____

Approved _____

Appendix J

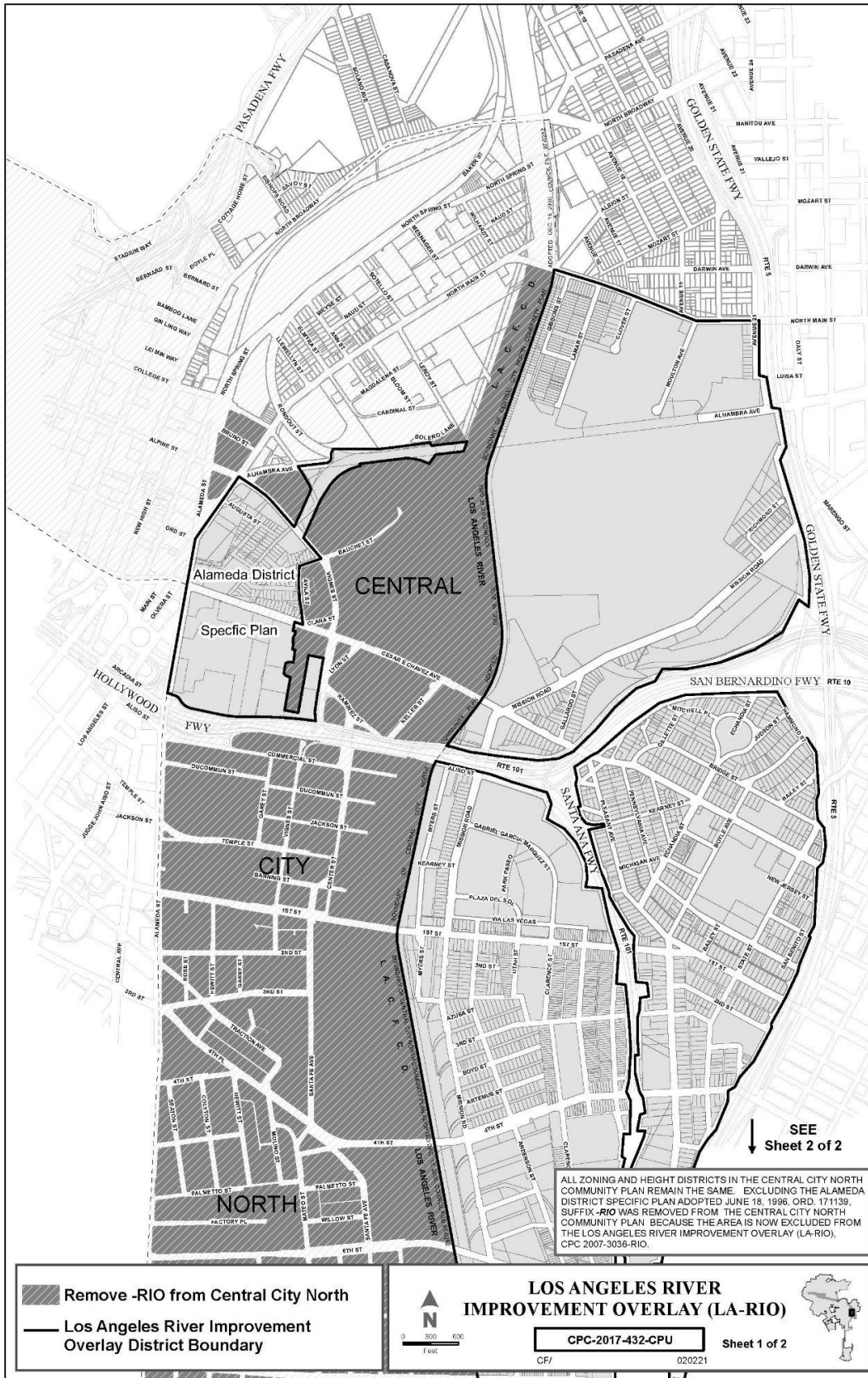
River Improvement Overlay (RIO) Amendments

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code (LAMC) and Ordinance No.183144, to remove certain properties from the Los Angeles River Improvement Overlay District and amend the zoning map accordingly.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO HEREBY ORDAIN AS FOLLOWS:**

Sec. 1. Sheets 6 and 7 of Ordinance No. 183144 and the City Zoning Map are amended to remove those areas identified within the boundaries delineated with dash lines on the attached map from the Los Angeles River Improvement Overlay (RIO) District.





Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By _____

Date _____

File No. _____

Ordinance Passed _____

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted.

VINCENT P. Bertoni, AICP
Director of Planning

Date _____

The Clerk of the City of Los Angeles hereby certifies that the foregoing ordinance was passed by the Council of the City of Los Angeles.

CITY CLERK

MAYOR

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

Approved _____

Appendix K

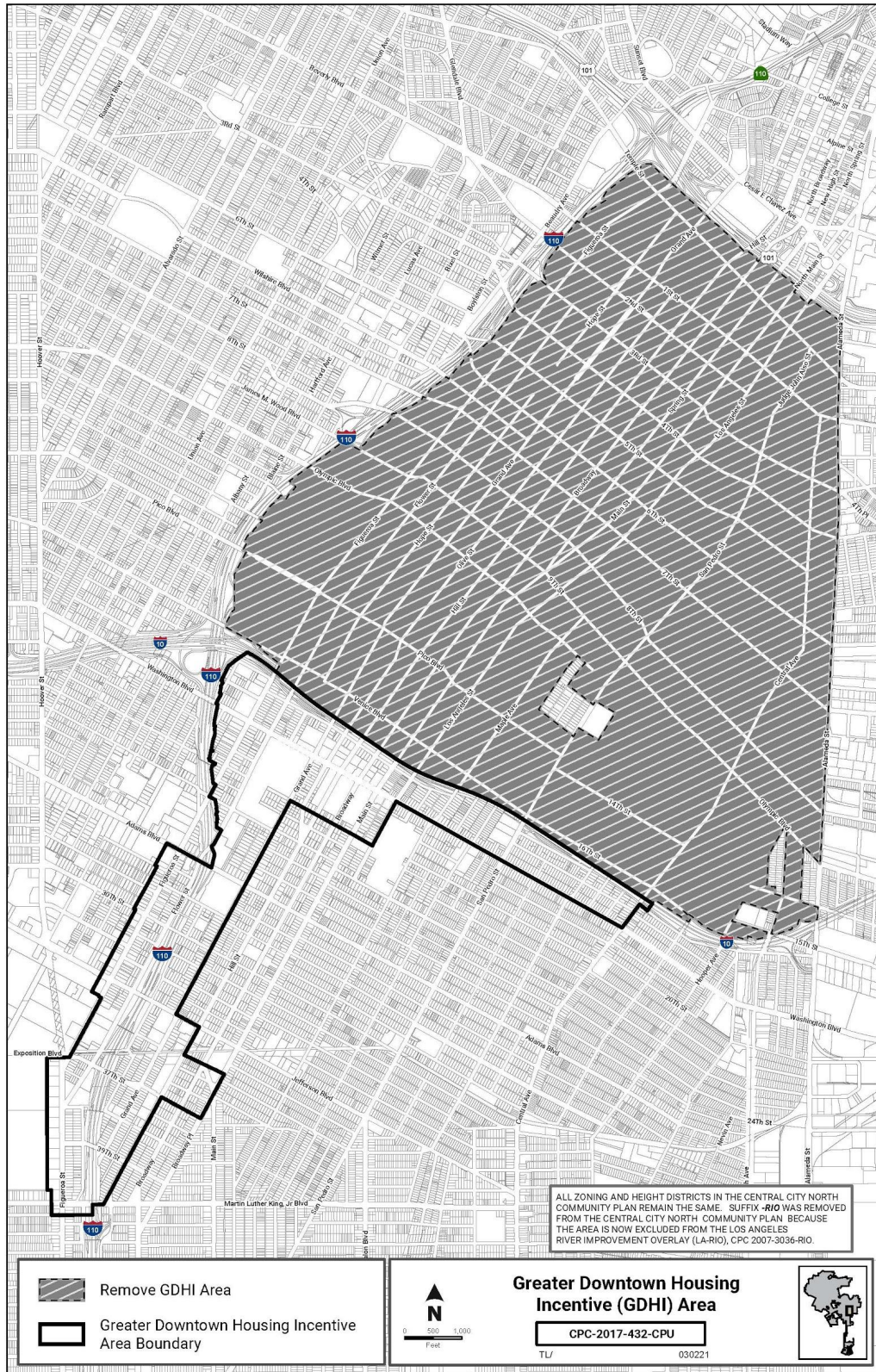
Greater Downtown Housing Incentive Ordinance Amendments

ORDINANCE NO. _____

An ordinance amending Ordinance No.179076, the establishment of the Greater Downtown Housing Incentive Area.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO HEREBY ORDAIN AS FOLLOWS:**

Sec. 1. Ordinance No.179076 is amended to remove those areas identified within the boundaries delineated with dash lines on the attached map from the Greater Downtown Housing Incentive Area.



Map 1, Greater Downtown Housing Incentive (GDHI) Area

Sec. 2. Severability. If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this ordinance, which can be implemented without the invalid provisions and, to this end, the provisions of this ordinance are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By _____

Ordinance Passed _____
Pursuant to Charter Section 559, I
approve this ordinance on behalf of the
City Planning Commission and
recommend that it be adopted.

Date _____

File No. _____

VINCENT P. Bertoni, AICP
Director of Planning

Date _____

The Clerk of the City of Los Angeles hereby certifies that the foregoing ordinance was passed by the Council of the City of Los Angeles.

CITY CLERK

MAYOR

Approved _____

Appendix L

Zoning Code Maps

Targeted Planting Map



LEGEND

- River Planting Area
- Filtration Planting Area

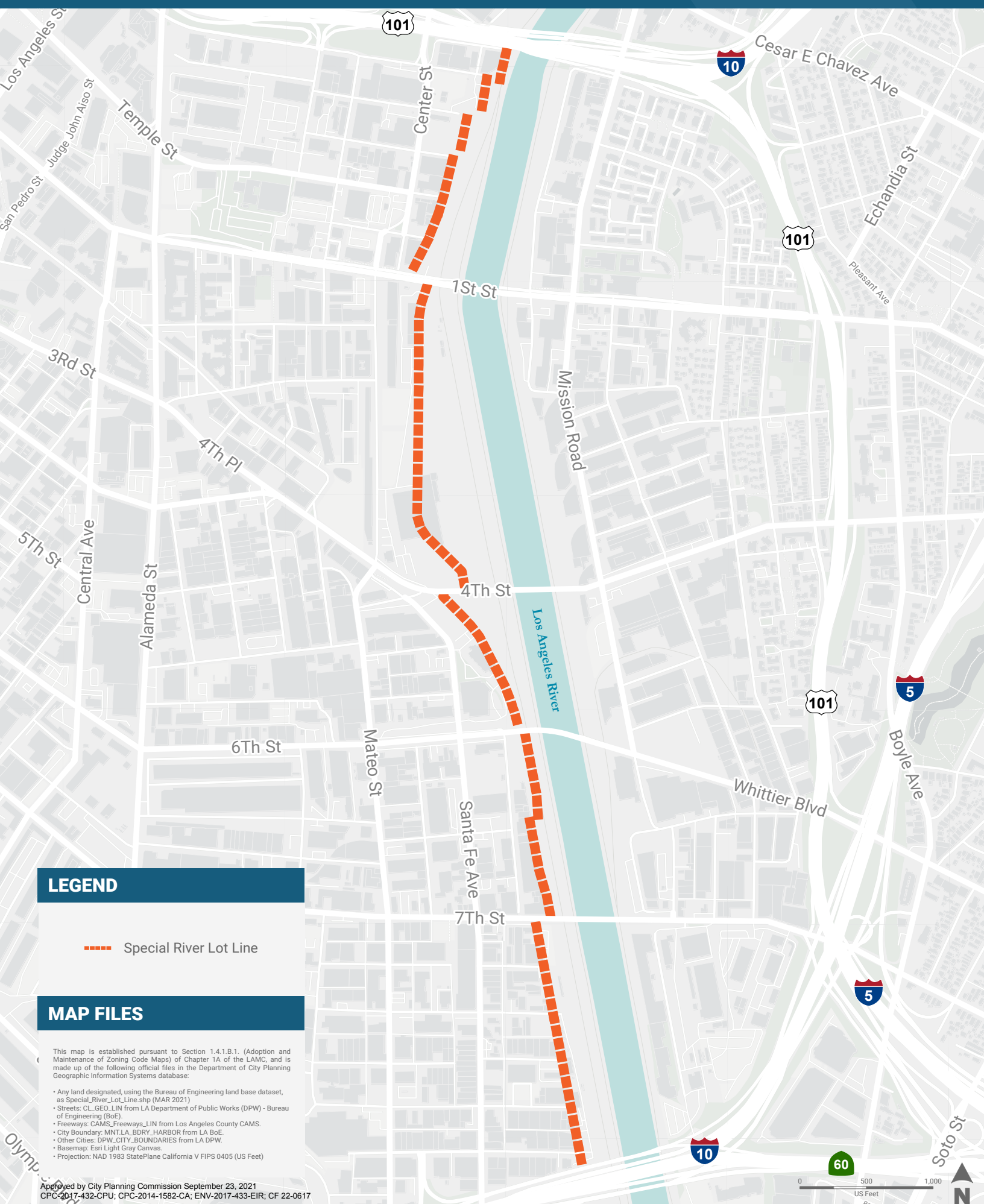
MAP FILES

This map is established pursuant to Section 1.4.1.B.1. (Adoption and Maintenance of Zoning Code Maps) of Chapter 1A of the LAMC, and is made up of the following official files in the Department of City Planning Geographic Information Systems database:

- Any land designated, using the Bureau of Engineering land base dataset, as Targeted_Planting_Map.shp (MAR 2021)
- Streets: CL_GEO_LIN from LA Department of Public Works (DPW) - Bureau of Engineering (BoE).
- Freeways: CAMS_Freeways_LIN from Los Angeles County CAMS.
- City Boundary: MNT.LA_BDRY_HARBOR from LA BoE.
- Other Cities: DPW_CITY_BOUNDARIES from LA DPW.
- Basemap: Esri Light Gray Canvas.
- Projection: NAD 1983 StatePlane California V FIPS 0405 (US Feet)



Special Lot Line Map



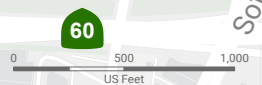
LEGEND

 Special River Lot Line

MAP FILES

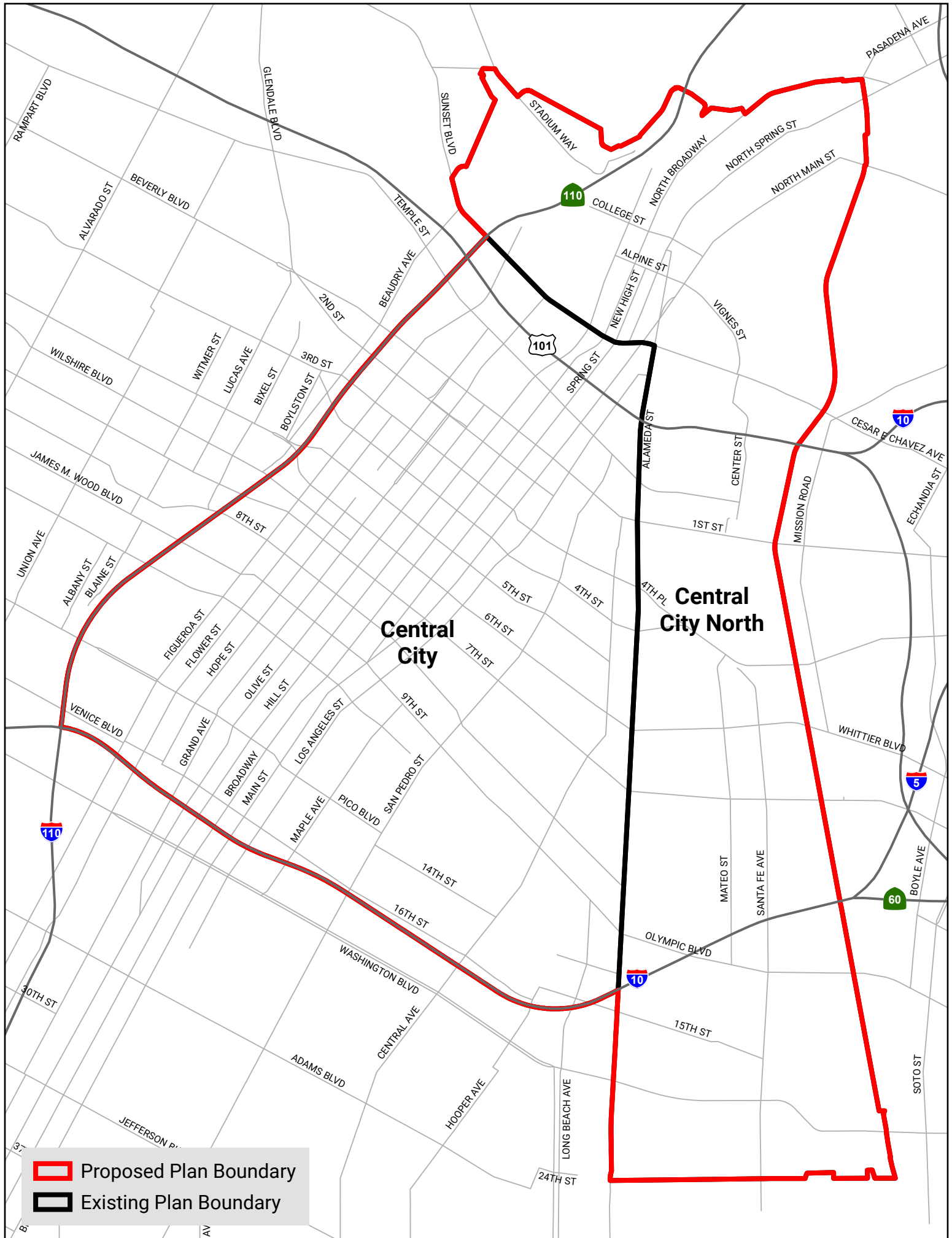
This map is established pursuant to Section 1.4.1.B.1. (Adoption and Maintenance of Zoning Code Maps) of Chapter 1A of the LAMC, and is made up of the following official files in the Department of City Planning Geographic Information Systems database:

- Any land designated, using the Bureau of Engineering land base dataset, as Special_River_LoL_Line.shp (MAR 2021)
- Streets: CL_GEO_LIN from LA Department of Public Works (DPW) - Bureau of Engineering (BoE).
- Freeways: CAMS_Freeways_LIN from Los Angeles County CAMS.
- City Boundary: MNT.LA_BDRY_HARBOR from LA BoE.
- Other Cities: DPW_CITY_BOUNDARIES from LA DPW.
- Basemap: Esri Light Gray Canvas.
- Projection: NAD 1983 StatePlane California V FIPS 0405 (US Feet)



Appendix M

Plan Boundary Change Map



- Proposed Plan Boundary
- Existing Plan Boundary

Appendix N

Updated Downtown Community Benefits Trust Fund Ordinance

ORDINANCE NO. _____

An ordinance adding Section X.XXX to Chapter 176 to the Los Angeles Administrative Code to create the Downtown Community Benefit Trust Fund for the receipt and use of Downtown Community Benefit Fee monies.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. Chapter 176 of the Administrative Code is added to read as follows:

CHAPTER 176

CITY OF LOS ANGELES DOWNTOWN COMMUNITY BENEFIT TRUST FUND

Sec. X.XXX. Creation and Administration of the Downtown Community Benefit Trust Fund.

- A. There is hereby created and established within the Treasury of the City of Los Angeles a special fund to be known as the "Downtown Community Benefit Trust Fund" (the "Fund").
- B. The purpose of the Fund shall be the receipt, retention, and disbursement of monies constituting Downtown Community Benefit Fees (as defined in the Downtown Community Benefit Fee ordinance) required to be collected and deposited into the Fund, pursuant to the Downtown Community Benefit Fee ordinance (Downtown CBF), as amended from time to time.
- C. All Downtown CBF payments to be received by the Department of City Planning, pursuant to Article 9, Chapter 1A of the Los Angeles Municipal Code (LAMC) shall be placed in the Fund.
- D. All Downtown CBF payments shall be made by check payable to the City of Los Angeles, which shall be delivered to the City Clerk within five working days after receipt by the Office of the Chief Legislative Analyst (CLA). The City Clerk shall process and deliver all public benefit payments to the Treasurer for deposit.
- E. All monies from the Fund shall be expended for the purposes set forth, and subject to the provisions and limitations expressed in the Downtown CBF, as amended from time to time.

- F. All appropriations shall be authorized by a majority vote of the Council, subject to the approval of the Mayor, or passage by the Council over the Mayor's veto by a two-thirds vote, after having received non-binding advisory recommendations regarding any disbursement from the Downtown Community Benefits Trust Fund Oversight Committee, as established by LAMC Section x. There shall be no expenditure, transfer, or another form of disbursement of money from the Fund, except to serve a public purpose, as identified in the Downtown CBF ordinance, or as amended from time to time. The public purpose shall be located within the Downtown Community Plan Area or within its 1.5-mile radius.
 - a. All Community Benefit Fund projects shall have applicable approvals from relevant City agencies.
 - b. All Community Benefit Fund projects with respect to public right-of-way improvements are subject to the approval of the Los Angeles (LADOT) Department of Transportation and Department of Public Works.

- G. Ten percent of each Downtown CBF payment may be used to offset administrative costs of the program per the following:
 - a. The Planning Department shall be authorized to retain 2.5-percent of each Downtown CBF payment to offset administrative costs associated with securing a Downtown CBF payment.
 - b. Up to 2.5-percent of each Downtown CBF payment appropriation may be allowed to offset administrative costs associated with the accounting and record-keeping expenditures made on behalf of the Fund.
 - c. Up to 2.5-percent of each Downtown CBF payment may be used to offset administrative costs associated with the implementation of an appropriation made from the Fund.
 - d. Community representatives (members not from the City departments) in the Oversight Committee shall receive an annual stipend of \$100 and a minimum stipend of \$50 per meeting, with a total amount not to exceed 2.5 percent of each Downtown Community Benefit payment.

The total of the allowable 10 percent allocations for administrative costs shall be a required line item in the Fund budget.

- H. Appropriated monies that remain unencumbered after three years from the date of approval, shall revert back to the Fund.

- I. The Controller shall be responsible for maintaining the receipts and disbursements records for the Fund.

- J. The City Clerk shall be responsible for processing receipts into and disbursements from the Fund.
- K. The Department of City Planning shall be responsible for preparing the annual budget for the Fund and is authorized to establish appropriate procedures to carry out the provisions of this chapter.
- L. The Fund shall be interest bearing. Interest and any other earnings attributable to monies in the Fund shall be credited to the Fund and devoted to the purposes of the Fund.
- M. Monies not expended from the Fund at the close of any fiscal year shall not revert to the Reserve Fund or the General Fund but shall remain in the Fund.
- N. The Department of City Planning shall maintain appropriate accounting records of the actual costs of the services rendered pursuant to the Fund. The Department of City Planning shall report annually to the Chief Legislative Analyst regarding and identifying all receipts into and all expenditures out of the Fund, as well as the purpose for which each expenditure was made. Each report shall cover a fiscal year and shall be submitted within 90 days after the close of that fiscal year.

Sec. 2. Severability. If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this ordinance, which can be implemented without the invalid provisions and, to this end, the provisions of this ordinance are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

VINCENT P. Bertoni, AICP
Director of Planning

By _____

Date _____

Date _____

File No. _____

The Clerk of the City of Los Angeles hereby certifies that the foregoing ordinance was passed by the Council of the City of Los Angeles.

MAYOR

CITY CLERK

Approved _____

Ordinance Passed _____
Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted.

Appendix O

Updated Downtown Community Benefits Fee Ordinance

ARTICLE X

Downtown Community Benefit Fee (Downtown CBF)

(Ordinance No. _____, Effective Date: xx/xx/xxxx)

TABLE OF CONTENTS

1. PURPOSE
2. SCOPE
3. DEFINITIONS
4. DOWNTOWN COMMUNITY BENEFITS FEE
5. DOWNTOWN COMMUNITY BENEFITS FUND
6. DOWNTOWN COMMUNITY BENEFIT OVERSIGHT COMMITTEE
7. PROCESS/ FUND DISBURSEMENT
8. FINDINGS
9. CONDITIONS OF APPROVAL
10. ELIGIBLE COMMUNITY BENEFITS
11. REQUIRED DOCUMENTATION/CHECKLIST

ORDINANCE NO. _____

An ordinance adding Section X.XXX (reserved) to Chapter 176 to the Los Angeles Administrative Code to create the Downtown Community Benefit Trust Fund for the receipt and use of Downtown Community Benefit Fee monies.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section X. Chapter 176 of the Administrative Code is added to read as follows:

SECTION. X.1. PURPOSE

The Downtown Community Benefit Fee (Downtown CBF) is collected to fund public amenities, programs, and services that benefit disadvantaged communities within the Downtown Community Plan Area and the areas within its 1.5-mile radius. The goal of the Downtown Community Benefit Fee is to direct all monies collected to the Downtown Community Benefit Trust Fund (CBTF).

SECTION. X.2. SCOPE

1. This ordinance implements the Downtown CBTF, as defined herein, and as permitted by Section II - VI of the Downtown Community Plan Implementation Overlay District (Downtown CPIO).
2. This ordinance establishes standards, requirements, and approval procedures for the payment of fees towards the Downtown CBTF.
3. This ordinance establishes the standards, requirements, and approval procedures for allocating the Downtown CBTF to qualifying community benefits.

SECTION. X.3. DEFINITIONS

The following terms, whenever used in this article, shall apply only to the Downtown CBTF procedures in this article and shall be defined as set forth below. Other terms used in this article shall have the meanings set forth in Chapter 1A, or the Downtown CPIO, if defined there.

Applicant shall mean individual/group/agency who has submitted a proposal for a Downtown Community Benefit Project for consideration to receive funding allocation from the Downtown CBTF.

Community Based Organization shall mean a nonprofit organization, such as a 501c3, that is representative of a community or significant segments of a community engaged in

meeting human, educational, occupational, environmental, or housing public health, community needs or offer other needed social services. Organizations can include neighborhood groups and organizations, community action agencies, community development corporations.

Downtown Community Benefit Area shall mean the Downtown Community Plan Area and the area within its 1.5-mile radius. Any uniform site of contiguous ownership that is partially within a 1.5-mile radius of the Downtown Community Plan Area, shall be considered part of the Downtown Community Benefit Area.

Downtown Community Benefit Fee shall mean that dollar sum established by the application of the fee set forth in Section X.5 below.

Downtown Community Benefit Trust Fund shall mean a certain interest-bearing Trust Account administered by the City Clerk's Office designated as Downtown Community Benefit Fund, from which funds may be distributed as set forth in this ordinance.

Downtown Community Benefit Project shall mean public amenities, programs or services, pursuant to Section X.9, Eligible Community Benefits, below.

Low-income Micro-entrepreneur shall mean a business owner with less than \$2.5M in gross receipts; has an annual household income lower than the "Low-income" category as defined by the Los Angeles Housing and Community Investment Department (HCID); and has no more than 50 employees/shareholders.

Primary Mobility Hub shall mean indoor useable space of a minimum of 1,000 square feet, is free of any barriers to access, is offered rent-free to Mobility Hub operators for a period of 15 years, receives approval from LADOT's Mobility Hub Project Manager and meets the requirements of transit agencies such as LADOT for Mobility Hubs as identified below:

- Direct public entrance from the adjacent Primary or Side street
- Public access to electricity with a minimum of one electrical outlet on each wall
- No administrative fees may be charged to the operator
- Accessibility to staff for operations and maintenance

Satellite Mobility Hub. shall mean a hub that supports Primary Mobility Hubs and offers one or two modes of transportation that connects to the larger transportation network. These may be outdoors, on public right-of-way or on private property, and must meet LADOT's description of Satellite Mobility Hubs and approval of LADOT's Mobility Hub Project Manager.

Organized Tenant Group shall mean a group of tenants who have formed a nonprofit corporation or organization, or cooperative corporation, that represents the interest of at

least a majority of the tenants in the housing development, whose purpose includes the acquisition of a housing development. Such groups can include but are not limited to tenants associations and tenants unions.

Resiliency Center shall mean an area or building designed for free public use as temporary shelters or relief centers, for immediate emergency situations and during future disasters and climate events, including, but not limited to, exceptional heat and cold, heavy rainfalls, earthquakes, wildfires, and unhealthy air quality, which are easily accessible to people experiencing homelessness, youth, seniors, people with disabilities, and other residents at-risk during emergency and climate events. Resiliency centers should include free internet access, outlets for emergency cell phone and computer batteries; free and adequate seating, space to provide disaster relief services and distribute emergency supplies, bathroom facilities, clean potable water, and have a dedicated space that can operate independently from the main electrical system of the larger complex. The independent system must have an onsite power system capable of reliably sustaining operations, defined as emergency heating and cooling capability, refrigeration of temperature-sensitive medicines, and emergency lighting, during an extended outage.

Sidewalk Vendor Commissary Kitchen shall mean a Commissary Kitchen, pursuant to Chapter 1A Article 3, is approved by the Los Angeles County Department of Public Health to accommodate all operations necessary to service mobile food facilities and is made available exclusively to sidewalk vendors whose annual household income is lower than the "Low-income" category as defined by the Los Angeles Housing and Community Investment Department (HCID).

Small Legacy Business shall mean a privately-owned corporation, cooperative, non-profit, social enterprise, or other entity that serves the neighborhood in which it is located by providing culturally relevant needed goods or services for local low-income residents, is not franchised or affiliated with a national chain, and meets at least four of the following six standards:

- (i) has been in continuous operation in the Downtown Community Benefit Area for at least 20 years with no break in its operations exceeding two years
- (ii) has no more than 50 employees/shareholders
- (iii) the business has contributed to the neighborhood's history and/or the identity of a particular neighborhood or community.
- (iv) the business includes employees that can serve multi-lingual members of the community
- (v) Accepts government issued assistance such as EBT
- (vi) Pays employees a living wage per the City's Living Wage Ordinance

SECTION. X.5. DOWNTOWN COMMUNITY BENEFITS FEE

A. Applicability

Projects located within Subarea A delineated in the Downtown CPIO that meet the requirements described in Section II-VI of the Downtown CPIO, and seeking additional floor area up to the subject site's Bonus Maximum FAR, may pay a fee to the Downtown CBTF, pursuant to the provisions of Sections X.5.B and X.5.C below.

B. Fee Rate

The fee payable to the Downtown CBTF shall be determined by the City as follows:

- a. A project shall pay \$50 per square feet for every additional Bonus floor area up to the subject site's Bonus Maximum FAR, provided the project meets the requirements set forth in Section II-VI of the Downtown CPIO.
- b. All Community Benefit Fee payments shall be collected pursuant to Section. X.5 of this ordinance and deposited into a Downtown CBTF prior to the issuance of an Administrative Clearance or other approval consistent with the Downtown CPIO.

C. Annual Indexing

The Fee shall be periodically increased (or decreased) as follows:

- a. The Fee rates listed above shall be increased (or decreased) as of July 1 of each year by the amount of the percent increase (or decrease) in the Engineering News-Record ("ENR") Building Cost Index for Los Angeles, or other comparable City Building Cost Index as determined by the Department of City Planning.
- b. If the Department of City Planning determines that the City's Building Cost Index does not adequately reflect the actual increase in costs, then the Department of City Planning shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures for purposes of this Section. Upon receipt of a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Downtown Community Benefits Fee under this Section X.5.C.

SECTION. X.6. DOWNTOWN COMMUNITY BENEFIT TRUST FUND

A. OVERSIGHT COMMITTEE

A Downtown Community Benefit Fund Oversight Committee (Oversight Committee) shall be established under this ordinance, and shall make recommendations for the

appropriate disbursement of the Downtown Community Benefit Trust Fund (Downtown CBTF).

The composition of membership shall be as follows:

- One member from each of the following City groups:
 - The Mayor's Office
 - The City Administrative Officer
 - Office of the Chief Legislative Analyst
 - Department of City Planning
 - Housing and Community Investment Department (HCID)
- A total of seven public members shall serve on the Oversight Committee.
 - One public member shall be appointed by each Council District within the Downtown Community Plan Area (Council Districts 1, 9, and 14) and shall serve as representative stakeholders from the Downtown Community Plan Area.
 - One public member shall be appointed by the Mayor's Office and shall serve as a representative stakeholder from the Downtown Community Plan Area.
 - Three public members shall apply to be selected to serve as representatives from inside or within 1.5 miles of the Downtown Community Plan Area boundary. Public members must include representation of residents of Downtown's multiple neighborhoods and residents affected by the affordable housing and eviction crisis, these representatives will be known as lived experience appointees.
 - The criteria and the process for the appointment and selection of public members shall be established in the Downtown Community Benefit Fund Oversight Committee By-laws.

The terms, meeting schedules, training program, and other roles and responsibilities of the Oversight Committee shall be established in the Downtown Community Benefit Fund Oversight Committee By-laws.

B. PROCESS FOR FUND DISBURSEMENT

The Oversight Committee shall recommend funding appropriations from the Downtown CBTF, in accordance with Section XX (reserved) of the Los Angeles Administrative Code and comply with the following:

- (i) Funds shall be disbursed within five years after receipt; and
- (ii) Any Community Benefit approved for receiving funding appropriations shall meet standards set forth in Section X.9 of this Ordinance

This Chief Legislative Analyst shall convene the Downtown Community Benefit Oversight Committee within six months of receipt of funds.

The Oversight Committee shall recommend approval, approval with conditions or disapproval of the proposed Community Benefit with the recommendation to be based solely upon the degree that the Community Benefit complies with the findings and conditions set forth in Sections X.7 and X.8 below.

C. MEETINGS:

All Oversight Committee meetings shall be open to the public and comply with the Ralph M. Brown Act (Government Code sections 54950-54963).

SECTION. X.7. FINDINGS

The Oversight Committee shall include written findings in support of their recommendation to approve and allocate funding for a proposed Downtown Community Benefit Project. In order to recommend approval to the City Council, pursuant to this subsection, the Oversight Committee must find that:

- i. The proposed Community Benefit Project is in conformance with the Downtown Community Plan and any other relevant policy documents previously adopted by the Commission and/or the City Council.
- ii. The proposed Community Benefit Project is an Eligible Community Benefit as identified in Section X.9 of this ordinance, below.
- iii. The proposed Community Benefit Project serves a need or service that is not adequately available within 0.5 miles of the receiver site.
- iv. The proposed Community Benefit Project is located in the Downtown Community Plan Area or within its 1.5-mile radius. A Community Benefit Project within the Downtown Community Plan Area shall be prioritized over others within the eligible area radius outside of the Plan Area.
- v. The proposed Community Benefit Project is located in an area with a higher "Population Characteristics Percentile" score, as indicated in the CalEnviroScreen, in comparison to other Community Benefit Projects submitting requests for funding in that disbursement period. (In the event this score is not available, the proposed Community Benefit Project located in an area with lower Educational Attainment, higher Housing Cost Burden, higher Linguistic Isolation, higher Poverty, and higher Unemployment scores as

identified in the most recent American Community Survey data by the US Census Bureau, shall receive priority).

SECTION. X.8. CONDITIONS OF APPROVAL

The Oversight Committee shall include the following written Conditions of Approval, as applicable, in order to approve and recommend funding for a proposed Downtown Community Benefit Project:

1. Any entity receiving the Fund shall expend the Fund received within three years pursuant to the process established in the Downtown Community Benefit Fund Oversight Committee By-laws.
2. Any entity receiving the Fund for taking ownership of At-Risk Affordable Units pursuant to Sections X.9.1.b and X.9.1.c shall record an affordability covenant guaranteeing affordability to Deeply Low, Extremely Low, Very Low, or Low in a manner consistent with LAMC Chapter 1A 9.2.H.1.
3. Any entity receiving the Fund for taking ownership of At-Risk Affordable Units pursuant to Sections X.9.1.b and X.9.1.c shall in no circumstances evict existing tenants from existing units. If existing tenants do not meet the income restriction above, the unit shall not be income restricted until the unit is vacant.
4. A Small Legacy Business receiving the Fund shall maintain the physical features or traditions that define the business, including craft, culinary, or art forms.
5. Any Community Benefit Project that includes public right-of-way improvements shall receive approval from the Los Angeles (LADOT) Department of Transportation and Department of Public Works.

The Oversight Committee may require additional conditions for approval, as it deems necessary to accomplish the purposes and objectives of the Downtown Community Benefit Fee ordinance.

SECTION. X.9. ELIGIBLE COMMUNITY BENEFITS

Community Benefits that are eligible to receive funding from the Downtown CBTF are as follows:

1. Programs to support affordable housing
 - a. Land acquisition for the purposes of establishing permanent, community-controlled affordable housing by organizations such as Community Land Trusts or other similar groups.

- b. Acquisition of buildings in default or facing expiring affordability covenants in the next 10 years in order preserve housing affordability. Qualifying applicants include but are not limited to: owners of the said project; developers; non-profit organizations; Organized Tenant Groups; Community Based Organizations; or the Los Angeles Housing and Community Investment Department (HCID).
 - c. Time extension for buildings facing expiring affordability covenants in the next 10 years. Qualifying applicants include but are not limited to: non-profit organizations; owners of the said project; developers; Organized Tenant Groups; Community Based Organizations; or the Los Angeles Housing and Community Investment Department (HCID).
 - d. Construction of new 100% affordable housing projects, permanent supportive housing projects or temporary shelters for people experiencing homelessness.
 - e. Construction of housing projects including Accessory Dwelling Units (ADU's) that serve as Restricted Affordable Units as defined by HCID.

- 2. Programs to support small legacy and community-serving businesses
 - a. Rent subsidies to provide below-market rent to community-serving Small Legacy Businesses, with priority for businesses owned by an individual or individuals with annual household incomes of "Moderate-Income" category or lower as defined by the Los Angeles Housing and Community Investment Department (HCID).
 - b. Grants for Low-income Micro-entrepreneurs working in the Downtown Community Plan Area or within its 1.5-mile radius.
 - c. Subsidies to facilitate creation of Sidewalk Vendor Commissaries.

- 3. Design and procurement of sidewalk vending carts for donation to sidewalk vendors whose annual household income is lower than the "Low-income" category as defined by the Los Angeles Housing and Community Investment Department (HCID) and working in the Downtown Community Plan Area Area. Vending carts shall comply with the regulations of the City of Los Angeles Sidewalk Vending Program, including the Los Angeles County Department of Public Health regulations for food vending.

- 4. Construction of new permanent or temporary Resiliency Centers or conversion of existing buildings or structures to serve as Resiliency Centers. During non-emergency, Resiliency Centers may serve other uses identified in Section X.9.5 below.

- 5. Amenities to serve people who are experiencing homelessness, including, but not limited to, amenities such as hygiene stations, drinking water fountains, shade structures, free electronic device charging stations, no-fee ATMs, free high-quality wireless internet, and libraries that lend out laptops, tablets, and other internet-ready devices.

- 6. Mobility and Street Improvements limited to the following:
 - a. Projects that enhance safety and/or connectivity for people walking, bicycling, and accessing transit.

- b. Transit supportive infrastructure, such as: access improvements to transit stations (new entrances to above-ground rail stations or portals to underground rail stations, where technically feasible); enhanced bus stops and shelters; protected bike lanes; sidewalks and crosswalk improvements; and other infrastructure that provides key connections to the transit system. On-site and off-site infrastructure should be developed in close coordination with Metro, LADOT, and Public Works.
- c. Programs that will be identified in the Los Angeles Department of Transportation (LADOT)'s Downtown Los Angeles Mobility Investment Plan (DTLA MIP) for the Downtown Community Plan Area.
- d. Mobility Hubs (Primary or Secondary) as specified by the Los Angeles Department of Transportation (LADOT)

7. Parks and Open space

- a. Additions and improvements to existing public parks.
- b. Operations and maintenance of existing public parks.
- c. Funds towards land acquisition and/or capital costs for the creation of new public parks, community gardens, play areas, pocket parks, plazas, walkways, or other types of public open spaces.

Sec. 12. Severability. If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this ordinance, which can be implemented without the invalid provisions and, to this end, the provisions of this ordinance are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Sec. 13. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

Date _____

By _____

File No. _____

Director of Planning

The Clerk of the City of Los Angeles hereby certifies that the foregoing ordinance was passed by the Council of the City of Los Angeles.

Date _____

CITY CLERK

Ordinance Passed _____

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted.

MAYOR

VINCENT P. Bertoni, AICP

Approved _____

Appendix P

City Planning Commission Recommended Draft of New Zoning Code

Chapter 1A

City of Los Angeles **ZONING CODE**

Proposed Draft



**LOS ANGELES
CITY PLANNING**
Community Planning

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ARTICLE 1.
**INTRODUCTORY
PROVISIONS**

PREFACE

This Chapter 1A of the Los Angeles Municipal Code serves as the new Zoning Code, a comprehensive update of the City's zoning system. The new Zoning Code will be applied incrementally on a geographic basis through the update of the City's Community Plans. In drafting the revised plans, the new zoning tools provided in this Chapter 1A will be applied to properties within each Community Plan area.

Eventually, Chapter 1A will supercede and serve as the only Zoning Code for Los Angeles. However in the interim, until all the Community Plans have been updated and properties remapped using the new zoning system, properties in Community Plan areas not yet updated will be regulated by the provisions of the Zoning Code found in existing *LAMC Chapter 1 (General Provisions and Zoning)*. Only when the entire City has been rezoned using the new zoning in this Chapter 1A will *LAMC Chapter 1 (General Provisions and Zoning)* be removed from the Los Angeles Municipal Code.

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DIV. 1.1. GENERAL MUNICIPAL CODE PROVISIONS

See Article 1. (General Provisions) of Chapter 1 (General Provisions and Zoning) of the LAMC.

DIV. 1.2. MUNICIPAL CODE ADMINISTRATIVE CITATIONS

See Article 1.2. (Administrative Citations) of Chapter 1 (General Provisions and Zoning) of the LAMC.

DIV. 1.3. ORIENTATION

Article 1 (Introductory Provisions) provides general standards that apply to each zone and incorporate all subsequent components of this Zoning Code (Chapter 1A).

SEC. 1.3.1. ZONE STRING

The combination of zoning districts applied to a lot including, Form District, Frontage District, Development Standards District, Use District, and Density District.

A. Zone String Brackets

1. A zone is comprised of the following districts, as established in Sec. 1.4.2. (Zoning Map):



2. In order to regulate the built environment and activities allowed on property, as provided for in this Zoning Code (Chapter 1A), land is designated with the districts listed in Sec. 1.3.1.B. (Zoning Districts) for zoning purposes. The zone of a lot is separated into two or more bracket sets [] in order to reinforce the separation of the built environment from the types of activities as two distinct and interchangeable permissions on a lot. The first bracket set contains the zoning districts that determine the built environment, and the second bracket set contains the zoning districts that determine the types of activities on a lot. Although the districts that make up the zone string may refer to, or have standards that are tied to, other districts in the zone string, each district in the string is independent, and the various districts are combined in response to the variety of planning needs found throughout the City.

B. Zoning Districts

All zoning districts that compose a zone string including Form District, Frontage District, Development Standards Districts, Use Districts, and Density Districts.



1. *Article 2 (Form)* regulates the placement, scale, and intensity of buildings and structures on a lot in order to ensure building forms are compatible with their context and to promote projects that support community goals.
2. *Article 3 (Frontage)* regulates the portions of a lot and exterior building facades that impact the public realm. Frontage Districts help ensure that projects respond to the public realm in a contextually appropriate manner. Districts range from minimal standards for Warehouse Frontages to a robust set of standards for Shopfront Frontages which require projects to support a high-quality public realm that is active, comfortable, safe, and visually interesting, with strong connections between the public realm and uses inside buildings.
3. *Article 4 (Development Standards)* regulates site design, including location and characteristics of access, parking, landscape, and other site features. Development Standards Districts consist of a combination of regulations that are appropriate to a variety of contexts such as city centers, suburban neighborhoods, and rural hillsides.
4. *Article 5 (Use)* establishes Use Districts, Use Standards, and Use Definitions in order to regulate the activities on a lot and to mitigate any potential impacts within a lot and on surrounding property as a result of those activities.
5. *Article 6 (Density)* establishes Density Districts, a mechanism to regulate the number of household dwelling units or efficiency dwelling units permitted on a lot, otherwise known as density. Density Districts allow for a wide variety of zoning approaches to housing.

C. Specific Plans & Supplemental Districts

Article 8 (Specific Plans, Supplemental & Special Districts) establishes additional regulations may be applied through the use of Specific Plans (*Div. 8.1.*) and Supplemental Districts (*Div. 8.2.*). These are represented in a third bracket set of the zone string, and separated by a hyphen (-) when more than one is applied. For further details, see *Sec. 1.5.2.A.3. (Specific Plans & Supplemental Districts)*.

D. Special Districts

Article 8 (Specific Plans, Supplemental & Special Districts) establishes unique zone designations that serve, where applied, in lieu of zoning districts, Specific Plans, and Supplemental Districts, through the use of Special Districts (*Div. 8.3.*) in order to respond to unique conditions that may

not lend themselves to the regulations established in this Zoning Code (Chapter 1A). For further details, see *Sec. 1.5.2.A.4. (Special Districts)*.

SEC. 1.3.2. NON-ZONE STRING ARTICLES

In addition to the zoning district articles, other articles in the Zoning Code (Chapter 1A) include:

- A. *Article 7 (Alternate Typologies)*, which governs instances where the desired physical form for a specific type of development is prohibited by the zoning applied to a lot. The zoning districts established in this Zoning Code (Chapter 1A) recognize that, in general, the physical form of development need not be determined by its use. There are certain cases, however, in which the physical form that development takes is directly tied to a specific use or activity. In those cases, *Article 7 (Alternate Typologies)* outlines a series of regulatory solutions that overrides specific regulations otherwise addressed by zoning districts applied to a lot. Each Alternate Typology establishes eligibility parameters for each option, and what metrics it supersedes from the applicable zoning districts.
- B. *Article 9 (Public Benefit Systems)* details procedures for implementing State density bonus provisions to increase the production of affordable housing, as well as other programs to facilitate the provision of public benefits to communities in the vicinity of new development in the City, consistent with the General Plan and other housing-related policies.
- C. *Article 10 (Streets & Parks)* provides standards for the development of streets and parks.
- D. *Article 11 (Division of Land)* details specifications for the division of land, in accordance with the Subdivision Map Act.
- E. *Article 12 (Nonconformities)* provides relief from the requirements of this Zoning Code (Chapter 1A) for existing lots, buildings and structures, and uses that conformed to the zoning regulations, if any, at the time they were lawfully established, but do not conform to current district standards or use permissions.
- F. *Article 13 (Administration)* provides the procedures for various approvals under this Zoning Code (Chapter 1A) and *LAMC Chapter 1 (General Provisions and Zoning)*. This is the only Article in this Zoning Code (Chapter 1A) that applies to both Chapters.
- G. *Article 14 (General Rules)*, includes general rules that apply to development, as well as defining glossary terms with specific meaning in this Zoning Code (Chapter 1A).
- H. *Article 15 (Fees)* details the fees required for various approvals.

SEC. 1.3.3. **HOW TO USE THIS ZONING CODE**

A. **Introduction**

Become acquainted with the rights for existing development and applications submitted, but not approved, prior to the adoption of this Zoning Code (Chapter 1A), as well as the Zoning Code Maps that establish applicable planning policy objectives.

B. **Applicability**

1. Identify applicability standards relating to territory, nonconforming status, and occupancy based on the applied zone string. For projects with an entitlement application that was deemed complete prior to the effective date of this Zoning Code (Chapter 1A), vested rights, and continuance, see *Sec. 1.3.4. (Successional Rights)*.
2. This Zoning Code (Chapter 1A) also includes Emergency Provisions (Div. 1.6.) which are established in order to protect the public welfare. These Emergency Provision provide a streamlined method for consideration of applications for temporary use approvals and other land use approvals , and may supercede the requirements of the rest of the Zoning Code (Chapter 1A) during an emergency, such as fire, storm, severe earthquake, civil disturbance, or other disaster declared by the Governor.

C. **Interpretation**

Develop an understanding of the legal interpretation of this document and its relationship to other legal documents applicable to the State of California. Review any applicable interpretations of this Zoning Code (Chapter 1A) made by the Zoning Administrator in accordance with *Sec. 13A.1.7.D.2. (Zoning Administrator Interpretation)*.

D. **City Policies**

Gain familiarity with the City's General Plan, Community Plans, and any other policy documents pertaining to planning, land use, and urban design, to create the basis of understanding for more specific applications in the following Articles of this Zoning Code (Chapter 1A).

DIV. 1.4. **INTRODUCTORY PROVISIONS**

SEC. 1.4.1. **OPENING PROVISIONS**

A. **Title**

This document is the Zoning Code of the City of Los Angeles, and is referred to or cited throughout the document as "this Zoning Code (Chapter 1A)." This Chapter 1A is a part of the Los Angeles Municipal Code, which is referred to or cited as "LAMC" throughout this document.

B. **Intent**

This Zoning Code (Chapter 1A) regulates the development and use of property to achieve the following objectives:

1. Preserve, protect, and promote the public health, safety, and general welfare of residents and businesses in the City of Los Angeles.
2. Implement the goals and policies of officially adopted plans and policy documents, including the City's General Plan, Community Plans, and any other policy documents pertaining to planning, land use, and urban design.
3. Provide zoning options that realize a wide variety of community visions established in plans throughout the City.
4. Provide clear standards and consistent procedures for appropriate and effective public involvement in land use and development decisions.
5. Ensure transparency and fairness through consistent interpretation of development regulations.
6. Promote equitably, environmentally, and economically sustainable construction and land development practices.
7. Ensure compatible transitions of use, building scale, and height between existing and new development.
8. Provide building form and site design standards that address the public aspects of private development and how building form, placement, and uses contribute to the safety and quality of the public realm.
9. Promote sustainable building, site, and landscape design practices that advance the livability, function, and beauty of Los Angeles.
10. Provide opportunities for a diverse range of housing options.
11. Provide standards for a variety of development patterns that emphasize connectivity between mobility networks.

SEC. 1.4.2. APPLICABILITY OF THIS ZONING CODE

A. Territorial Applicability

1. This Zoning Code (Chapter 1A) refers only to the omission or commission of acts within the territorial limits of the City and that territory outside of this City over which the City has jurisdiction or control by virtue of the Constitution, Charter or any law, or by reason of ownership or control of property.
2. With the exception of *Article 13 (Administration)*, this Zoning Code (Chapter 1A) applies only to projects located on lots with zone designations established in this Zoning Code (Chapter 1A), and does not apply to those lots zoned with districts established *LAMC Chapter 1. (General Provisions and Zoning)*.
3. *Article 13 (Administration)* applies to all land use and development in the City, including lots zoned with districts established in this Zoning Code (Chapter 1A) and lots where *LAMC Chapter 1. (General Provisions and Zoning)* is still in effect.
4. *LAMC Chapter 1 (General Provisions and Zoning)* does not apply to those areas in which this Zoning Code (Chapter 1A) is applicable, unless expressly stated in this Zoning Code (Chapter 1A).

B. Required Conformance

1. All buildings, structures, or land, in whole or in part, shall be used or occupied in conformance with this Zoning Code (Chapter 1A).
2. Any Project Activity, as outlined in *Sec. 14.1.17. (Project Activities)*, in whole or in part, shall be done so in conformance with this Zoning Code (Chapter 1A).
3. The provisions of this Zoning Code (Chapter 1A) apply to all buildings, structures, or land owned, operated or controlled by any person, corporation, or to the extent permitted by law, governmental agency.
4. In the event that any provision of this Zoning Code (Chapter 1A) conflicts with *LAMC Chapter 5, Article 7 (Fire Code)*, then *LAMC Chapter 5, Article 7 (Fire Code)* shall prevail.

C. Certificate Of Occupancy

No vacant land shall be occupied or used, except for agricultural uses as established in *Sec. 5C.1.9. (Agricultural Uses)* and as permitted by the applied Use District, and no building erected or structurally altered shall be occupied or used, until a certificate of occupancy shall have been issued by the Department of Building and Safety.

1. Certificate of Occupancy for a Building

- a. A certificate of occupancy for a new building or structure, addition, renovation, or modification of an existing building shall be applied for coincident with the application for a building permit. The certificate of occupancy shall be issued after the request for it has

been made in writing to the Department of Building and Safety after the erection, addition or modification of the building or part of the building has been completed in conformity with the provisions of these regulations. Pending the issuance of a regular certificate, a temporary certificate of occupancy may be issued by the Superintendent of Building for a period not to exceed six months, during the completion of modifications or during partial occupancy of a building pending its completion. Such temporary certificate shall not be construed as in any way altering the respective rights, duties, or obligations of the owners or of the City relating to the use or occupancy of the premises or any other matter covered by this Zoning Code (Chapter 1A), and such temporary certificate shall not be issued except under such restrictions and provisions as will adequately insure the safety of the occupants.

- b. No excavation for any building shall be started before application has been made for a certificate of occupancy.

2. **Certificate of Occupancy for Off-Site Parking, Alleys, Loading Zones, & Residential Planned Developments**

- a. Whenever the automobile parking stalls which are required for a building by the provisions of this Zoning Code (Chapter 1A), are provided on a lot other than the one on which the building is located, the certificate of occupancy for said building shall be valid only while such parking stalls are being so maintained and shall bear a notation to that effect. Said certificate shall be kept posted in a conspicuous place in the building. The Superintendent of Building shall keep a record of each lot on which required automobile parking stalls are provided for a building located on another lot, and whenever the Superintendent of Building finds that such automobile parking stalls are no longer so maintained, the Superintendent of Building shall notify the persons having custody of the building of that fact. If at any time such automobile parking stalls are not being maintained, the certificate of occupancy shall automatically be canceled and said building shall not thereafter be occupied or used until the required automobile parking stalls are again provided and a new certificate is issued.
- b. Whenever a lot abutting a public alley in a Commercial or Commercial-Mixed Use District is developed and used solely for dwelling purposes with no more than 20 dwelling units on the lot and no loading space is provided, the certificate of occupancy for any building thereon shall be valid only while all the buildings on said lot are maintained for said use and the certificate shall bear a notation to that effect. If at any time any of the buildings on said lot are structurally altered or enlarged, or the use thereof is changed to a hospital, hotel, institution, commercial or industrial purposes, or a dwelling so as to exceed 20 dwelling units on the lot, the certificate shall automatically be canceled and none of the buildings on said lot shall thereafter be occupied or used until the required loading space is provided and a new certificate is issued.

- c. Wherever authority is granted to permit the sale of a lot in a residential planned development contingent upon the possession of an interest in common areas and facilities which are appurtenant to said lot, the Certificate of Occupancy for buildings on said lot shall be valid only while said interest is held by the owner. Said interest may be through shares of stock or voting membership in an owners association.

3. **Certificate of Occupancy for Land**

A certificate of occupancy for the use of vacant land or a change in the character of the use of land, including the construction of tennis or paddle tennis courts, shall be applied for before any such land shall be occupied or used for any purpose except that of tilling the soil for the purposes of plant cultivation, as established in *Sec. 5C.1.9.B. (Plant Cultivation)*. A certificate of occupancy shall be issued after the application has been made, provided such use is in conformity with the provisions of this Zoning Code (Chapter 1A).

4. **Certificate of Occupancy - Contents**

The certificate of occupancy shall state that the building or proposed use of a building or land conforms to the provisions of this Zoning Code (Chapter 1A). A record of all certificates shall be kept on file in the office of the Superintendent of Building, and copies shall be furnished, on request, to any person having a proprietary or tenancy interest in the building or land affected.

5. **Plats**

All applications for a certificate of occupancy shall be made on a form to be furnished by the Superintendent of Building, and shall contain accurate information and dimensions as to the size and location of the lot, the size and location of the buildings or structures on the lot, the dimensions of all yards and open spaces, and such other information as may be necessary to provide for the enforcement of these regulations. Where complete and accurate information is not readily available from existing records, the Superintendent of Building may require the applicant to furnish a survey of the lot prepared by a licensed surveyor. The applications and plats shall be kept in the office of the Superintendent of Building, and the duplicate copy shall be kept at the building at all times during construction.

6. **Recorded Agreements**

Whenever a recorded agreement(s) is required as part of the approval of a project as a prerequisite to the issuance of the required building permit or certificate of occupancy, the owner(s) of said lot(s) shall record an agreement in the Office of the County Recorder of Los Angeles County, California, as a covenant running with the land for the benefit of the City of Los Angeles, providing that such owner or owners shall continue to maintain conformance with such agreement(s) so long as the building or use they are intended to serve is maintained.

D. Interpretation

1. Control Over Less Restrictive Laws and Regulations

Unless otherwise stated, if any condition or requirement imposed by this Zoning Code (Chapter 1A) is more restrictive than a condition or requirement imposed by any other City law, rule or regulation of any kind, the more restrictive condition or requirement governs.

2. State & Federal Law

This Zoning Code (Chapter 1A) shall comply with State and Federal law.

3. Text and Graphics

Illustrations, graphics, and photographs are included in this Zoning Code (Chapter 1A) only to assist users in understanding the intent and requirement of the text. In the event that a conflict occurs between the text of this Zoning Code (Chapter 1A) and any illustrations, graphics, or photographs, the text shall prevail.

4. Effect of Heading

See *LAMC Chapter 1, Section 11.00.(f) (Heading, Effect of)*.

5. References to Other Laws, Requirements, Chapters, and Codes

- a. In addition to the provisions of *LAMC Chapter 1, Section 11.05. (Effect of Renumbering or Redesignation of Provisions or Sections in Statutes or Codes of the State of California Which Are Referred to in the Los Angeles Municipal Code)*, whenever a provision of this Zoning Code (Chapter 1A) refers to any other part of the Chapter or to any other law, the reference will be deemed to apply to any subsequent amendment of that law.
- b. References within this Zoning Code (Chapter 1A) to requirements of other City or government agencies or Chapters of the LAMC, as well as other local, State, and Federal codes are provided for informational purposes and are not intended to be comprehensive or to provide exemption from any additional applicable regulations from other City or government agencies or Sections of the LAMC not explicitly referenced in this Zoning Code (Chapter 1A).

6. Defined Terms

Defined terms within this Zoning Code (Chapter 1A) are underlined with a dotted line and will be located in *Div. 14.2. (Glossary)*.

E. Effect of Adoption on Past Actions and Obligations

See *LAMC Chapter 1, Section 11.00.(d) (Effect of Code on Past Actions and Obligations Previously Accrued)*.

F. Inconsistent Permit or License

See LAMC Chapter 1, Section 11.02. (Inconsistent Permits and Licenses).

G. Public Utilities and Public Services

The provisions of this Zoning Code (Chapter 1A) shall not be so construed as to limit or interfere with the construction, installation, operation and maintenance for public utility purposes, of water and gas pipes, mains and conduits, electric light and electric power transmission and distribution lines, telephone and telegraph lines, oil pipelines, sewers and sewer mains, and incidental appurtenances.

SEC. 14.3. SEVERABILITY

See LAMC Chapter 1, Section 11.00.(k) (Validity of Code).

SEC. 14.4. SUCCESSIONAL RIGHTS

Any project with an entitlement application in the table below that was deemed complete prior to the effective date of this Zoning Code (Chapter 1A) may continue to use the zoning that was in effect at the time of application, provided that approvals are granted and used within the time limits established in Sec. 13A.2.7. (Scope of Decision). The project will be subject to any subsequent amendments to LAMC Chapter 1. (General Provisions and Zoning) unless the application has been vested (Sec. 14.5.).

SUCCESSIONAL RIGHTS REFERENCE TABLE	
Entitlement	Reference
General Plan Adoption/Amendment	Sec. 13B.1.1.
Specific Plan Adoption/Amendment	Sec. 13B.1.2.
Zone Change	Sec. 13B.1.4.
Class 3 Conditional Use Permit	Sec. 13B.2.3.
Project Review	Sec. 13B.2.4.
Tentative Tract Map	Sec. 13B.7.3.
Final Tract Map	Sec. 13B.7.4.
Preliminary Parcel Map	Sec. 13B.7.5.
Final Parcel Map	Sec. 13B.7.5.
Project Compliance	Sec. 13B.4.2.
Project Compliance (Design Review Board)	Sec. 13B.4.3.
Project Adjustment	Sec. 13B.4.4.
Project Exception	Sec. 13B.4.5.
Certificate of Appropriateness (Construction, Addition, Modification, or Reconstruction)	Sec. 13B.8.5.
Certificate of Appropriateness (Demolition, Removal, or Relocation)	Sec. 13B.8.6.
Certificate of Compatibility for Non-Contributing Elements	Sec. 13B.8.7.
Coastal Development Permit (Pre-Certification)	Sec. 13B.9.1.
Coastal Development Permit (Post-Certification)	Sec. 13B.9.2.

SUCCESSIONAL RIGHTS REFERENCE TABLE	
Entitlement	Reference
Transfer of Floor Area Rights	LAMC Chapter 1, Article 4.5
Design Overlay Plan Approval	LAMC Chapter 1, Section 13.08.
Density Bonus Program	LAMC Chapter 1, Section 12.22.A.25.
Transit Oriented Communities Incentive Program	LAMC Chapter 1, Section 12.22.A.31.

- A. When applicable, modifications of the entitlements outlined above may be granted, provided that approvals are granted and are effectuated and utilized within the time limits established in Sec. 13A.2.7. (*Scope of Decision*).
- B. Any project that cannot be effectuated and utilized within the time limits established in Sec. 13A.2.7. (*Scope of Decision*) shall proceed in accordance with the regulations of this Zoning Code (Chapter 1A).

SEC. 1.4.5. VESTED RIGHTS

Any project with an approved entitlement listed in the table below may be considered vested - see the specific Section cross-referenced in the Table for additional vesting details.

VESTED RIGHTS REFERENCE TABLE	
Entitlement	Section
Vesting Zone Change	Sec. 13B.1.4.I.
Vesting Conditional Use Permit, Class 2	Sec. 13B.2.2.I.
Vesting Conditional Use Permit, Class 3	Sec. 13B.2.3.I.
Vesting Tentative Map	Sec. 13B.7.3.I.
Vesting Parcel Map	Sec. 13B.7.5.I.
Vesting Development Plan	Sec. 13B.10.1.B.2.

SEC. 1.4.6. CONTINUANCE OF EXISTING DEVELOPMENT

Existing lots, site improvements, buildings and structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current district standards or use permissions, are allowed to continue the existing use, and conduct maintenance and repair as well as minor renovation. Where further changes are proposed, see *Article 12 (Nonconformities)*.

DIV. 1.5. **ZONING CODE MAPS**

SEC. 1.5.1. **GENERAL**

A. **Intent**

The land use and development regulations outlined in this Zoning Code (Chapter 1A) provide responsive zoning solutions to many planning policy objectives. Typically, these provisions apply in a geographically-specific manner through mapped zoning districts, Specific Plans, Supplemental Districts, Special Districts, and other types of land designations. This collection of public right-of-way and parcel-specific maps is referred to as the Zoning Code Maps. Zoning Code Maps enable the City to effectively coordinate the application of regulations by establishing zoning districts, Specific Plans, Supplemental Districts, or other land designations through which geographic planning objectives can be addressed and further enhance the regulatory tools provided by this Zoning Code (Chapter 1A).

B. **Maintenance and Access**

1. **Adoption and Maintenance of Zoning Code Maps**

Zoning Code Maps shall be created pursuant to *Sec. 13B.1.3. (Zoning Code Amendment)* and amended as established for each Zoning Code Map.

a. **Zoning Code Maps**

The maps established in Division 1.5. (Zoning Code Maps), maintained by the Los Angeles Department of City Planning, published as layers of digital files that are part of its Geographic Information Systems database, shall:

- i. Delineate the boundaries of the various zoning districts, Specific Plans, Supplemental Districts, Special Districts, and other types of land designations through which regulations in this Zoning Code (Chapter 1A) are made applicable.
- ii. Include all matters, notations, and representations.
- iii. Be adopted and approved, incorporated herein and made a part hereof, and collectively constitute the official Zoning Code Maps.

b. **Record of Changes**

All changes to Zoning Code Maps shall be made by updating the digital file for each change with the date of the change. All amendments to official Zoning Code Maps shall be maintained by the Department, and made available to the public. Zoning Code Maps shall be marked pursuant to a system of identification established by the Department of City Planning.

c. Scale of Map

Zoning Code Maps shall be maintained in the City's adopted datum, maintained by the Department of Public Works, Bureau of Engineering. Where a boundary is not a street, alley or lot line, or where property indicated on the Zoning Code Map is not subdivided into lots and blocks, the boundary on the Zoning Code Map is determined by the scale and projection contained on the map and any metadata included as part of the Geographic Information Systems database file.

d. Land Base Dataset

The Department of Public Works, Bureau of Engineering is responsible for reviewing identifying, and updating the City's public and private land records, and establishes and maintains the City's land base dataset used by the Department of City Planning. The Department of City Planning shall make the necessary adjustment to the Zoning Code Maps as updates to the land base dataset are issued.

e. Annexations

If the City's jurisdiction is amended, changes in the Zoning Code Map shall be identified by updating the Geographic Information Systems database file with the date of the change.

2. Accessing Zoning Code Maps

Zoning Code Maps can be accessed electronically through the Department of City Planning's Zoning Information and Map Access System (ZIMAS), or on the Zoning Code Maps in the Department's Map Gallery on the Department website. Hard copies of Zoning Code Maps can be made available by visiting one of the Department of City Planning's Development Services Centers and making a reproduction request with payment of any applicable fees.

SEC. 1.5.2. ZONING MAP

A. Applicability

1. Zoning Districts

In order to regulate the use and development of property, as provided for in this Zoning Code (Chapter 1A), land is designated with the following districts for zoning purposes. The zone of a lot is separated into two or more bracket sets [] in order to reinforce the separation of the built environment from the types of activities as two distinct and interchangeable permissions on a lot. The first bracket set contains the zoning districts that determine the built environment, and the second bracket set contains the zoning districts that determine the types of activities on a lot. Although the zoning districts may refer or have standards that are tied to other districts, each is independent and are combined in response to the variety of planning needs found throughout the City.

[Form – Frontage – Standards] [Use – Density]

- a. Form Districts are outlined in *Article 2*.
- b. Frontage Districts are outlined in *Article 3*.
- c. Development Standards Districts are outlined in *Article 4*.
- d. Use Districts are outlined in *Article 5*.
- e. Density Districts are outlined in *Article 6*.

2. Alternate Typologies

The zoning districts established in this Zoning Code (Chapter 1A) recognize that, in general, the physical form of development need not be determined by its use. There are certain cases, however, in which the physical form that development takes is directly tied to a specific use or activity. In those cases, *Article 7 (Alternate Typologies)* outlines a series of regulatory solutions that overrides specific regulations otherwise addressed by zoning districts applied to a lot. Each Alternate Typology establishes eligibility parameters for each option, and what metrics it supersedes from the applicable zoning districts.

3. Specific Plans & Supplemental Districts

In addition to the provisions of *Sec. 1.4.2.A.1. (Zoning Districts)* above, additional regulations may be applied as outlined in *Div. 8.1. (Specific Plans)* and *Div. 8.2. (Supplemental Districts)*. These are represented in a third bracket set of the zoning using the acronym "SP" for Specific Plans or the acronyms established for the respective Supplemental District. The third bracket set may include multiple Specific Plans or Supplemental Districts separated by a hyphen (-).

4. Special Districts

- a. In order to achieve Specific Planning objectives in designated areas having unique characteristics, Special Districts may replace the zoning in *Sec. 1.4.2.A.1. (Zoning Districts)* and Supplemental Districts in *Sec. 1.4.2.A.3. (Specific Plans & Supplemental Districts)* established above. Special Districts respond to unique conditions and stipulate land use and development requirements or incentives tailored to distinctive qualities that may not lend themselves to the regulations established in this Zoning Code (Chapter 1A), except as outlined within each Special District.
- b. The Special Districts outlined *Div. 8.3. (Special Districts)* shall serve as the designated zone, in lieu of zoning districts, Specific Plans, and Supplemental Districts, where applied.

5. Zoning of Annexed or Unzoned Land

- a. All land or territory annexed to the City after the effective date of this Zoning Code (Chapter 1A) is automatically classified [HV3-DF1-1][RG1-1L] unless the City Council specifically determines otherwise.

- b. The City Council may establish specific zoning by ordinance for land or territory to be annexed. The zoning ordinance may be adopted concurrently with the annexation. Unless the specific zoning is established by ordinance, the Zoning Map shall be amended to indicate the land or territory annexed as [HV3-DF1-1][RG1-1L] without additional proceedings.
- c. Any land or territory in the City not indicated on the Zoning Map as being in any zone will be construed as being classified in the most restrictive zone that exists on an adjacent lot on the same side of the street, or a lot on the opposite side of the street or highway of the subject land or territory, and the Zoning Map shall be amended to indicate that zone without additional proceedings.

B. Boundaries

1. Street, Alley or Lot Lines

Zone boundaries occur at street, alley, or lot lines unless otherwise shown on the Zoning Map, using the land base dataset, and where the indicated boundaries on the Zoning Map are approximately a street, alley or lot line, the street, alley or lot line are the boundaries of the zone.

2. Street or Public Right-of-Way

- a. A street, alley, railroad or railway right-of-way, watercourse, channel, or body of water included on the Zoning Map shall, unless otherwise indicated, be included within the zone boundaries of the adjoining property on either side of the street, alley, railroad or railway right-of-way, watercourse, channel or body of water.
- b. Where the street, alley, public right-of-way, watercourse, channel, or body of water serves as a boundary between two or more different zones, a line midway in the street, alley, public right-of-way, watercourse, channel, or body of water, and extending in the general direction of its long dimension is the boundary between zones.

3. Vacated Street or Alley

- a. In the event a dedicated street or alley shown on the Zoning Map is vacated, the property formerly in the street or alley shall be included within the zone of the adjoining property on either side of the vacated street or alley.
- b. In the event the street or alley was a zone boundary between two or more different zones, the new zone boundary is the former centerline of the vacated street or alley.

C. Amendments

1. Zone Changes

a. Process

At the direction of City Council, pursuant to *Sec. 13B.1.4. (Zone Change)*, the Director of Planning is authorized to revise the Zoning Map. At the direction of City Council for the adoption of a Specific Plan, pursuant to *Sec. 13B.1.2. (Specific Plan Adoption/Amendment)*, the Director of Planning is authorized to revise the Zoning Map. No unauthorized person may alter or modify the Zoning Map.

2. Zone Boundary Adjustments

a. Process

Whenever public necessity, convenience, general welfare or good zoning practice justifies the action, the Director of Planning may approve, conditionally approve, or deny a zone boundary adjustment, pursuant to *Sec. 13B.5.2. (Adjustment)*, and make minor adjustments to the location of a zone boundary to carry out the intent of this Section when:

- i. Property as shown on the Zoning Map has been divided or approved for division into parcels or lots and blocks by a final parcel or tract map, and the parcel or lot and block arrangement does not conform to that anticipated when the zone boundaries were established;
- ii. Property was redivided or approved for subdivision by a final parcel or tract map action into a different arrangement of lots and blocks than indicated on the Zoning Map; or
- iii. Where uncertainty exists in applying the provisions of this Subdivision or where revision is necessary to correct dimensional or mapping errors, the Director of Planning may determine the location of the zone boundary.

b. Limitation

Zone boundary adjustments permitted pursuant to this Subdivision are limited to a distance of no more than 50 feet. When the adjustment is requested prior to recordation, the Director of Planning's decision does not become effective until after the parcel map or final tract map has been recorded with the Office of the County Recorder.

c. Dedications

The Director of Planning may require that the abutting streets, alleys, or highways be dedicated and improved in conformance with the standards for improvement of streets, alleys, and highways, if it is determined that traffic on the abutting streets, alleys or highways will be increased or impeded as a result of the zone boundary adjustment. An offer to dedicate or filing of a bond in conformance with *Sec. 10.1.4. (Dedication)*

Procedure) and *Sec. 10.1.5. (Improvement Procedure)* may be construed as compliance with these requirements.

d. **Zoning Map**

The Zoning Map shall conform with the Director of Planning's decision after the conditions are imposed, if any.

SEC. 1.5.3. **PRIMARY STREET MAP**

A. **Applicability**

Each lot shall have at least one primary street lot line based on a set of criteria established in Sec. 14A.1.12.C. (*Primary Street Lot Line*). However, a side street lot line may be re-designated into a primary street lot line when the adjacent public right-of-way has been established as a primary street on the Primary Street Map.

B. **Boundaries**

The Primary Street Map is composed of street segments made up of a line midway in the street, alley, railroad or railway right-of-way, watercourse, channel, or body of water, and extending in the general direction of its longest dimension between each intersection of each midway in the street, alley, railroad or railway right-of-way, watercourse, channel, or body of water.

C. **Amendments**

At the direction of City Council pursuant to Sec. 13B.1.3. (*Zoning Code Amendment*), the Director of Planning is authorized to revise the Primary Street Map. No unauthorized person may alter or modify the Primary Street Map.

SEC. 1.5.4. **LOCAL AFFORDABLE HOUSING INCENTIVE MAP**

A. **Applicability**

The Local Affordable Housing Incentive Map identifies lots that are eligible to participate in the affordable housing incentive program established in Sec. 9.3.2. (*Local Affordable Housing Incentive Program*), as well as which Local Incentive Program Set the individual lots are required to utilize.

B. **Boundaries**

Any lot designated, using the Department of Public Works, Bureau of Engineering land base dataset, as eligible for the affordable housing program in Sec. 9.3.2. (*Local Affordable Housing Incentive Program*) by providing restricted affordable units as required by the applied local incentive program set. The Local Affordable Housing Incentive Map will also establish the automobile parking incentive for which a housing development project is eligible.

1. **Local Incentive Program Set**

An eligible lot shall be designated with one of the local incentive program sets established in Sec. 9.3.2.B.1. (*Local Incentive Program Sets*).

2. **Automobile Parking Incentive**

An eligible lot shall be designated with one of the automobile parking incentives established in Sec. 9.3.2.C.6. (*Automobile Parking*).

C. Amendments

At the direction of City Council, pursuant to *Sec. 13B.1.3. (Zoning Code Amendment)*, the Director of Planning is authorized to revise the Local Affordable Housing Incentive Map. No unauthorized person may alter or modify the Local Affordable Housing Incentive Map.

SEC. 1.5.5. TARGETED PLANTING MAP

A. Applicability

Lots identified as being within an identified planting area, as established in *Sec. 1.4.5.B. (Boundaries)*, on the Targeted Planting Map shall comply with the corresponding planting requirements in a separate regulatory document named "Department of City Planning - Targeted Planting Lists" (Targeted Planting Lists) as established by the Director of Planning.

B. Boundaries

Any land designated, using the Department of Public Works, Bureau of Engineering land base dataset, as any of the following planting area designations in the Targeted Planting Map.

1. River Planting Area

Plants in these areas, and outlined in this category in the Targeted Planting List, shall be limited to:

- a. Native plants that occur naturally in a given geographic area, which can be trees, flowers, grasses, or any other plants, included in the California Native Plant Library.
- b. Species included in the Watershed Wise Plant List published by the Council for Watershed Health.
- c. Species included in the Los Angeles County River Master Plan's Landscaping Guidelines and plant palettes comprised primarily of native plants suitable for a riparian habitat.

2. Filtration Planting Area

Trees planted in these areas, and outlined in this category in the Targeted Planting List, shall be low in water use, low in biogenic emissions, high in carbon and particulate matter filtration qualities and retain foliage for more than six months of the year.

C. Amendments

At the direction of City Council pursuant to *Sec. 13B.1.3. (Zoning Code Amendment)*, the Director of Planning is authorized to revise the Targeted Planting Map. No unauthorized person may alter or modify the Targeted Planting Map.

SEC. 1.5.6. HILLSIDE AREA MAP

A. Applicability

The Hillside Area Map identifies lots with topographical features subject to additional regulations intended to address the specific nature of hillside development. These additional regulations are outlined in this Zoning Code (Chapter 1A) and are applicable by reference to this Zoning Code Map.

B. Boundaries

Any land designated, using the Department of Public Works, Bureau of Engineering land base dataset, as Hillside Area as shown in the shaded portion of the Hillside Area Map.

C. Amendments

At the direction of City Council pursuant to *Sec. 13B.1.3. (Zoning Code Amendment)*, the Director of Planning is authorized to revise the Hillside Area Map. No unauthorized person may alter or modify the Hillside Area Map.

SEC. 1.5.7. COASTAL ZONE MAP

A. Applicability

The Coastal Zone Map is the land and water area boundaries established by the State Legislature as defined in the Coastal Zone definition in *California Public Resources Code, Division 20 (California Coastal Act), Section 30103*. This map is intended to facilitate the implementation of the applicable provisions of the California Coastal Act.

B. Boundaries

1. Coastal Zone

The Coastal Zone shall mean land and water area within the City specified on maps prepared by the California Coastal Commission pursuant to *California Public Resources Code Sec. 30103, 30103.5, and 30166*, copies of which are on file with the Department of City Planning and the Office of City Engineer. Such Coastal Zone extends seaward to the City's outer limit of jurisdiction, and generally extends inland 1000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone extends inland 1000 yards.

2. Calvo Exclusion Area

The Calvo Exclusion Area shall mean land within the City as specified on maps prepared by the California Coastal Commission, copies of which are on file with the Department of City Planning.

C. Amendments

This map is intended to reflect the most current Coastal Zone and Calvo Exclusion Area boundaries provided by the California Coastal Commission in order to implement the applicable provisions of *California Public Resources Code, Division 20 (California Coastal Act)*. The Coastal Zone Map will be updated as Coastal Zone and Calvo Exclusion Area boundaries are updated and published by the California Coastal Commission.

SEC. 15.8. SPECIAL LOT LINE MAP

A. Applicability

The Special Lot Line Map identifies any lot lines subject to zoning district provisions that apply to special lot lines that require specific identification, as established in *Sec. 14.1.12.E. (Special Lot Line)*.

B. Boundaries

The Special Lot Line Map is composed of line segments, based on lot lines established in the Department of Public Works, Bureau of Engineering land base dataset, designated as any of the following types of special lot lines.

1. River Special Lot Line

A lot line which is adjacent to, or in the general vicinity of, a river, where buildings need to provide a strong and active presence along the river.

C. Amendments

At the direction of City Council, pursuant to *Sec. 13B.1.3. (Zoning Code Amendment)*, the Director of Planning is authorized to revise the Special Lot Line Map. No unauthorized person may alter or modify the Special Lot Line Map.

DIV. 1.6. **EMERGENCY PROVISIONS**

SEC. 1.6.1. **LOCAL EMERGENCY TEMPORARY REGULATIONS**

A. **Declaration of Intent**

It is the intent and objective of Division 1.6. (Emergency Provisions) to establish reasonable and uniform regulations to protect the public welfare and to provide a streamlined method for consideration of applications for temporary use approvals and other land use approvals in an emergency, such as fire, storm, severe earthquake, civil disturbance, or other disaster declared by the Governor.

B. **Long-Term Temporary Uses**

1. **Authority of the Zoning Administrator**

- a. Regardless of any other provision of this Zoning Code (Chapter 1A) to the contrary, the Zoning Administrator has the authority to approve the use of a lot in any zone for the temporary use of property which will aid in the immediate restoration of an area adversely impacted by a severe fire, storm, earthquake, similar natural disaster, or a civil or military disturbance, and declared by the Governor as an emergency area if the Zoning Administrator finds:
 - i. That the nature and short duration of the proposed temporary use assures that the proposed use will not be materially detrimental to the character of development in the immediate neighborhood;
 - ii. That the proposed use will not adversely affect the implementation of the General Plan or any applicable Specific Plan; and
 - iii. That the proposed use will contribute in a positive fashion to the reconstruction and recovery of areas adversely impacted during the emergency.
- b. In making a determination pursuant to this Section, the Zoning Administrator shall balance the public interest and benefit to be derived from the proposed temporary use against the degree, significance of, and temporary nature of the inconvenience to be caused in the area where the temporary use is located. The Zoning Administrator may promulgate regulations and guidelines as are necessary and proper to administer the provisions of Division 1.6. (Emergency Provisions).

2. **Conditions of Approval**

- a. In approving the location of any temporary use, the Zoning Administrator may impose conditions as the Zoning Administrator deems necessary to protect the peaceful and quiet enjoyment of nearby properties. The Zoning Administrator will also require the posting of a completion bond, or other guarantee satisfactory to the Zoning Administrator, to cover the cost of the removal of any improvements made to a lot or cleaning of the lot after termination of the temporary authorized use.

- b. Furthermore, the Zoning Administrator will require termination of the temporary use within one year from the date of the approval of the temporary use, the removal of all temporary improvements on the lot, and the restoration of the lot to a permitted use within a reasonable period of time determined by the Zoning Administrator. Approval of any application for a temporary use does not result in any vested or nonconforming rights to carry on the temporary use after the term authorized.
- c. The automobile parking design and improvement provisions of *Sec. 4C.4.3. (Parking Area Design)* and *Sec. 4C.4.4. (Parking Lot Design)* and the yard requirements of this Zoning Code (Chapter 1A) do not apply to temporary permits for public parking in the Residential Use Districts. However, in approving permits, the Zoning Administrator may impose those conditions as the Zoning Administrator deems necessary to protect the peaceful and quiet enjoyment of the subject and nearby properties.

3. Revocation

- a. The Zoning Administrator may suspend or revoke any temporary use approval, if the Zoning Administrator determines that the temporary use bears no significant relation to the reconstruction and recovery of areas adversely impacted by the emergency, or that the conditions imposed on any temporary use approval have not been complied with, or that an unreasonable level of interference with the peaceful enjoyment of neighboring properties is created by the conduct of any authorized activity.
- b. Prior to the revocation of a temporary use approval, the Zoning Administrator shall give written notice to the record owner or lessee to appear within 5 days, or less if justified by a threat to public health and safety, at a time and place fixed by the Zoning Administrator and show cause why the temporary use approval should not be revoked or why further conditions should not be imposed.
- c. A determination of the Zoning Administrator pursuant to this Subsection may be appealed to the Area Planning Commission on a form prescribed by the Department of City Planning in accordance with the procedures described in this Section.

4. Other Permits and Licenses

Division 1.6. (Emergency Provisions) does not, except as stated here, modify or affect in any way the duty of any applicant to obtain any other permit or license which may be required under any other provision of this Zoning Code (Chapter 1A) or State law.

5. Application

- a. An application to allow any temporary use referred to in Division 1.6. (Emergency Provisions) shall be filed with the Department of City Planning upon forms and accompanied by data as the Department of City Planning may require.

- b. The application may be filed by an owner or a lessee and shall be verified by the applicant attesting to the truth and correctness of all facts and information presented with, or contained in the application and shall also be signed by the owner of record of any lot where the proposed temporary use will be located.
- c. A copy of any application so filed shall be transmitted by the Department of City Planning to the Council Member of the district in which the proposed use would be located and to the Department of Transportation for their information.

6. **Notice and Hearing**

- a. Upon the filing of a complete application, the Zoning Administrator shall set the matter for public hearing. Notice of the time, place, and intent of the hearing shall be given by mailing a written notice at least 14 days prior to the date of the hearing to the applicant, to the owner of the subject property, to adjoining and abutting property owners, and to property owners directly across the street or alley from the subject property.
- b. An application for a temporary use shall be set for public hearing unless the Zoning Administrator makes written findings, attached to the file involved, that the requested temporary use:
 - i. Will not have a significant effect on adjoining properties or on the immediate neighborhood; or
 - ii. Is not likely to evoke public controversy.

7. **Time Limit**

The Zoning Administrator shall make a determination within 30 days from the filing of a complete application. This time limit may be extended by mutual written consent of the applicant and Zoning Administrator.

8. **Fee**

An application for an approval pursuant to this Section does not require any filing fee.

9. **Decisions by the Zoning Administrator**

Decisions by the Zoning Administrator shall be supported by written findings of fact based upon written or oral statements and documents presented to the Zoning Administrator, which may include photographs, maps and plans, together with the results of the Zoning Administrator's investigations. Upon making a decision, the Zoning Administrator shall mail a copy of the written findings and decisions to the applicant, and to the other persons who were required to be notified under *Sec. 1.5.1.B.6. (Notice and Hearing)*.

10. **Decision Effective and Appeal**

The decision of the Zoning Administrator is final, unless appealed, after an elapsed period of 10 days from the date of mailing a copy of the written findings and decision to the applicant.

During this period, any person aggrieved by the decision may file a written appeal to the Area Planning Commission. The appeals shall set forth specifically the points at issue, the reasons for the appeal, and how the appellant believes there was an error or abuse of discretion by the Zoning Administrator. No fee will be charged for this appeal.

11. Failure to Act

If the Zoning Administrator fails to make a decision on a temporary land use application within the time limit specified in *Sec. 1.5.1.B.7. (Time Limit)*, then the applicant may file a request in the Office of Zoning Administration for a transfer of jurisdiction to the Area Planning Commission and for a decision by the Area Planning Commission on the original application. In that case, the Zoning Administrator will lose jurisdiction and the Area Planning Commission shall assume jurisdiction, provided, however, that the matter may be remanded to the Zoning Administrator or the Area Planning Commission may accept the applicant's request for withdrawal of the transfer of jurisdiction. In either case, the Zoning Administrator will regain jurisdiction for the time and purpose specified by the Area Planning Commission.

12. Transfer of Jurisdiction

When considering any matter transferred to its jurisdiction pursuant to *Sec. 1.5.1.C. (Special Provisions for Other Proceedings)* because of the failure of the Zoning Administrator to act, the Area Planning Commission shall make its decision within 30 days after the request to transfer jurisdiction is filed. All decisions become final on the date of mailing a copy of the Area Planning Commission's decision to the applicant.

13. Record on Appeal

Within five days of receipt of the filing of an appeal, the case file of the Zoning Administrator appealed, and the appeal shall be delivered to the Area Planning Commission. At any time prior to the action by the Area Planning Commission on the appeal, the Zoning Administrator may submit supplementary pertinent information as the Zoning Administrator deems necessary or as may be requested by the Area Planning Commission.

14. Appeal Hearing Date-Notice

Upon receipt of the appeal, the matter shall be set for an Area Planning Commission hearing and notice shall be given by mail of the time, place and purpose of the hearing to the appellant, to the applicant, to the owner or owners of the property involved, to the Zoning Administrator and to any other interested party who has requested in writing to be so notified. This notice shall be in writing and mailed at least five days prior to the hearing.

15. Appeal Hearing Date-Continuance

Upon the date set for the hearing, the Area Planning Commission will hear the appeal, unless, for cause, the Area Planning Commission shall on that date continue the matter. No notice of continuance need be given if the order to continue is announced at the time for which the hearing was set.

16. Area Planning Commission Decision

- a. When considering an appeal from an action by the Zoning Administrator, the Area Planning Commission shall make its decision within 15 days (in the case of a revocation, within 10 days) after the expiration of the appeal period, or within an extended period of time as may be mutually agreed upon in writing by the applicant and the Area Planning Commission. The Area Planning Commission shall base its decision only upon:
 - i. Evidence introduced at the hearing, or hearings, if any, before the Zoning Administrator, on the issue;
 - ii. The record, findings and determination of the Zoning Administrator; and
 - iii. The consideration of arguments, if any, presented to the Area Planning Commission orally or in writing.
- b. If an applicant or aggrieved person wishes to offer into the proceedings any new evidence in connection with the matter, a written summary of that evidence, together with a statement as to why that evidence could not reasonably have been presented to the Zoning Administrator shall be filed with the Area Planning Commission prior to the hearing. If the Area Planning Commission fails to act on any appeal within the time limit specified in the Subsection, the determination of the Zoning Administrator is final.
- c. The Area Planning Commission may modify or reverse the ruling, decision or determination appealed from only upon making findings indicating how the action of the Zoning Administrator was in error or constituted an abuse of discretion and shall make specific findings supporting any modification or reversal. The decision of the Area Planning Commission is final as of the date of its determination on the matter. After making a decision, a copy of the findings and determination shall be placed on file in the Department of City Planning and a copy of the determination shall be furnished to the applicant, the appellant, and the Department of Building and Safety.

C. Special Provisions For Other Proceedings

1. Regardless of any provision of this Zoning Code (Chapter 1A) or any other ordinance to the contrary, with respect to those uses, buildings and lots destroyed or damaged in connection with a declared emergency, and in the area covered by the declaration of emergency, the following exceptions apply:
 - a. Payment of all Department of City Planning and Zoning Administrator fees may be deferred until the applicant seeks any certificate of occupancy.
 - b. For applications relating to new actions pursuant to *Div. 13B.2. (Quasi-Judicial Review)*, *Sec. 13B.4.5. (Project Exception)*, *Article 12 (Nonconformities)*, and *Sec. 13B.5.3. (Variance)*, any project permits pursuant to moratorium ordinances or interim control ordinances, and any revocation or modification proceedings:

- i. If the law otherwise requires or authorizes a public hearing, the matter shall be set for public hearing unless the Zoning Administrator, the Area Planning Commission, the City Planning Commission, or Director of Planning, makes written findings, attached to the file involved, that the matter:
 - a) Will not have a significant effect on adjoining properties or on the immediate neighborhood; or
 - b) Is not likely to evoke public controversy.
 - ii. Provided, however, that no hearing will be waived in any proceeding involving:
 - a) Alcohol Sales, On-Site Consumption
 - b) Alcohol Sales, Off-Site Consumption
 - c) Swap Meets
 - d) Gun Sales
 - e) Alternative Financial Services
 - f) Vehicle Repair, Light
 - g) Vehicle Repair, Heavy
 - iii. When a matter is set for public hearing, written notice of the hearing shall be given to the applicant, the owner or owners of the property involved, and to the owners of all property within and outside of the City within 500 feet of the property involved.
- c. Payment of the Affordable Housing Linkage Fee pursuant to *LAMC Chapter 1, Section 19.18. (Affordable Housing Linkage Fee)*.

D. Restoration of Damaged or Destroyed Buildings

1. Nonconforming

- a. Regardless of any other provisions of Division 1.6. (Emergency Provisions) to the contrary, a building nonconforming as to use, yards, height, number of stories, lot area, floor area, density, loading space, parking, off-site signs, or other nonconforming provisions of this Zoning Code (Chapter 1A), which is damaged or destroyed as a result of the declared emergency may be repaired or reconstructed with the same nonconforming use, yards, height, number of stories, lot area, floor area, density, loading space, parking, or off-site signs as the original building. Provided, however, that repair or reconstruction shall be commenced within two years of the date of damage or destruction and completed within 2 years of obtaining a permit for reconstruction. Provided, further, that neither the footing nor any portion of the replacement building may encroach into any area planned for widening or extension of existing or future streets as determined by the Department of City Planning upon the recommendation of the City Engineer.

- b. The provisions of this Section supersede any interim control ordinances, interim plan revision ordinances, Specific Plans (excluding the *South Central Alcohol Beverage Specific Plan, Ord. No. 171,681*), Sec. 5C.1.1. (Project Review Thresholds), and the City's hillside regulations under *Article 4 (Development Standards)*, except for Fire Protection and Street Access standards. Regardless of any provision in this Section to the contrary, any existing provision of law regulating the issuance of building or demolition permits for buildings or structures currently with historical or cultural designations on the Federal, State, and City lists remain in full force and effect. All Historic Preservation Overlay Zones regulations continue in full force and effect with respect to the demolition, repair, and reconstruction of damaged or destroyed buildings or structures.
- c. For purposes of this Subsection, a building or structure may only be demolished and rebuilt to its non-conforming status, relative to the provisions of this Zoning Code (Chapter 1A), any interim control ordinances, interim plan revision ordinances, Specific Plans (excluding the *South Central Alcohol Beverage Specific Plan, Ord. No. 171,681*), and Sec. 5C.1.1. (Project Review Thresholds), and the City's hillside regulations under *Article 4 (Development Standards)*, except for those fire protection and street access standards), if the building or structure is either destroyed or damaged in the following manner:
 - i. Any portion of the building or structure is damaged by earthquake, wind, flood, fire, or other disaster, in such a manner that the structural strength or stability of the building or structure is appreciably less than it was before the catastrophe and is less than the minimum requirements of this Zoning Code (Chapter 1A) for a new building or structure of similar structure, purpose or location, as determined by the Department of Building and Safety; and
 - ii. The cost of repair would exceed 50% of the replacement cost of the building or structure, not including the value of the foundation system, as determined by the Department of Building and Safety.
- d. Nothing here will be interpreted as authorizing the continuation of a nonconforming use beyond the time limits set forth in *Article 12. (Nonconformities)* that were applicable to the lot prior to the events which necessitated the declaration of the emergency.
- e. If issues of interpretation relating to the above provisions arise, the Zoning Administrator is hereby authorized to resolve those issues in light of the scope and purposes of this Subsection.

2. Conditional Uses and Uses that Benefit the Public

- a. Uses authorized by a Conditional Use Permit pursuant *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, or *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, or other procedure in effect at the time of authorization of the approved Conditional Use Permit, are hereby granted an exemption from the requirements

of *Sec. 13B.5.4. (Review or Modification of Entitlement)*, provided that the structures containing these uses are rebuilt as they lawfully existed prior to their destruction, with the same building footprint and height.

- b. The following uses are considered to be of such importance and their expeditious replacement is of such value to the health and safety of the community that they are hereby granted an exemption from the requirements of *Sec. 13B.5.4. (Review or Modification of Entitlement)*, provided that the structures containing these uses are rebuilt as they lawfully existed prior to their destruction, with the same building footprint and height.
 - i. All Public and Institutional Uses
 - ii. Airports
 - iii. Day Care Facilities
 - iv. Medical Facilities, including Ambulance Services, Hospices, and Hospitals
- c. If issues of interpretation or administration relating to the above exemptions arise, the Director of Planning is authorized to resolve those issues in light of the scope and purposes of this Subsection.
- d. As an exception to *Sec. 1.5.1.D.1. (Nonconforming)*, the following uses are not exempt from the provisions of this Zoning Code (Chapter 1A), interim control ordinances, Specific Plans, and interim plan revision ordinances:
 - i. Alcohol Sales, On-Site Consumption
 - ii. Alcohol Sales, Off-Site Consumption
 - iii. Swap Meets
 - iv. Gun Sales
 - v. Alternative Financial Services
 - vi. Vehicle Repair, Light
 - vii. Vehicle Repair, Heavy

3. **Boulevard, Avenue, and Collector Street Dedication and Improvement**

- a. For any lot identified by the City as having sustained damage during and as a result of the situation causing the declared emergency, the issuance of a building permit for a new development on that lot does not require improvement of frontage for boulevards, avenues, and collector streets widening purposes under *Article 10 (Streets and Parks)*.

- b. Nothing here prevents a property owner from voluntarily improving the public right-of-way and undertaking public improvements which conform to the applicable sections of this Zoning Code (Chapter 1A).

4. Zoning Administrator Adjustments

- a. Regardless of any other provision of this Zoning Code (Chapter 1A), the Zoning Administrator may grant deviations of no more than 10% from the City's floor area, height, yard, parking, and loading space requirements for buildings and structures damaged or destroyed in an emergency declared by the Governor when the deviations are necessary to accommodate the requirements of the *Americans With Disabilities Act*, *Federal Fair Housing Amendments Act of 1988*, the *California Code of Regulations, Title 24*, provided the Zoning Administrator finds:
 - i. That the deviations are not likely to cause an undue burden on nearby streets or neighboring properties;
 - ii. That the grant is not likely to evoke public controversy; and
 - iii. That the development cannot feasibly be designed to meet the requisite disabled access standards without the deviations.
- b. Prior to acting on an application for a deviation, the Zoning Administrator shall give notice to all adjoining property owners and hold a public hearing. The Zoning Administrator may waive the public hearing if the Zoning Administrator makes the findings in *Sec. 1.5.1.C. (Special Provisions for Other Proceedings)*. The notice and procedures provided in *Sec. 1.5.1.B. (Long-Term Temporary Uses)* shall be followed for granting any deviation.

E. Critical Response Facilities

1. Authority of the Department of Building and Safety

Regardless of any other provision of this Zoning Code (Chapter 1A) to the contrary, the Department of Building and Safety will, during the first 6 months following the declaration of an emergency, have the authority to issue a temporary permit for the duration of the emergency, on any lot, regardless of zone, for any police, fire, emergency medical or emergency communications facility which will aid in the immediate restoration of an area adversely impacted by a severe fire, storm, earthquake, similar natural disaster, or a civil or military disturbance, and declared by the Governor as an emergency area, provided that the Department of Building and Safety maintains records of all temporary permits.

F. Short-Term Temporary Uses

1. Authority of the Department of Building and Safety

Regardless of any other provision of this Zoning Code (Chapter 1A), the Department of Building and Safety will, during the first 6 months following the declaration of an emergency, have the authority to issue a temporary 90-day permit on any lot, regardless of zone, for any

temporary use which will aid in the immediate restoration of an area adversely impacted by a severe fire, storm, earthquake, similar natural disaster, or a civil or military disturbance, and declared by the Governor as an emergency area, provided that the Department of Building and Safety maintains records of all temporary permits.

G. Activation and Termination

The provisions of Division 1.6. (Emergency Provisions) are applicable to a particular area upon the declaration of an emergency by the Governor relating to that area, pursuant to *California Government Code Title 2, Chapter 7, Division 1 (General)*. The provisions of Division 1.6. (Emergency Provisions) cease to be applicable to a particular area 2 years following the date of declaration of emergency, and for one additional year if an extension is approved by the City Council, provided, however, that the provisions of Division 1.6. (Emergency Provisions) are considered as still remaining in full force and effect thereafter for the intent of maintaining or defending any civil or criminal proceeding with respect to any right, liability or offense that may have arisen under the provisions of this Division during its operative period, or with respect to enforcing any condition of approval of the temporary permit. The City Council may also extend by resolution any other time limits in this Division for one additional year.

SEC. 1.6.2. EMERGENCY HOMELESS SHELTERS - CITY OWNED AND LEASED PROPERTY

- A. Regardless of any provisions of this Zoning Code (Chapter 1A) to the contrary, during any period for which the Mayor or the City Council have declared a shelter crisis within the meaning of *Government Code Sections 8698, et seq.*, a transitional shelter may be established and operated on property owned or leased by the City of Los Angeles in any zone as a matter of right regardless of the number of beds or number of persons served.
- B. Facilities used as a transitional shelter under this Section shall comply with the minimum building regulations set forth in *LAMC Chapter 9, Section 91.8605 (Emergency Homeless Shelters)*, as it is currently written or as it may be amended in the future, and are exempt from the requirements of the zoning districts.
- C. If the lot on which any such shelter is located does not have sufficient area to provide the number of parking stalls required by *Sec. 4C.4.1. (Automobile Parking Stalls)*, then the number of spaces required shall be the number for which adequate area exists. If insufficient area for any parking stalls exists on the lot, no spaces shall be required.

SEC. 1.6.3. EMERGENCY HOMELESS SHELTERS - CHARITABLE ORGANIZATIONS

- A. Regardless of any provisions of this Zoning Code (Chapter 1A) to the contrary, during any period for which the Mayor or the City Council have declared a shelter crisis within the meaning of *Government Code Sections 8698, et seq.*, a transitional shelter may be established and operated on a lot zoned with a Residential, Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use District regardless of the number of beds or number of persons served, or any applicable

Form District or Frontage Districts standards, if the transitional shelter is operated by a religious institution or a non-profit charitable organization and the transitional shelter is located on property owned or leased by that institution or organization.

- B.** Facilities used as a transitional shelter under this Section shall comply with the minimum building regulations set forth in *LAMC Chapter 9, Section 91.8605 (Emergency Homeless Shelters)*, as it is currently written or as it may be amended in the future, and are exempt from the requirements of the zoning districts.
- C.** If the lot on which any such transitional shelter is located does not have sufficient area to provide the number of parking stalls required by *Sec. 4C.4.1. (Automobile Parking Stalls)*, then the number of spaces required shall be the number for which adequate area exists. If insufficient area for any parking stalls exists on the lot, no spaces shall be required.
- D.** Unreinforced masonry or non-ductile concrete buildings shall not be used as shelters for the homeless.
- E.** Any provider establishing and operating a transitional shelter shall also comply with the following requirements:
 - 1.** Providers shall register with the City of Los Angeles by submitting Cold/Wet Weather Temporary Shelter Application online via the City's website (www.lacity.org); and
 - 2.** Providers shall comply with the Cold/Wet Weather Temporary Shelter requirements promulgated by the Los Angeles Fire Department's Fire Prevention and Public Safety Bureau; and
 - 3.** Providers shall provide written notification to the owners of properties abutting the subject property, as well as to any school located within 500 feet of the subject property, prior to operating a transitional shelter on the subject property.
 - 4.** Providers shall comply with all local, state, and federal requirements that apply to the permitted use of their property while operating a transitional shelter pursuant to this Section.

SEC. 1.6.4. TEMPORARY RESIDENCY IN RESIDENTIAL VEHICLE PENDING RECONSTRUCTION OF DISASTER-DESTROYED DWELLING

A. Use of Land Permit

Regardless of any other provision of this Zoning Code (Chapter 1A) to the contrary, the Department of Building and Safety may issue a use of land permit to any resident-owner of a single-unit dwelling destroyed by disaster to temporarily place and reside in a residential vehicle upon the subject property. Such use of land permit shall be limited to a period of 1 year from the date of the subject disaster, during which period a building permit for the reconstruction of the subject dwelling unit shall be obtained. When such a building permit is obtained, the use of land permit shall be valid for an additional period to total no more than 2 years from the date of the subject disaster or until the dwelling unit is complete, whichever occurs first. No other extension of time shall be granted for such use of land permit.

B. Fence Requirement

Where a residential vehicle is placed within a required yard, such residential vehicle shall be screened from public view by a fence constructed to the specifications of *California Existing Building Code Chapter 15, Sec. 3306. (Protection of Pedestrians)*, pursuant to *LAMC Chapter 9 (Building Regulations), Article 1.2. (Existing Building Code), Div. 15. (Construction Safeguards), Sec. 91.2.1500. (Basic Provisions)*; on corner lots, the restrictions of *LAMC Chapter 6 (Public Works and Property), Article 2 (Streets and Sidewalks), Section 62.200. (Street Intersections - Obstructions to Visibility)* shall also apply. Such fence shall be maintained in good condition and appearance.

C. Yard Area Requirements

Such residential vehicle shall observe 5-foot front, side, and rear setbacks and adequate access shall be assured to permit the removal of the residential vehicle after reconstruction of the disaster-destroyed dwelling unit.

D. Site Restoration

Within 30 days of the removal of the residential vehicle, all equipment and utilities accessory to such residential vehicle and any nonconforming fence constructed pursuant to this Section shall be removed and the site restored to permitted use and condition.

SEC. 1.6.5. **TEMPORARY REGULATORY RELIEF DURING A LOCAL EMERGENCY**

A. **Intent**

The intent of this Section is to provide land use regulatory relief from certain Zoning Code provisions during a declared local emergency. The regulatory relief, upon activation by the City Council, provides flexibility for businesses and property owners in the recovery from a local emergency by extending the time limitations for certain land use approvals and providing relief from certain automobile parking standards.

B. **Applicability**

The provisions of this Section may be invoked upon the adoption of a City Council resolution following the Mayor's declaration of emergency pursuant to local and State law, provided the resolution does not conflict with any Mayoral orders issued in relation to the declared local emergency.

1. **State Law and City Charter**

The provisions of this Section do not supersede State law or the Mayor's authority under the City of Los Angeles Charter and Los Angeles Administrative Code.

2. **Effective Dates**

Regardless of any other provisions of this Article to the contrary, the regulatory relief provided by this Section shall automatically terminate 12 months after the expiration or termination date of the relevant emergency declaration, or upon City Council's action by resolution to terminate earlier than that date. However, the City Council may, by resolution, extend the regulatory relief provided by this Section for up to an additional 24 months, thereby allowing the provisions to apply for a total of 36 months after the termination or expiration of the local emergency order. The City Council retains the discretion to terminate these provisions by resolution at any time after the expiration or termination of the local emergency order.

C. **Regulatory Relief**

Regardless of any provision of this Zoning Code, Zoning Administrator Interpretations of this Zoning Code, ordinance, or specific plan to the contrary, the following regulatory relief shall be granted to a qualifying project.

1. **Time Limitations**

a. **Extension of Time Limitations**

Regardless of the expiration periods set forth in *Sec. 13A.2.7. (Discretionary Project Approvals Time Limits)*, the expiration of a conditional use permit that was either approved or valid during the application of these provisions, shall be calculated by adding the term of the local emergency, plus up to an additional 12 months when the eligibility criteria

in Paragraph c. (Eligibility Criteria) below are met, to the term prescribed in *Sec. 13A.2.7. (Discretionary Project Approvals Time Limits)*.

i. Multiple Approvals

Regardless of the expiration periods set forth in *Sec. 13A.2.7. (Discretionary Project Approvals Time Limits)*, if an eligible conditional use or other quasi-judicial approval is part of a project that requires multiple Legislative and/or Quasi-judicial Approvals pursuant to *Sec. 13A.2.10. (Multiple Approvals)*, then the expiration period set forth in *Sec. 13A.2.7. (Discretionary Project Approvals Time Limits)* is extended by a term equivalent to the time period of the local emergency, plus up to an additional 12 months from the expiration of the local emergency for all approvals concurrently granted.

b. Extension of Term-Limited Grants

Regardless of any condition of approval that specifies an expiration date or term limit for a conditional use permit, where the expiration date occurs during the local emergency, that expiration date is automatically extended for the term of the local emergency, plus up to an additional 12 months when the criteria in Paragraph c. (Eligibility Criteria) below are met.

i. Multiple Approvals

Regardless of any other provision of this Zoning Code to the contrary, if an eligible conditional use permit is part of a project that requires multiple Legislative and/or Quasi-judicial Approvals pursuant to *Sec. 13A.2.10. (Multiple Approvals)* and any of the approvals include a condition with a separate expiration date or term limit, said expiration date shall be extended concurrently with the conditional use permit that meets the criteria in Paragraph c. (Eligibility Criteria) below.

c. Eligibility Criteria

i. Eligible Conditional Use Approvals

All uses approved by conditional use permit per the applicable Use District are eligible for the time extension, except for the following:

- a)** Conditional use permits related to resource extraction, manufacturing, heavy: petroleum and coal product manufacturing, or solid waste facility: hazardous waste are not eligible for the time extension within this Subdivision.
- b)** Businesses or properties that are or have been the subject of revocation proceedings, pursuant to *Sec. 13B.6.2. (Nuisance Abatement/Revocation)*, that resulted in corrective conditions or revocation are not eligible for a time extension.

ii. Application

In order to benefit from the relief provided by this Subdivision, the procedures enumerated in *Sec. 13B.3.1 (Administrative Review)* shall apply, and a fee, pursuant to *Sec. 19.01.J. (Extension of Time or Suspension of Time Limits for Planning and Zoning Matters) of Chapter 1 (General Provisions and Zoning) of the LAMC*, shall be paid in accordance with the procedures set forth by the Department of City Planning.

iii. Original Approval

The Director shall verify that the prior discretionary approval and existing environmental documentation under CEQA is adequate for the issuance of the extension.

iv. Notification

The applicant shall notify, in accordance with the procedures set forth by the Department of City Planning, the Los Angeles Police Department, the Department of Building and Safety, and the City Councilmember whose district includes any portion of the property as part of the application process for the extension of the time limits.

2. Automobile Parking Relief

a. Use Modifications

A use modification shall not trigger additional required automobile parking beyond that required by the existing approved use if all the following requirements are met. However, if the total parking required by *Div. 4C.4. (Automobile Parking)* for the new use is less than the number of parking spaces that exist on the lot, then the number of parking spaces may be reduced to the number of required parking spaces.

i. Requirements

- a)** The use modification is limited to a nonresidential use allowed by the applied Use District.
- b)** The building where the use modification is proposed has one of the following: a valid certificate of occupancy; temporary certificate of occupancy; or a building permit if the building predates the certificate of occupancy requirement. Those documents must have been issued prior to the declaration of the local emergency related to the City Council's resolution invoking this Section.
- c)** The automobile parking relief only applies to the first 5,000 square feet of floor area for any tenant space. Any floor area in excess of 5,000 square feet for the tenant space shall conform to the automobile parking requirements in *Div. 4C.4. (Automobile Parking)*, and any applicable specific plan, inclusive of any aggregate

floor area, including floor area sectioned from a separate tenant space that may have been previously eligible or approved for the automobile parking reduction allowed by this Subdivision.

- d) The creation of new floor area within the subject building, occurring during the period this Section is activated by City Council resolution, is limited to the area within the existing walls and existing roofline of the building.
- e) The use modification shall not result in a net loss of dwelling units.

ii. **Consistency**

The relief provided in this Subdivision is limited to the automobile parking provisions established in this Subdivision, and the project shall otherwise be consistent with this Zoning Code and the General Plan.

b. **Outdoor Dining**

Any new or expanded area used for outdoor dining, shall not require any automobile parking, and the maintenance of existing automobile parking shall not be required for any portion of the parking lot utilized for an approved outdoor dining area during the effective dates of this Section if the following requirements are met.

i. **Eligibility**

Only permitted eating and drinking establishments with verifiable indoor seating for on-premises dining are eligible for the relief provided within this Subdivision.

ii. **Consistency**

The relief provided in this Subdivision is limited to the automobile parking provisions enumerated herein, and the project shall otherwise be consistent with this Zoning Code and the General Plan.

iii. **Termination**

Whenever the provisions of this Section cease to apply, the automobile parking requirements that existed prior to the declaration of the local emergency shall be met, and any outdoor dining areas shall comply with the applicable requirements of this Zoning Code and any applicable specific plan.

c. **Existing Conditions of Approval**

Any existing condition of approval that requires valet automobile parking or off-site automobile parking is suspended and shall not be enforced during the effective dates of this Section, if all the following requirements are met.

i. Eligibility

Only the following entitlement approvals are eligible for this relief, and only if they were approved or active during the period that these provisions are invoked.

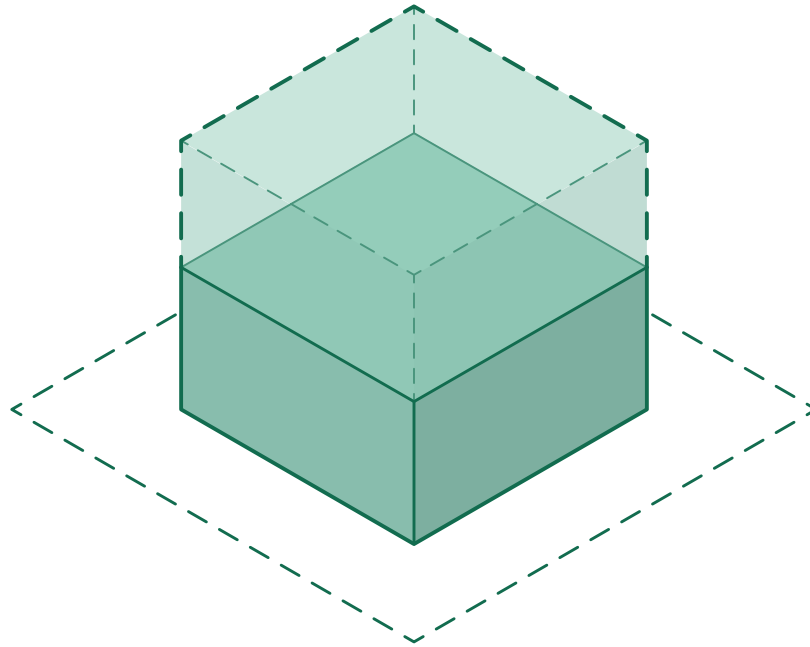
ELIGIBLE ENTITLEMENT APPROVALS	
Entitlement	Reference
Zone Change	Sec. 13B.1.4.
Class 1 Conditional Use Permit	Sec. 13B.2.1.
Class 2 Conditional Use Permit	Sec. 13B.2.2.
Class 3 Conditional Use Permit	Sec. 13B.2.3.
Project Adjustment	Sec. 13B.4.4.
Project Exception	Sec. 13B.4.5.
Adjustment	Sec. 13B.5.2.
Variance	Sec. 13B.5.3.

ii. Existing Covenant

The suspension of enforcement activity as a result of the invocation of the provisions of this Subdivision shall not be construed to terminate or void any recorded covenant documenting valet or off-site parking requirements.

iii. Termination

Whenever the provisions of this Section cease to apply, all conditions of approval and associated covenants shall be enforced and, if the conditions were never met, the applicant shall provide verification to the Department of City Planning, in accordance with procedures set forth by the Department of City Planning, within 90 days of the termination of the provisions of this Section.



ARTICLE 2. **FORM**

[**FORM** - FRONTAGE - STANDARDS] [USE - DENSITY]

Part 2A. **Introduction**

Part 2B. **Form Districts**

Part 2C. **Form Rules**

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PART 2A. INTRODUCTION

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DIV. 2A.1. **ORIENTATION**

SEC. 2A.1.1. **RELATIONSHIP TO ZONE STRING**

A zone string is composed of the following districts:



The Form District is a separate and independent component of each zone.

SEC. 2A.1.2. **HOW TO USE ARTICLE 2 (FORM)**

A. **Identify the Applied Form District**

The first component in a zone string identifies the Form District applied to a property.

B. **Form District Standards**

Form Districts standards are outlined in *Part 2B. (Form Districts)*. Each Form District page identifies the standards specific to that Form District.

C. **Interpreting Form District Standards**

Each standard on a Form District page in *Part 2B. (Form Districts)* provides a reference to *Part 2C. (Form Rules)* where the standard is explained in detail.

Form District Example:

Zone String

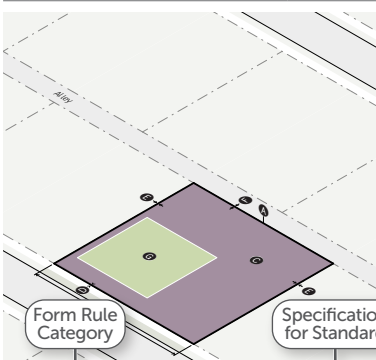
[**LM2** -MU2-5] [RG1-FA]

Find Your Applied Form District

Part 2B (Form Districts)

SEC. 2B.9.2. **LOW-RISE MEDIUM 2 (LM2)**

A. Lot Parameters

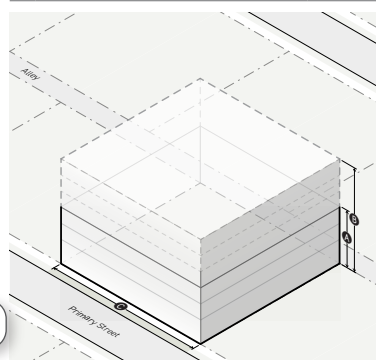


Form Rule Category

Specification for Standard

1. LOT SIZE	Div. 2C.1
Lot area (min)	2,500 sf
Lot width (min)	25'
2. COVERAGE	Div. 2C.2
Building coverage (max)	90%
Building setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special lot line (min)	0'
3. AMENITY	Div. 2C.3
Lot amenity space (min)	25%
Residential amenity space (min)	n/a

B. Bulk and Mass



1. FAR & HEIGHT	Div. 2C.4
Base FAR (max)	1.5
Base height in stories (max)	3
Bonus FAR	3.0
Bonus height in stories (max)	6
2. BUILDING MASS	Div. 2C.6
Building width (max)	100'
Building break (min)	15'

Form Standard → [A] Lot area (min)

Label on Graphic → [B] Lot width (min)

No Label on Graphic → [C] Side (min)

Link to Rules → [D] Lot amenity space (min)

Standard Not Applicable → [E] Residential amenity space (min)

Form Rule Category Not Applicable (Div. 2C.5.) → [F] Building width (max)

Learn More About Your Rules

Part 2C (Form Rules)

Form Rule Category

Form Standard → **DIV. 2C.6. BUILDING MASS**

SEC. 2C.6.1. BUILDING WIDTH

The maximum allowed width of any building or collection of buildings on a lot.

A. Intent

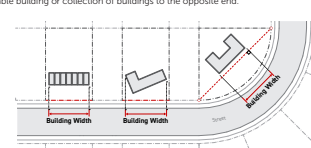
To promote fine-grained patterns of development and prevent long buildings that are significantly out of context with traditional patterns, by breaking wide buildings into multiple, clearly distinguished building widths and encourage larger projects to provide open space for pedestrians and recreation.

B. Applicability

- Building width requirements apply to all frontage lot line-facing buildings or structures on a lot.
- Building width requirements apply only to portions of buildings or structures located above the ground floor elevation.
- Building width requirements do not apply to exceptions listed in Sec. 2C.6.3.F (Exceptions).

C. Measurement

Building width is measured horizontally and parallel to each street lot line from one end of an applicable building or collection of buildings to the opposite end.



SEC. 2A.1.3. FORM DISTRICT GRAPHICS

A. General

Illustrations and graphics are included in Article 2 (Form) only to assist users in understanding the intent and requirements of the text. In the event a conflict occurs between the text of Article 2 (Form) and any illustration or graphic, the text prevails.

B. Lot Parameter Graphics

1. Lot Boundary

This line represents the perimeter of the subject lot, serving as a reference for both lot area and lot width.

2. Buildable Area

This shape represents the area on a lot where buildings are allowed, reduced by required building setbacks, or the lot boundary when no setback is required.

3. Building Setbacks

The area between a lot boundary and the minimum required setback, represented with a dotted white line and bounded by the buildable area.

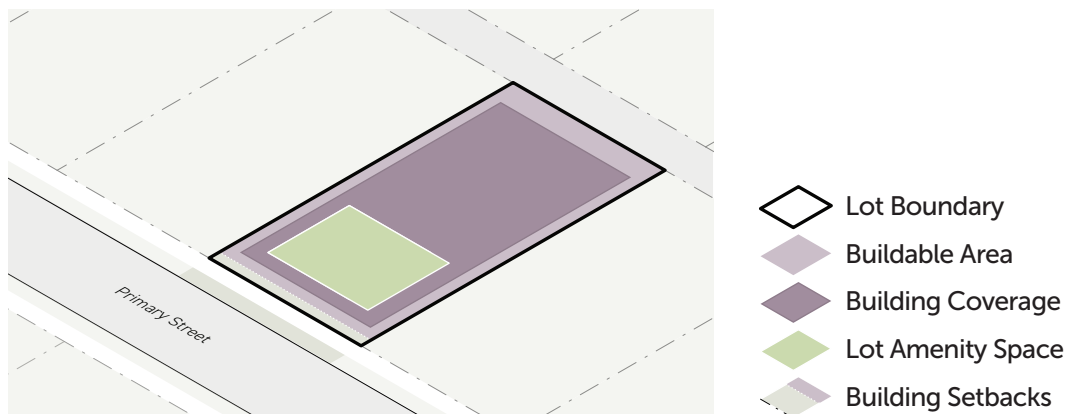
4. Building Coverage

This shape represents the total building coverage allowed in proportion to the lot area, but does not reflect any requirement as to the location or configuration of any buildings or structures.

5. Lot Amenity Space

This shape represents the total lot amenity space required in proportion to the lot area, but does not reflect any requirement as to the location or configuration of any amenity space.

LOT PARAMETER DIAGRAM



C. Bulk and Mass Graphics

1. General

- a. Bulk and mass graphics represent the volume where a building is allowed to be located by showing the maximum height allowed for the entire buildable area. The volume does not represent the massing of an allowed building. Other standards, such as maximum building coverage and floor area ratio (FAR), may limit the ability for a building to fill the full volume.
- b. Form Districts that include a maximum height standard and those that do not include a height limit are represented differently in the bulk and mass diagram.

2. Districts with a Maximum Height Standard

a. Maximum Bonus Height

Maximum bonus height represents the maximum number of stories allowed beyond the number of stories allowed by the maximum base height in stories.

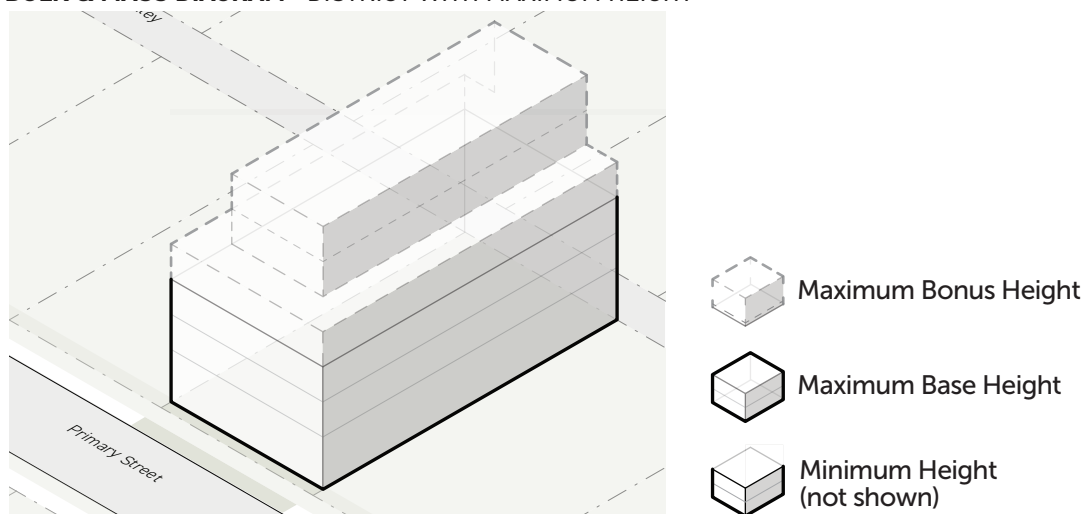
b. Maximum Base Height

Maximum base height represents the number of stories allowed without providing public benefits in trade for additional height according to *Article 9 (Public Benefit Systems)*.

c. Minimum Height

Minimum height represents the lowest number of stories required.

BULK & MASS DIAGRAM - DISTRICT WITH MAXIMUM HEIGHT



3. Districts with no Maximum Height Standard

a. Unlimited Height

This volume represents the building height allowed, in addition to the likely height of the building based on maximum Base FAR.

b. Likely Height Based on Bonus FAR

This volume represents the likely building height based on the maximum allowed Bonus FAR, in addition to the likely height of the building based on maximum Base FAR.

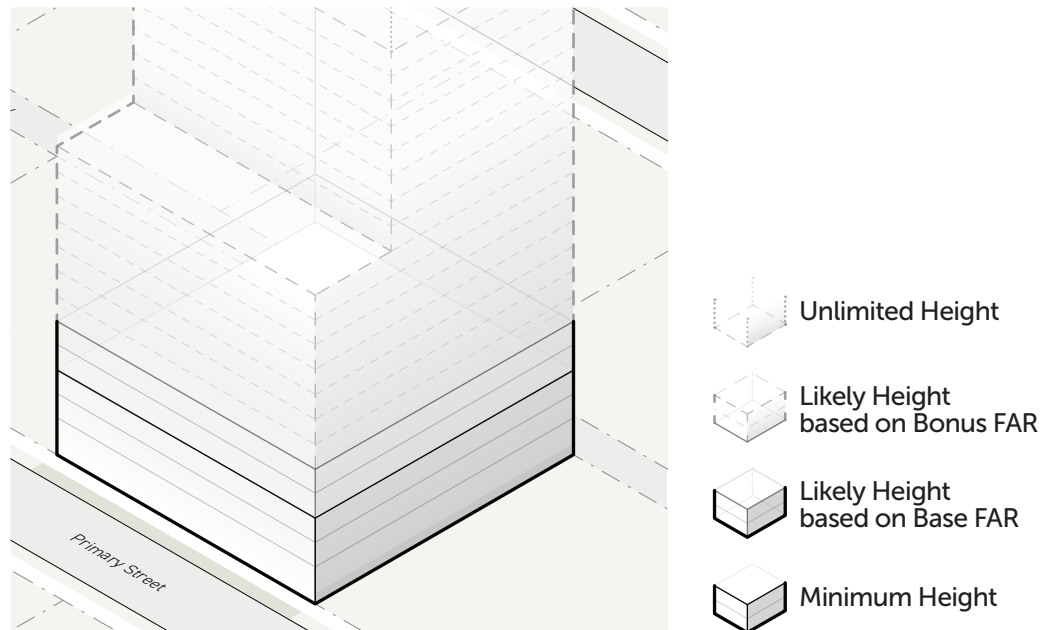
c. Likely Height Based on Base FAR

This volume represents the likely building height based on the maximum allowed Base FAR, in addition to the minimum required height of the building.

d. Minimum Height

This volume represents the minimum number of stories required.

BULK & MASS DIAGRAM - DISTRICT WITHOUT HEIGHT LIMIT



SEC. 2A.1.4. **FORM DISTRICT NAMING CONVENTION**

There are three different types of naming conventions for Form Districts. Each Form District name is composed of a variety of components that are specific to that district.

A. **Rural and Estate Form Districts**

[Reserved]

B. **House Form Districts**

[Reserved]

C. **All Other Form Districts**

All other Form District names are composed of three components:

1. **FAR Category**

The first component of each Form District name is a floor area ratio (FAR) category. FAR categories group all districts within a range of maximum allowed FAR. FAR categories are organized as follows:

- a. Very Low-Rise (>0.65-1.5 FAR)
- b. Low-Rise (>1.5-4.0 FAR)
- c. Mid-Rise (>4.0-6.0 FAR)
- d. Moderate-Rise (>6.0-8.5 FAR)
- e. High-Rise (>8.5-13.0 FAR)

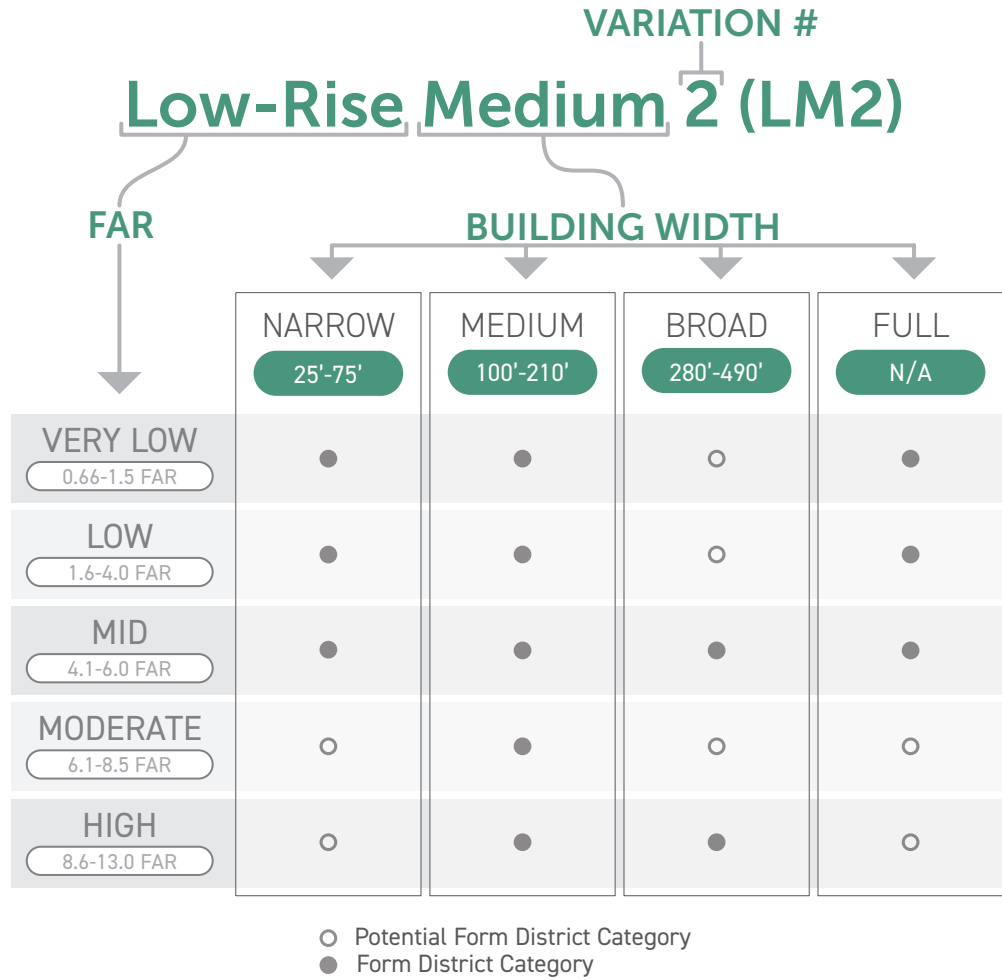
2. **Building Width Category**

The second component of each Form District name is a building width category. Building Width categories group all districts within a range of maximum allowed building width. Each building width category are organized as follows:

- a. Narrow (25'-75')
- b. Medium (100'-210')
- c. Broad (280'-490')
- d. Full (no building width maximum)

3. **Variation Number**

The last component of each Form District is a variation number. All Form Districts are numbered in the order they fall within Article 2 (Form).



DIV. 2A.2. **OPENING PROVISIONS**

SEC. 2A.2.1. **FORM INTENT**

The intent of Article 2 (Form) is to regulate the placement, scale, and intensity of buildings and structures on a lot in order to ensure building forms are compatible with their context and promote projects that support community goals.

SEC. 2A.2.2. **FORM APPLICABILITY**

A. **General**

All projects filed after the effective date of this Zoning Code (Chapter 1A.) shall comply with the Form District standards in Article 2 (Form), as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

B. **Project Activities**

- Categories of Form rules apply to a projects based on what types of project activities are proposed, as shown in the table below. Typically, more than one project activity will apply to a proposed project (for example, an addition that expands an existing use includes both new construction and a use modification).

FORM RULE CATEGORIES		PROJECT ACTIVITIES								
		New Construction	Major Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Renovation	Maintenance & Repair
<i>Div. 2C.1</i>	Lot Size	○	○	●	○	○	○	○	○	○
<i>Div. 2C.2</i>	Coverage	●	○	●	○	○	○	○	○	○
<i>Div. 2C.3</i>	Amenity	●	○	●	●	○	●	○	○	○
<i>Div. 2C.4</i>	Floor Area Ratio & Height	●	●	●	○	○	○	○	○	○
<i>Div. 2C.5</i>	Upper-Story Bulk	●	○	○	○	○	○	○	○	○
<i>Div. 2C.6</i>	Building Mass	●	○	○	○	○	○	○	○	○

● = Rules generally apply to this project activity
 ○ = Rules are not applicable

- Project activities are defined in *Sec. 14.1.15. (Project Activities)*.
- Where a category of Form rules are listed as generally applicable in the table above, and the applied *Form District (Part 2B)* provides standards in that Form rule category, the project activity shall meet all applicable Form standards within that Division. This general applicability

may be further specified for each standard in the applicability provisions in *Part 2C. (Form Rules)*. Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a category of Form rules is listed as not applicable in the table above, no standards from that Form rule category apply to the project activity.

C. **Applicable Components of Lots, Buildings, and Structures**

1. Form Districts apply to all portions of a lot.
2. Form Districts apply to all portions of buildings and structures on a lot.
3. Specific Form standards and rules may further limit which components of buildings, structures and lots are required to comply with the rules in *Part 2C. (Form Rules)*.

D. **Nonconformity**

Article 12. (Nonconformity) provides relief from the requirements of *Article 2 (Form)* for existing lots, site improvements, buildings, structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current district standards or use permissions. No project activity may decrease conformance with any Form District standard unless otherwise specified by *Division 12.2. (Form)*. Consider the following examples:

1. An addition to the side of an existing building: Where a proposed addition increases the total building width beyond the maximum building width allowed by the applied Form District, the addition is not allowed.
2. An addition to the top of an existing building: Where the height of the existing structure does not meet the street step-back standard specified by the applied Form District, all additional floor area shall be located behind the minimum step-back, but no modifications to the existing upper stories are required.

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DIV. 2B.1. **RURAL FORM DISTRICTS**

[Reserved]

DIV. 2B.2. **ESTATE FORM DISTRICTS**

[Reserved]

DIV. 2B.3. **HOUSE FORM DISTRICTS**

[Reserved]

DIV. 2B.4. **VERY LOW-RISE NARROW FORM DISTRICTS**

[Reserved]

DIV. 2B.5. **VERY LOW-RISE MEDIUM FORM DISTRICTS**

[Reserved]

DIV. 2B.6. **VERY LOW-RISE BROAD FORM DISTRICTS**

[Reserved]

DIV. 2B.7. **VERY LOW-RISE FULL FORM DISTRICTS**

Each Very Low-Rise Full Form District occurs within the ranges specified below. The "Very Low" FAR category allows a range of 0.66 FAR to 1.5 FAR. The "Full" building width category has no maximum building width for the district.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

- Potential Form District Category
- Form District Category

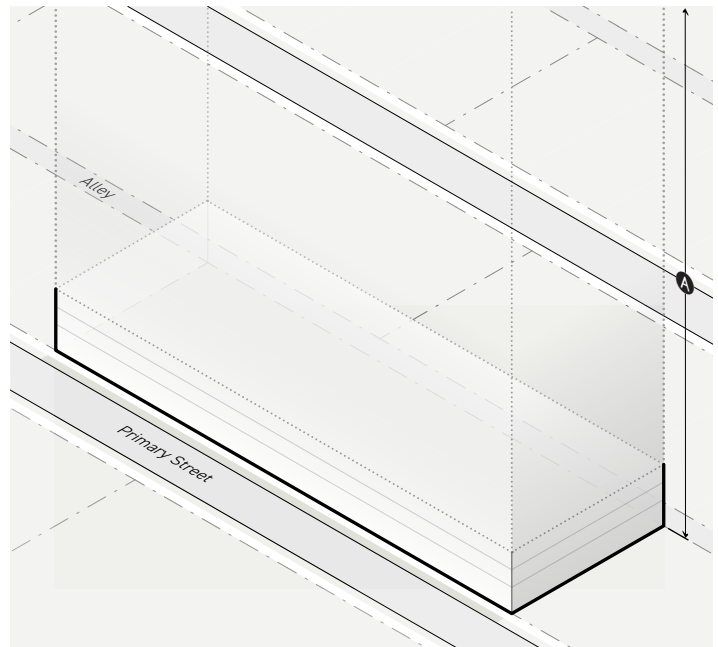
SEC. 2B.7.1. **VERY LOW-RISE FULL 1 (VF1)**

A. Lot Parameters



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

B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
FAR (max)		1.5
A Height (max)		n/a
Bonus		None
2. BUILDING MASS		Div. 2C.6.
Building width (max)		n/a
Building break (min)		n/a

DIV. 2B.8. **LOW-RISE NARROW FORM DISTRICTS**

Each Low-Rise Narrow Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Narrow" building width category allows a range of 25 to 75 feet of building width.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
● Form District Category

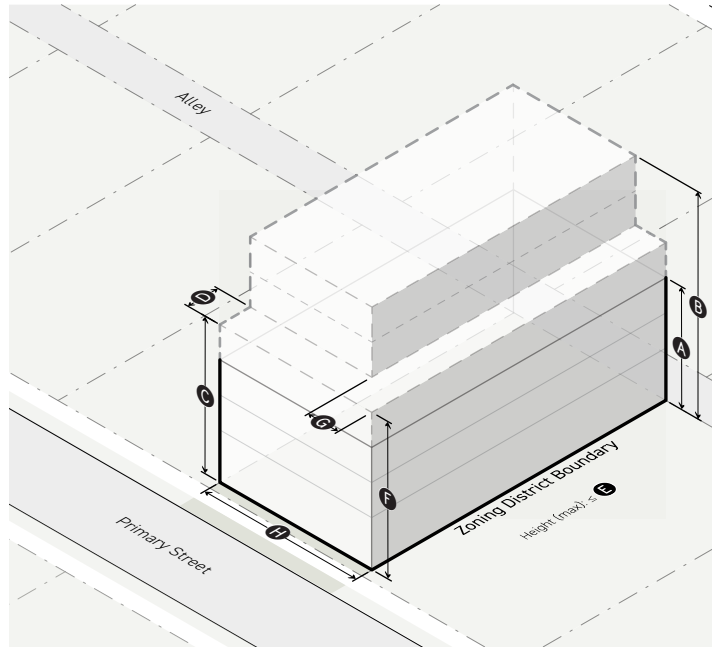
SEC. 2B.8.1. **LOW-RISE NARROW 1 (LN1)**

A. Lot Parameters



1. LOT SIZE		Div. 2C.1.
A	Lot area (min)	2,500 sf
B	Lot width (min)	25'
2. COVERAGE		Div. 2C.2.
C	Building coverage (max)	80%
Building setbacks		
D	Primary street (min)	5'
	Side street (min)	0'
E	Side (min)	0'
	Rear (min)	0'
F	Alley (min)	0'
	Special: All (min)	0'
3. AMENITY		Div. 2C.3.
G	Lot amenity space (min)	25%
	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)	3
	Bonus FAR (max)	3.0
B	Bonus height in stories (max)	6
2. UPPER-STORY BULK		Div. 2C.5.
Street step-back		
C	Stories without step-back (max)	4
D	Primary street step-back depth (min)	10'
	Side street step-back depth (min)	10'
District boundary height transition		
E	Abutting district allowed height (max)	45'
F	Stories without height transition (max)	4
G	Transition depth (min)	10'
3. BUILDING MASS		Div. 2C.6.
H	Building width (max)	75'
	Building break (min)	6'

DIV. 2B.9. LOW-RISE MEDIUM FORM DISTRICTS

Each Low-Rise Medium Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Medium" building width category allows a range of 100 to 210 feet of building width.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
● Form District Category

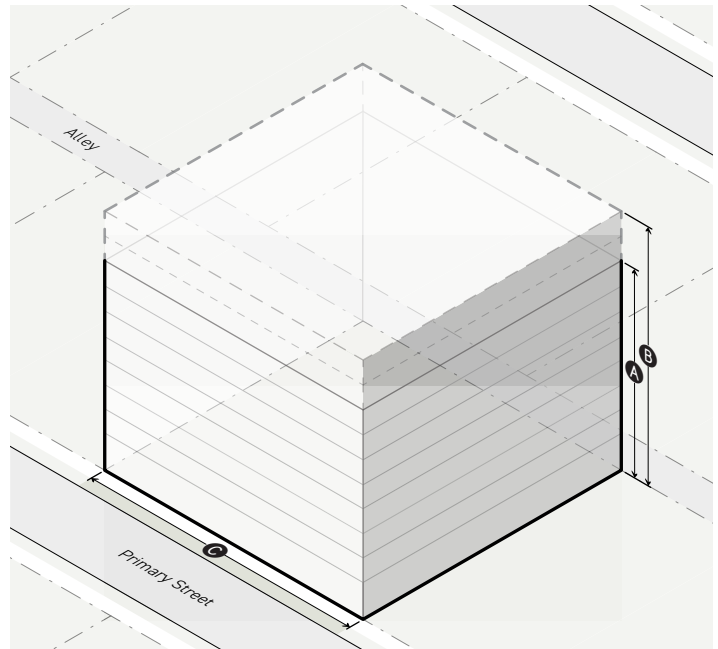
SEC. 2B.9.1. **LOW-RISE MEDIUM 1 (LM1)**

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)		100%
Building setbacks		
C Primary street (min)		0'
	Side street (min)	0'
D Side (min)		0'
	Rear (min)	0'
E Alley (min)		0'
	Special: All (min)	0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		15%
	Residential amenity space (min)	10%

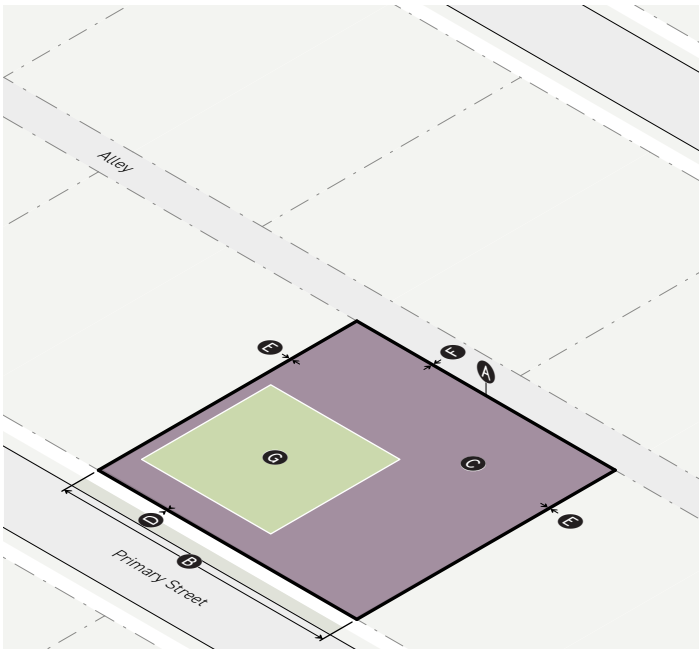
B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		1.5
A Base height in stories (max)		8
	Bonus FAR (max)	3.0
B Bonus height in stories (max)		10
2. BUILDING MASS		Div. 2C.6.
C Building width (max)		160'
	Building break (min)	15'

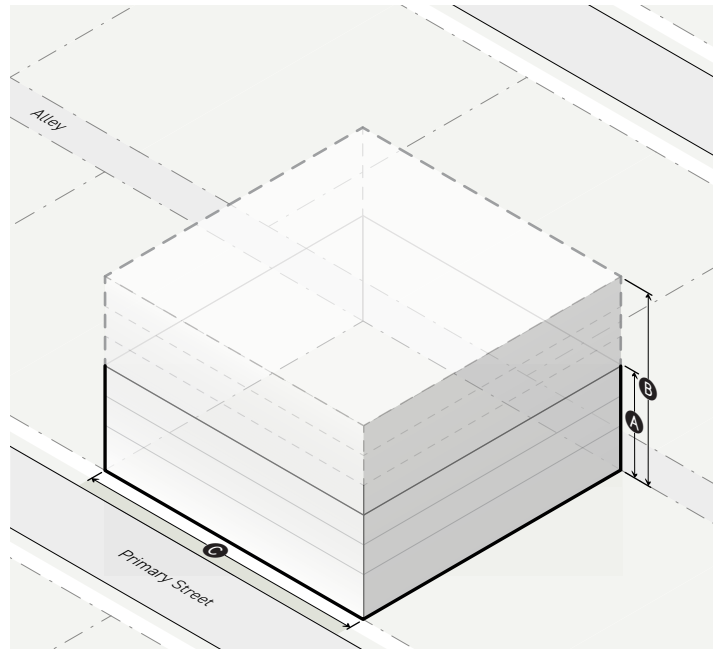
SEC. 2B.9.2. **LOW-RISE MEDIUM 2 (LM2)**

A. Lot Parameters



1. LOT SIZE		<i>Div. 2C.1.</i>
A	Lot area (min)	2,500 sf
B	Lot width (min)	25'
2. COVERAGE		<i>Div. 2C.2.</i>
C	Building coverage (max)	90%
Building setbacks		
D	Primary street (min)	0'
	Side street (min)	0'
E	Side (min)	0'
	Rear (min)	0'
F	Alley (min)	0'
	Special: All (min)	0'
3. AMENITY		<i>Div. 2C.3.</i>
G	Lot amenity space (min)	25%
	Residential amenity space (min)	10%

B. Bulk and Mass



1. FAR & HEIGHT		<i>Div. 2C.4.</i>
	Base FAR (max)	1.5
A	Base height in stories (max)	3
	Bonus FAR	3.0
B	Bonus height in stories (max)	6
2. BUILDING MASS		<i>Div. 2C.6.</i>
C	Building width (max)	100'
	Building break (min)	15'

DIV. 2B.10. LOW-RISE BROAD FORM DISTRICTS

Each Low-Rise Broad Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Broad" building width category allows a range of 280 to 490 feet of building width.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
 ● Form District Category

[Reserved]

DIV. 2B.11. LOW-RISE FULL FORM DISTRICTS

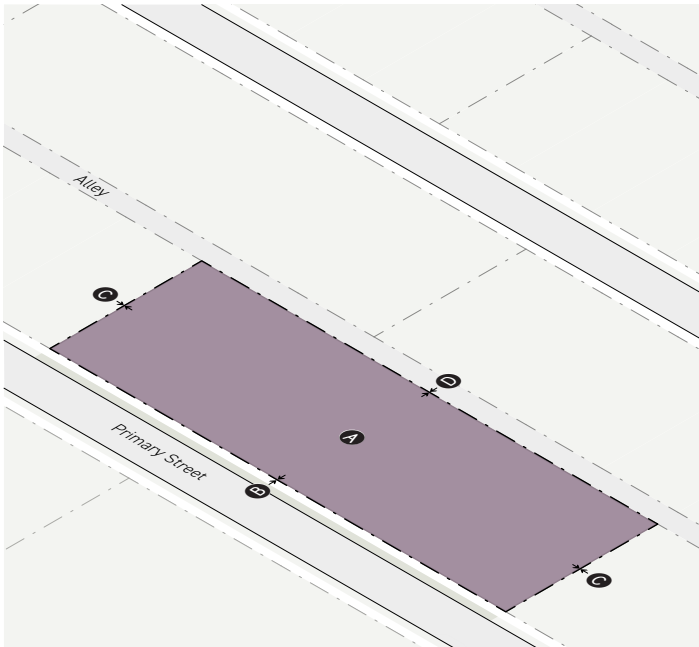
Each Low-Rise Full Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Full" building width category has no maximum building width for the district.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
● Form District Category

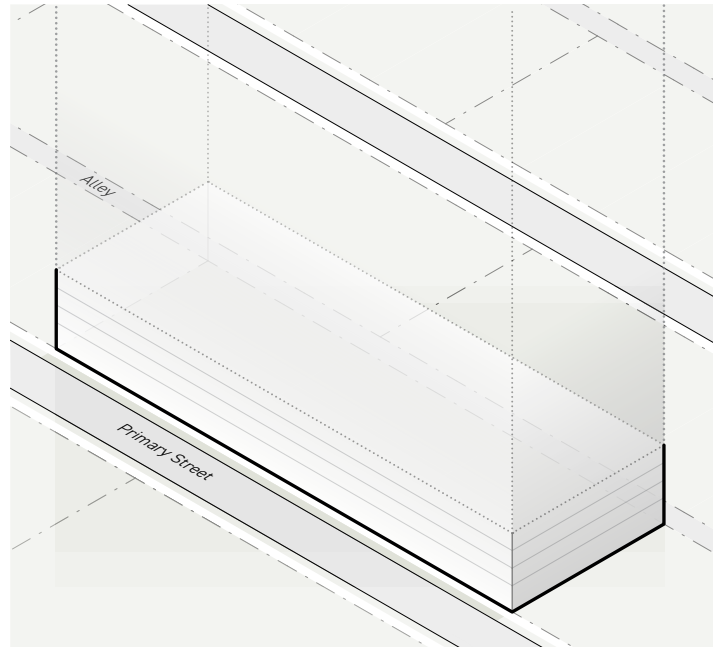
SEC. 2B.11.1. LOW-RISE FULL 1 (LF1)

A. Lot Parameters



1. LOT SIZE		<i>Div. 2C.1.</i>
Lot area (min)		n/a
Lot width (min)		n/a
2. COVERAGE		<i>Div. 2C.2.</i>
A Building coverage (max)		100%
Building setbacks		
B Primary street (min)		0'
Side street (min)		0'
C Side (min)		0'
Rear (min)		0'
D Alley (min)		0'
Special: All (min)		0'
3. AMENITY		<i>Div. 2C.3.</i>
G Lot amenity space (min)		n/a
Residential amenity space (min)		n/a

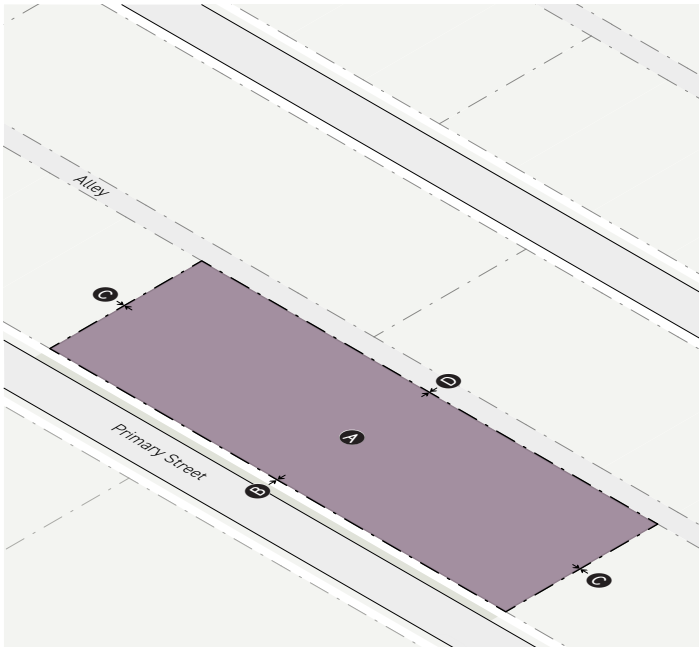
B. Bulk and Mass



1. FAR & HEIGHT		<i>Div. 2C.4.</i>
FAR (max)		3.0
City Hall Height Restriction		Yes
Bonus		None
2. BUILDING MASS		<i>Div. 2C.6.</i>
Building width (max)		n/a
Building break (min)		n/a

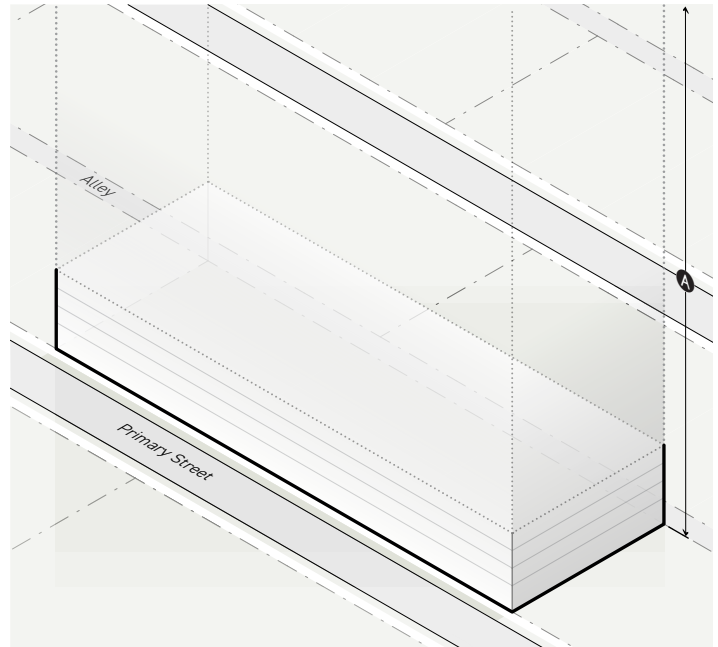
SEC. 2B.11.2. LOW-RISE FULL 2 (LF2)

A. Lot Parameters



1. LOT SIZE		Div. 2C.1.
Lot area (min)		n/a
Lot width (min)		n/a
2. COVERAGE		Div. 2C.2.
A Building coverage (max)		100%
Building setbacks		
B Primary street (min)		0'
Side street (min)		0'
C Side (min)		0'
Rear (min)		0'
D Alley (min)		0'
Special: River (min)		20'
Special: Other (min)		0'
3. AMENITY		Div. 2C.3.
G Lot amenity space (min)		n/a
Residential amenity space (min)		n/a

B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
FAR (max)		3.0
A Height (max)		n/a
Bonus		None
2. BUILDING MASS		Div. 2C.6.
Building width (max)		n/a
Building break (min)		n/a

DIV. 2B.12. MID-RISE NARROW FORM DISTRICTS

Each Mid-Rise Narrow Form District occurs within the ranges specified below. The "Mid" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Narrow" building width category allows a range of 25 to 75 feet of building width.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
 ● Form District Category

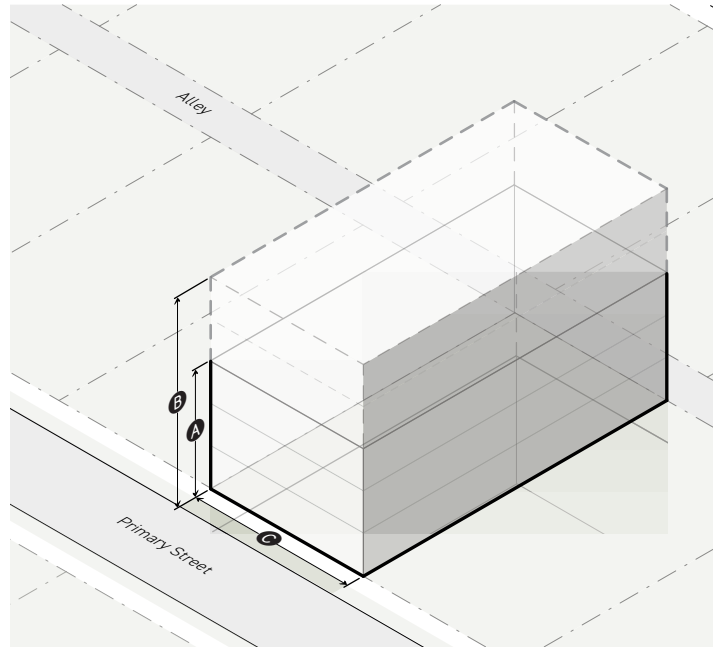
SEC. 2B.12.1. MID-RISE NARROW 1 (MN1)

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)		100%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: Alley (min)		0'
Special: Other (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		10%
Residential amenity space (min)		10%

B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		2.0
A Base height in stories (max)		3
FAR (max)		6.0
B Bonus height in stories (max)		5
2. BUILDING MASS		Div. 2C.6.
C Building width (max)		75'
Building break (min)		6'

DIV. 2B.13. MID-RISE MEDIUM FORM DISTRICTS

Each Mid-Rise Medium Form District occurs within the ranges specified below. The "Mid" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Medium" building width category allows a range of 100 to 210 feet of building width.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
 ● Form District Category

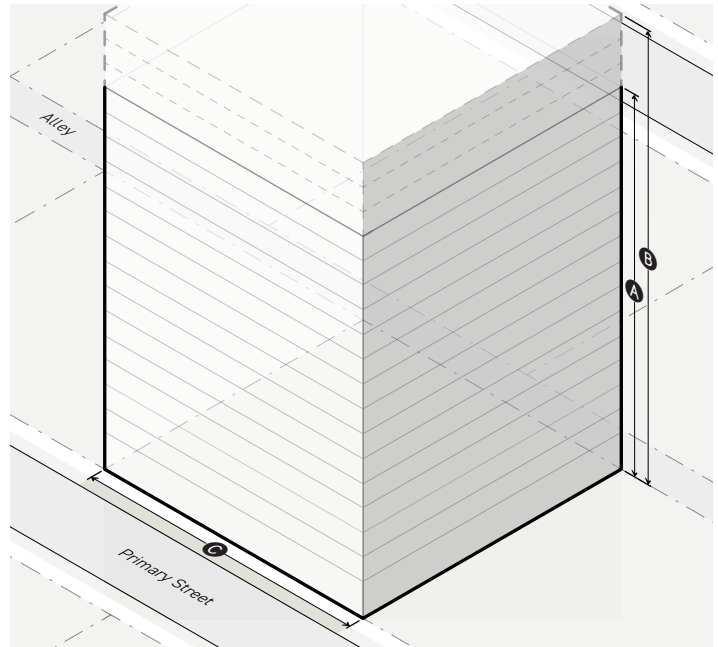
SEC. 2B.13.1. MID-RISE MEDIUM 1 (MM1)

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'

DIV. 2B.14. MID-RISE BROAD FORM DISTRICTS

Each Mid-Rise Broad Form District occurs within the ranges specified below. The "Mid" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Broad" building width category allows a range of 280 to 490 feet of building width.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
 ● Form District Category

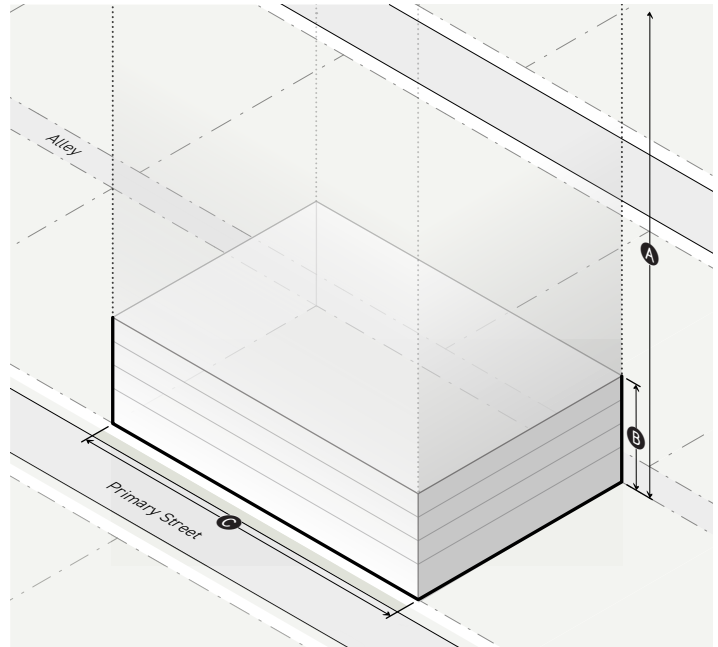
SEC. 2B.14.1. MID-RISE BROAD 1 (MB1)

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: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		15%
Residential amenity space (min)		10%

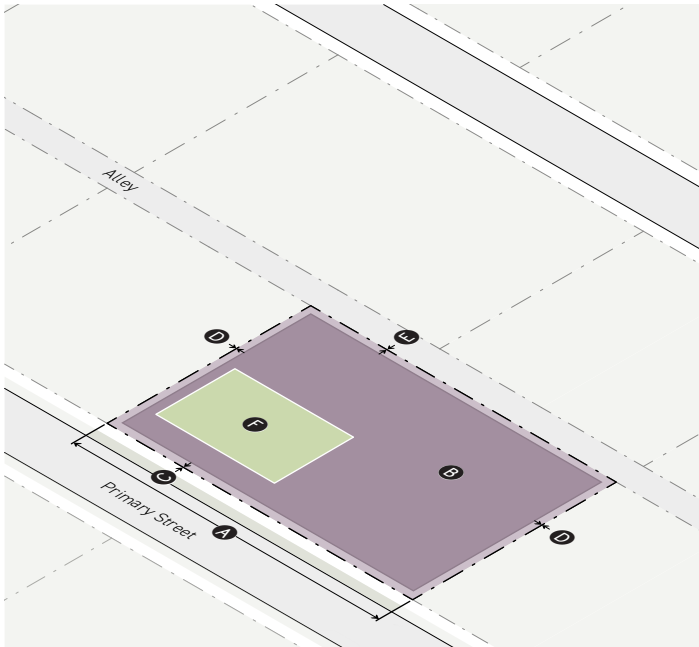
B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
FAR (max)		3.0
A Height (max)		n/a
Bonus		None
2. BUILDING MASS		Div. 2C.6.
B Building width (max)		350'
Building break (min)		25'

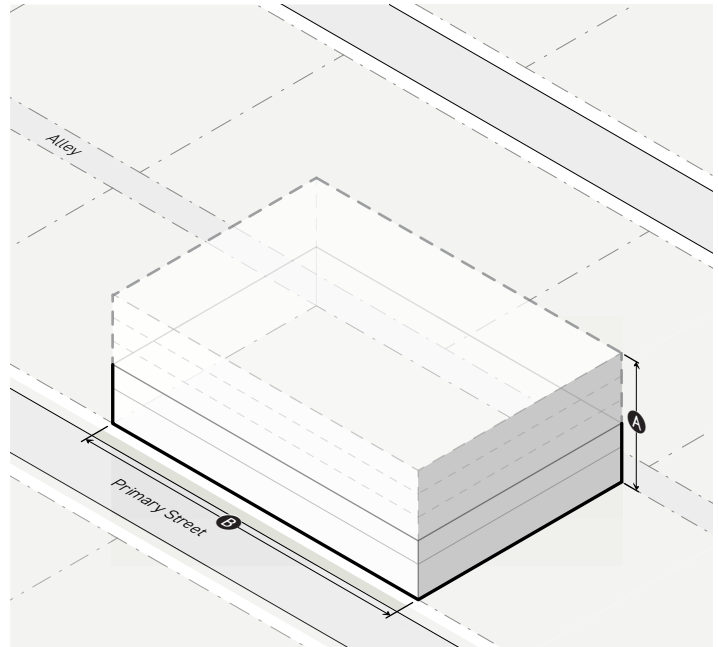
SEC. 2B.14.2. MID-RISE BROAD 2 (MB2)

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%

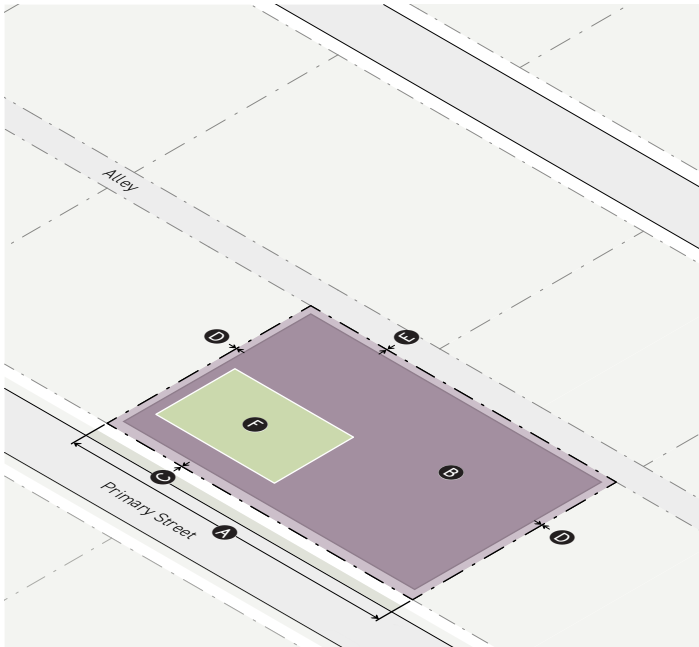
B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		1.5
A Height in stories(max)		5
Bonus FAR (max)		3.0
2. BUILDING MASS		Div. 2C.6.
B Building width (max)		280'
Building break (min)		25'

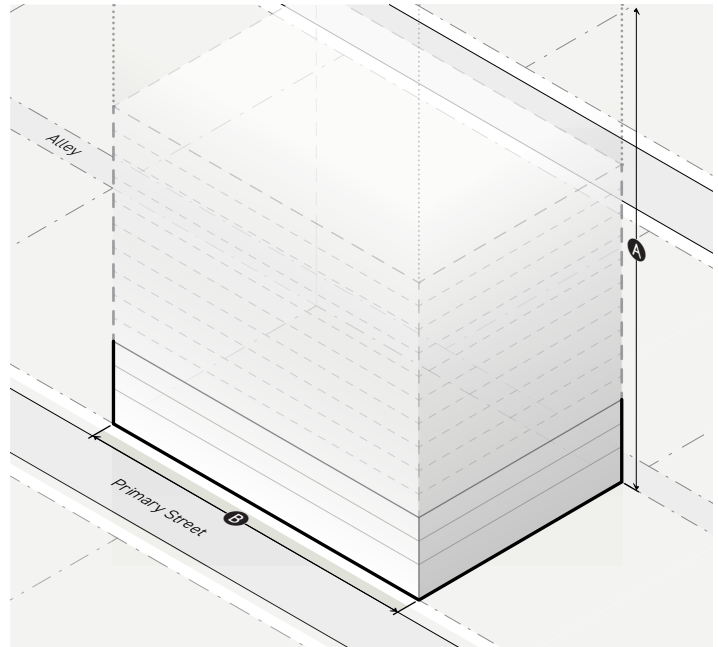
SEC. 2B.14.3. MID-RISE BROAD 3 (MB3)

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: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		15%
Residential amenity space (min)		10%

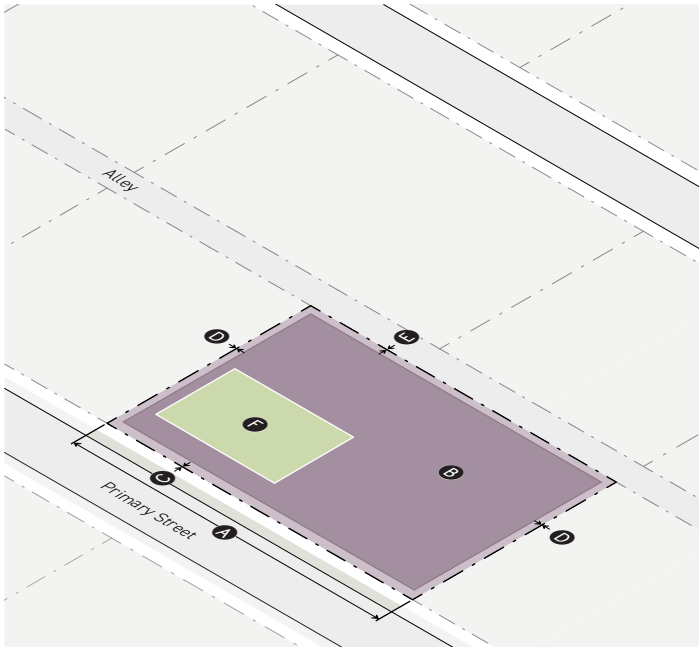
B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		1.5
A Height (max)		n/a
Bonus FAR (max)		6.0
2. BUILDING MASS		Div. 2C.6.
B Building width (max)		280'
Building break (min)		25'

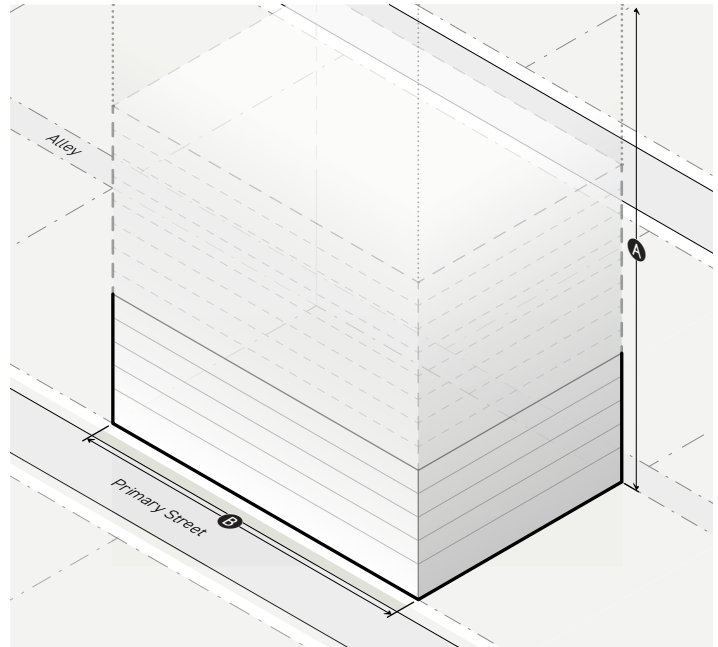
SEC. 2B.14.4. MID-RISE BROAD 4 (MB4)

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: All (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)		3.0
A Height (max)		n/a
Bonus FAR (max)		6.0
2. BUILDING MASS		Div. 2C.6.
B Building width (max)		280'
Building break (min)		25'

DIV. 2B.15. MID-RISE FULL FORM DISTRICTS

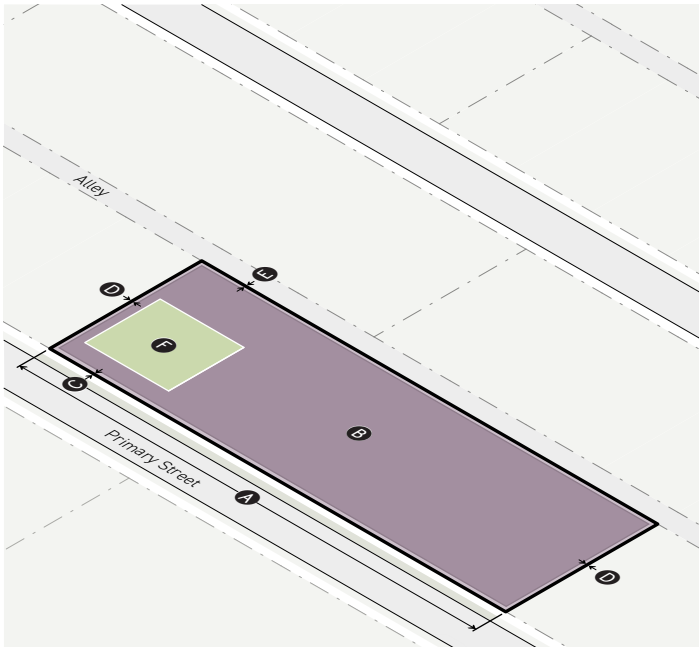
Each Mid-Rise Full Form District occurs within the ranges specified below. The "Mid" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Full" building width category has no maximum building width for the district.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
● Form District Category

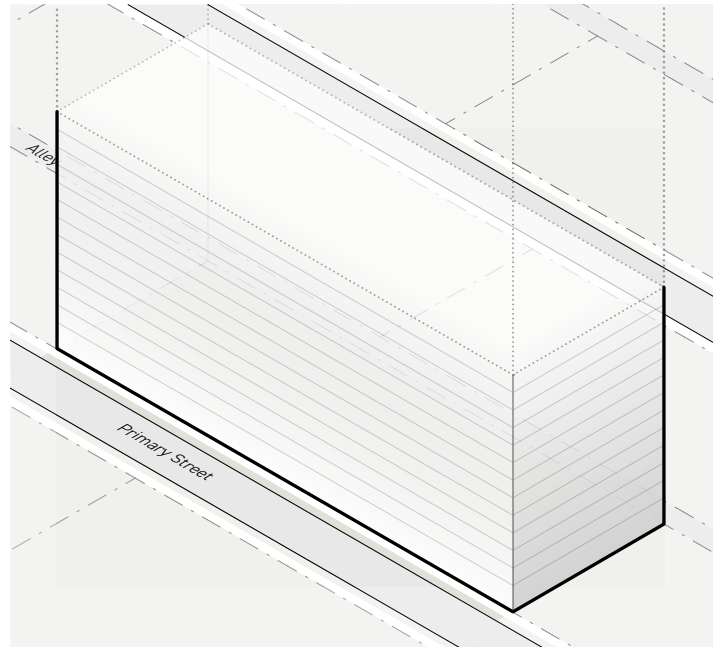
SEC. 2B.15.1. MID-RISE FULL 1 (MF1)

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)		95%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		10%
Residential amenity space (min)		10%

B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
FAR (max)		6.5
City Hall Height Restriction		Yes
Bonus		None
2. BUILDING MASS		Div. 2C.6.
Building width (max)		n/a
Building break (min)		n/a

DIV. 2B.16. MODERATE-RISE MEDIUM FORM DISTRICTS

Each Moderate-Rise Medium Form District occurs within the ranges specified below. The "Moderate" FAR category allows a range of 6.1 FAR to 8.5 FAR. The "Medium" building width category allows a range of 100 to 210 feet of building width.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
● Form District Category

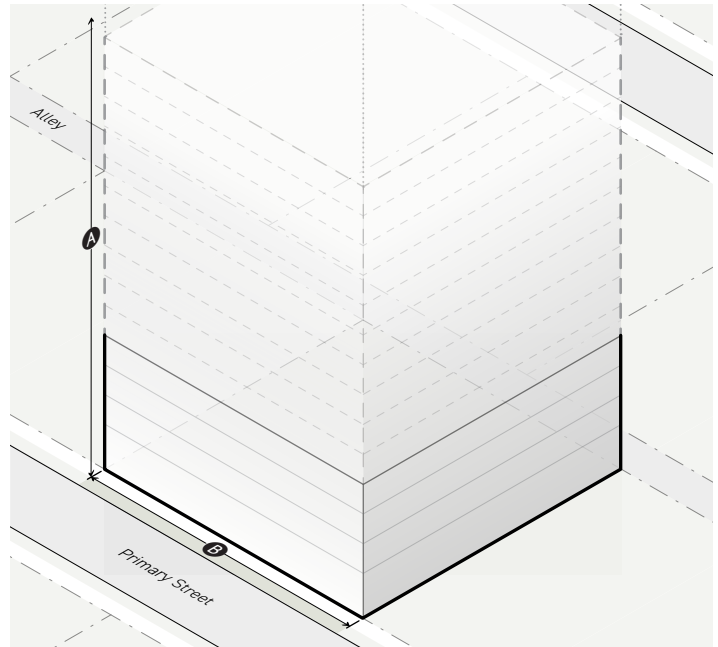
SEC. 2B.16.1. MODERATE-RISE MEDIUM 1 (DM1)

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: Alley (min)		0'
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)		3.0
A Height (max)		n/a
Bonus FAR (max)		8.0
2. BUILDING MASS		Div. 2C.6.
B Building width (max)		210'
Building break (min)		15'

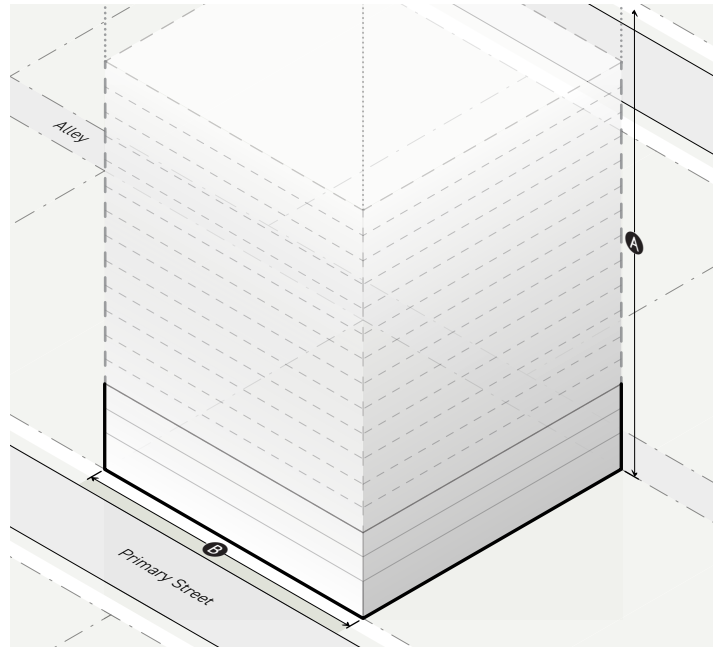
SEC. 2B.16.2. MODERATE-RISE MEDIUM 2 (DM2)

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: All (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)		2.0
A Height (max)		n/a
Bonus FAR (max)		8.5
2. BUILDING MASS		Div. 2C.6.
D Building width (max)		160'
Building break (min)		15'

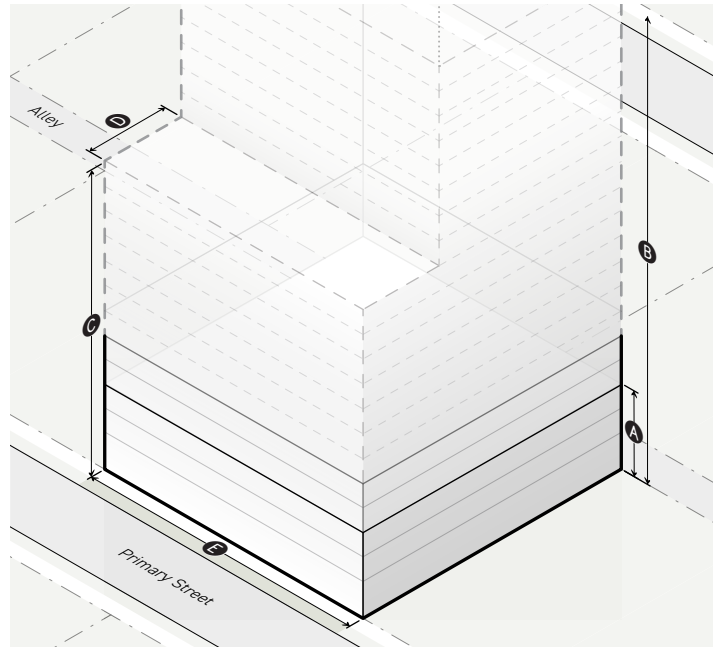
SEC. 2B.16.3. MODERATE-RISE MEDIUM 3 (DM3)

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)		100%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		10%
Residential amenity space (min)		10%

B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		3.0
A Height in stories (min)		3
B Height (max)		n/a
Bonus FAR (max)		8.5
2. UPPER-STORY BULK		Div. 2C.5.
Street step-back		
C Stories without step-back (min/max)		2/12
D Primary street step-back depth (min)		30'
Side street step-back depth (min)		30'
3. BUILDING MASS		Div. 2C.6.
E Building width (max)		160'
Building break (min)		15'

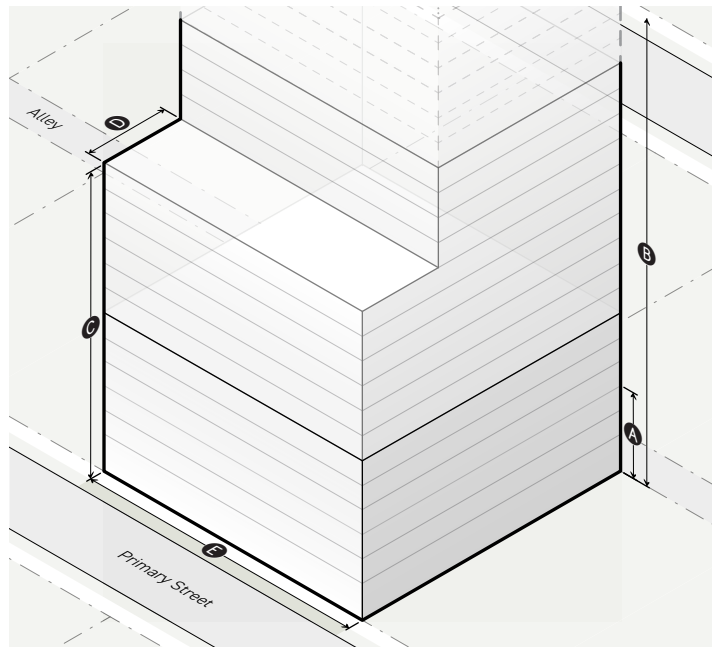
SEC. 2B.16.4. MODERATE-RISE MEDIUM 4 (DM4)

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)		100%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		10%
Residential amenity space (min)		10%

B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		6.0
A Height in stories (min)		6
B Height (max)		n/a
Bonus FAR (max)		8.5
2. UPPER-STORY BULK		Div. 2C.5.
Street step-back		
D Stories without step-back (min/max)		2/12
E Primary street step-back depth (min)		30'
Side street step-back depth (min)		30'
3. BUILDING MASS		Div. 2C.6.
F Building width (max)		160'
Building break (min)		15'

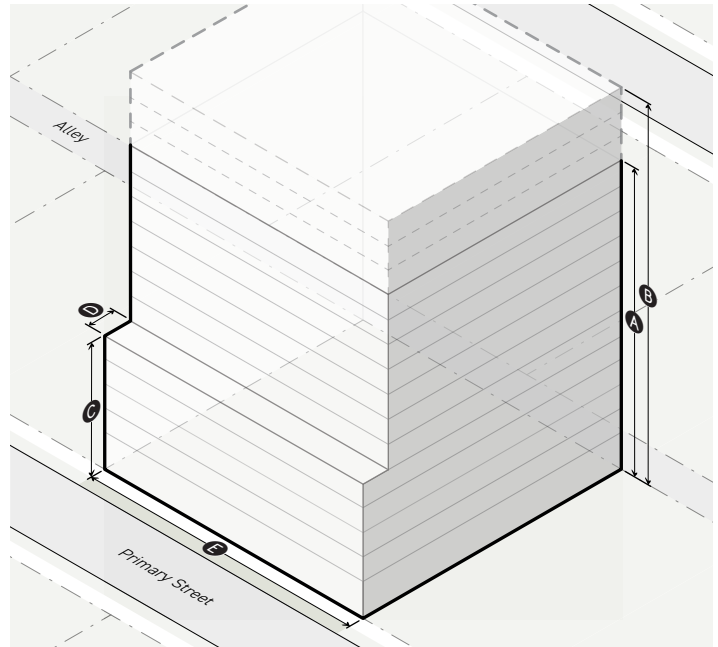
SEC. 2B.16.5. MODERATE-RISE MEDIUM 5 (DM5)

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)		100%
Building setbacks		
C Primary street (min)		0'
	Side street (min)	0'
D Side (min)		0'
	Rear (min)	0'
E Alley (min)		0'
	Special: All (min)	0'
3. AMENITY		Div. 2C.3.
F Lot Amenity space (min)		10%
	Residential amenity space (min)	10%

B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		6.0
A Base height in stories (max)		12
	Bonus FAR (max)	8.5
B Bonus height in stories (max)		15
2. UPPER-STORY BULK		Div. 2C.5.
Street step-back		
C Stories without step-back (min/max)		2/5
D Primary street step-back depth (min)		10'
	Side street step-back depth (min)	10'
3. BUILDING MASS		Div. 2C.6.
E Building width (max)		160'
	Building break (min)	15'

DIV. 2B.17. MODERATE-RISE BROAD FORM DISTRICTS

Each Moderate-Rise Broad Form District occurs within the ranges specified below. The "Moderate" FAR category allows a range of 6.1 FAR to 8.5 FAR. The "Broad" building width category allows a range of 280 to 490 feet of building width.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
● Form District Category

[Reserved]

DIV. 2B.18. MODERATE-RISE FULL FORM DISTRICTS

Each Moderate-Rise Full Form District occurs within the ranges specified below. The "Moderate" FAR category allows a range of 6.1 FAR to 8.5 FAR. The "Full" building width category has no maximum building width for the district.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
 ● Form District Category

[Reserved]

DIV. 2B.19. HIGH-RISE MEDIUM FORM DISTRICTS

Each High-Rise Medium Form District occurs within the ranges specified below. The "High" FAR category allows a range of 8.6 FAR to 13.0 FAR. The "Medium" building width category allows a range of 100 to 210 feet of building width.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
● Form District Category

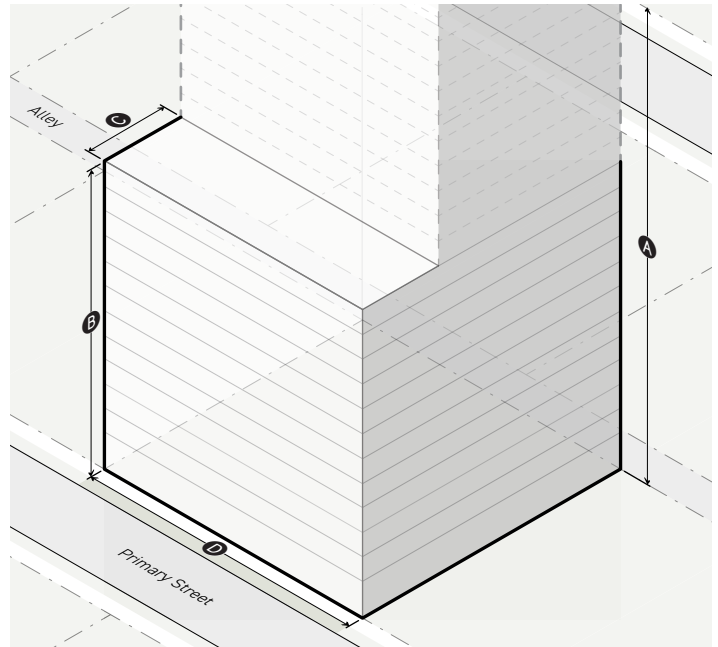
SEC. 2B.19.1. HIGH-RISE MEDIUM 1 (HM1)

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)		100%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		10%
Residential amenity space (min)		10%

B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		3.0
A Height in stories (max)		n/a
Bonus FAR (max)		13.0
2. UPPER-STORY BULK		Div. 2C.5.
Street step-back		
B Stories without step-back (min/max)		2/12
C Primary street step-back depth (min)		30'
Side street step-back depth (min)		30'
3. BUILDING MASS		Div. 2C.6.
D Building width (max)		210'
Building break (min)		15'

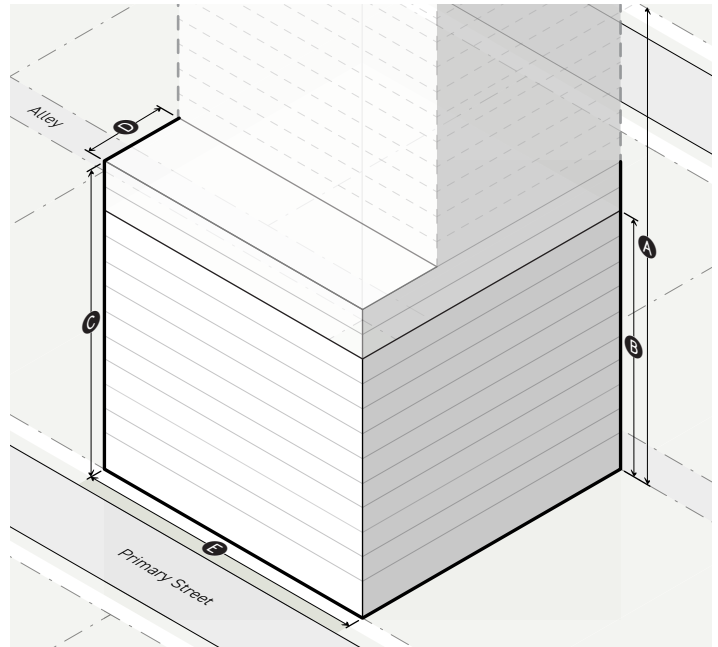
SEC. 2B.19.2. HIGH-RISE MEDIUM 2 (HM2)

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)		100%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		10%
Residential amenity space (min)		10%

B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		6.0
A Height in stories (max)		n/a
B Height in stories (min)		10
Bonus FAR (max)		13.0
2. UPPER-STORY BULK		Div. 2C.5.
Street step-back		
C Stories without step-back (min/max)		2/12
D Primary street step-back depth (min)		30'
Side street step-back depth (min)		30'
3. BUILDING MASS		Div. 2C.6.
E Building width (max)		210'
Building break (min)		15'

DIV. 2B.20. HIGH-RISE BROAD FORM DISTRICTS

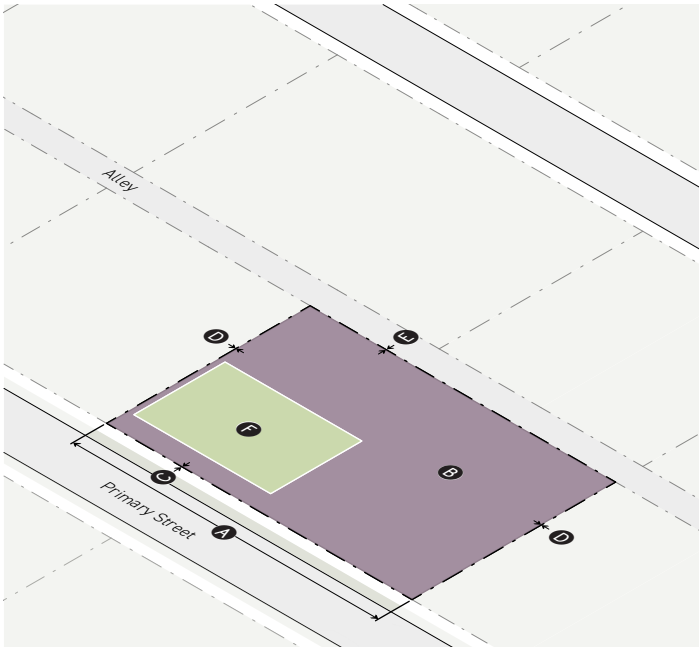
Each High-Rise Broad Form District occurs within the ranges specified below. The "High" FAR category allows a range of 8.6 FAR to 13.0 FAR. The "Broad" building width category allows a range of 280 to 490 feet of building width.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
 ● Form District Category

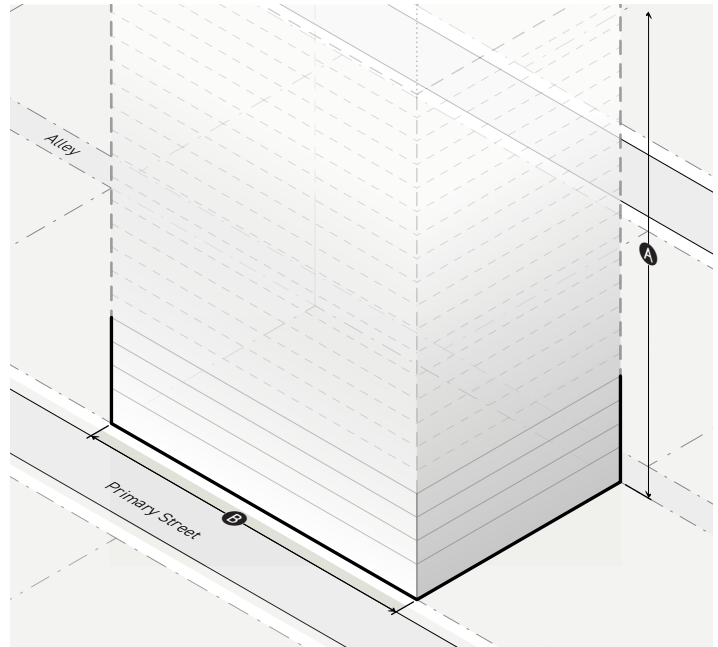
SEC. 2B.20.1. **HIGH-RISE BROAD 1 (HB1)**

A. Lot Parameters



1. LOT SIZE		<i>Div. 2C.1.</i>
	Lot area (min)	n/a
A	Lot width (min)	25'
2. COVERAGE		<i>Div. 2C.2.</i>
B	Building coverage (max)	100%
Building setbacks		
C	Primary street (min)	0'
	Side street (min)	0'
D	Side (min)	0'
	Rear (min)	0'
E	Alley (min)	0'
	Special: All (min)	0'
3. AMENITY		<i>Div. 2C.3.</i>
F	Lot amenity space (min)	20%
	Residential amenity space (min)	10%

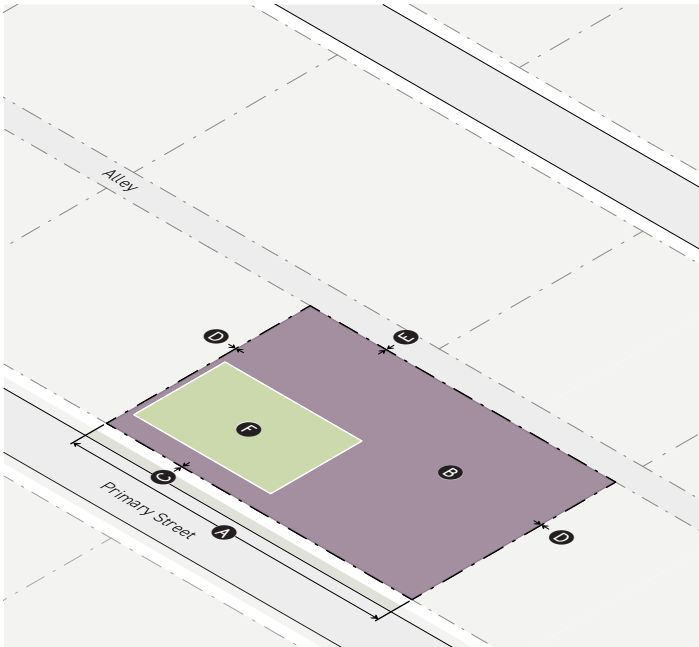
B. Bulk and Mass



1. FAR & HEIGHT		<i>Div. 2C.4.</i>
	Base FAR (max)	3.0
A	Height (max)	n/a
	Bonus FAR (max)	10.0
2. BUILDING MASS		<i>Div. 2C.6.</i>
B	Building width (max)	350'
	Building break (min)	25'

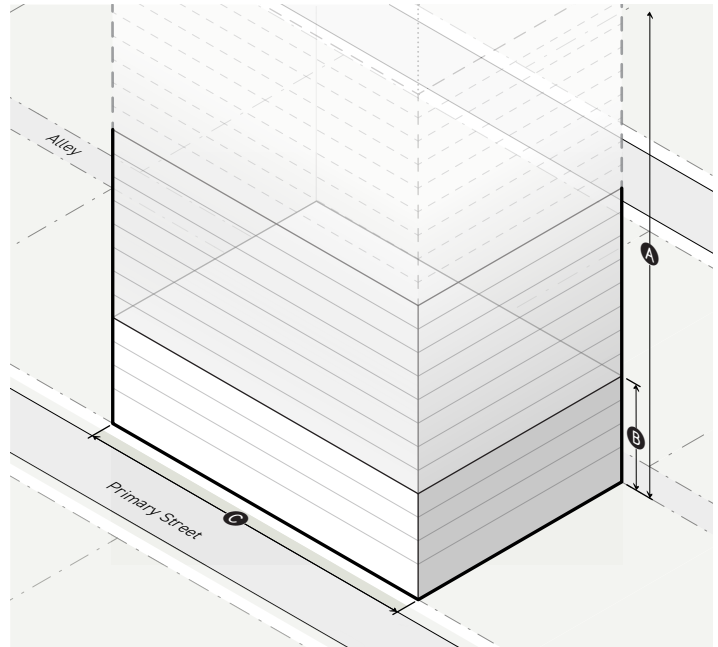
SEC. 2B.20.2. HIGH-RISE BROAD 2 (HB2)

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)		100%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		20%
Residential amenity space (min)		10%

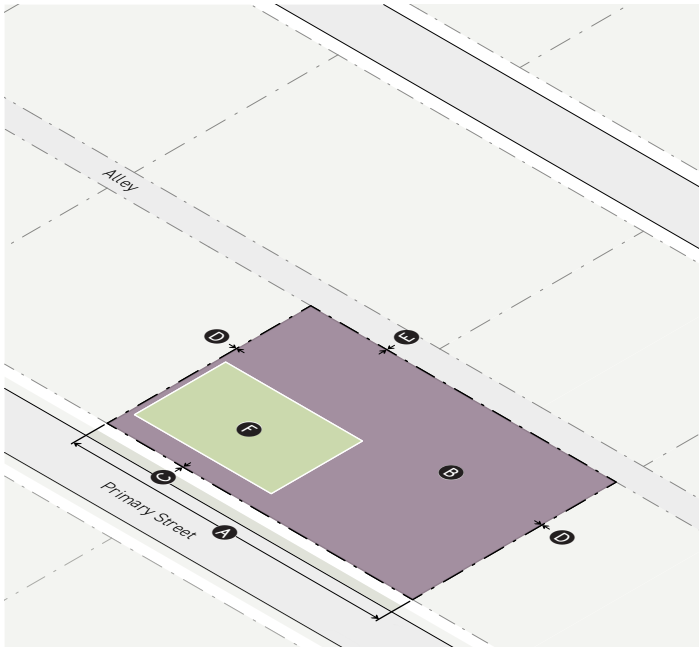
B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		6.0
A Height (max)		n/a
B Height in stories (min)		4
Bonus FAR (max)		10.0
2. BUILDING MASS		Div. 2C.6.
C Building width (max)		350'
Building break (min)		25'

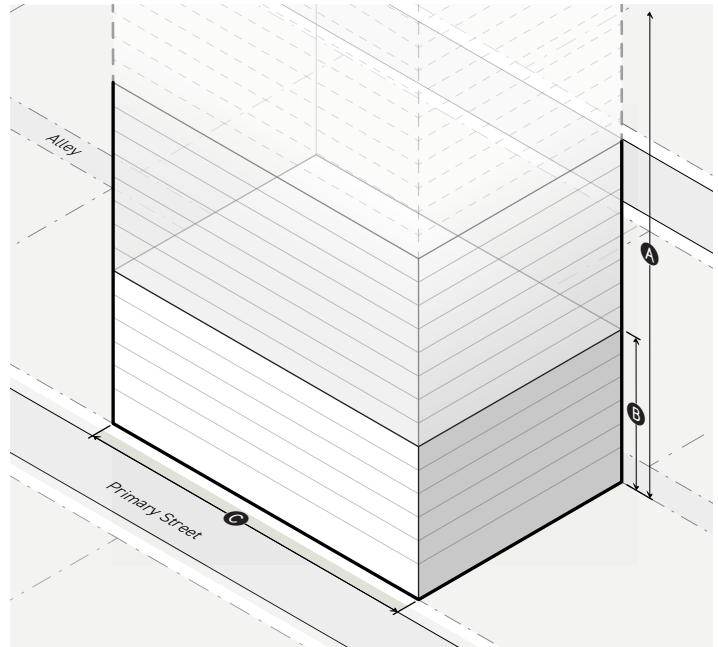
SEC. 2B.20.3. HIGH-RISE BROAD 3 (HB3)

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)		100%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		20%
Residential amenity space (min)		10%

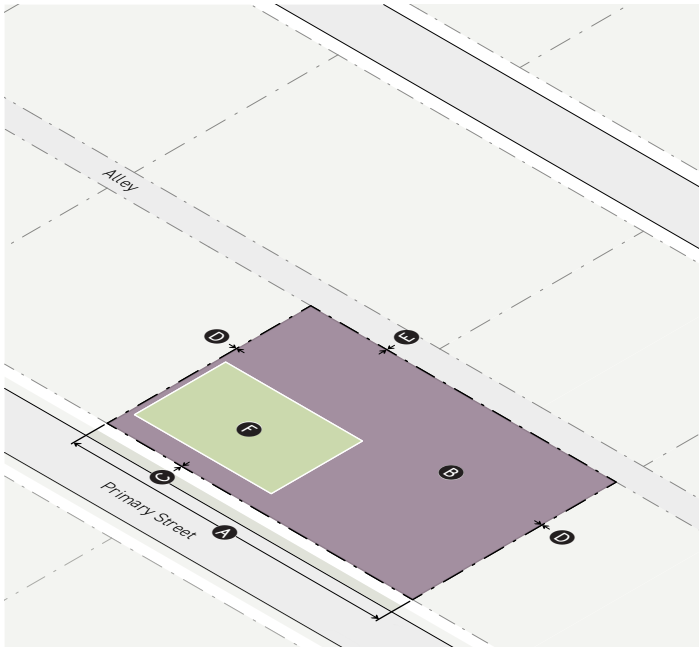
B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		7.0
A Height (max)		n/a
B Height in stories (min)		6
Bonus FAR (max)		13.0
2. BUILDING MASS		Div. 2C.6.
C Building width (max)		350'
Building break (min)		25'

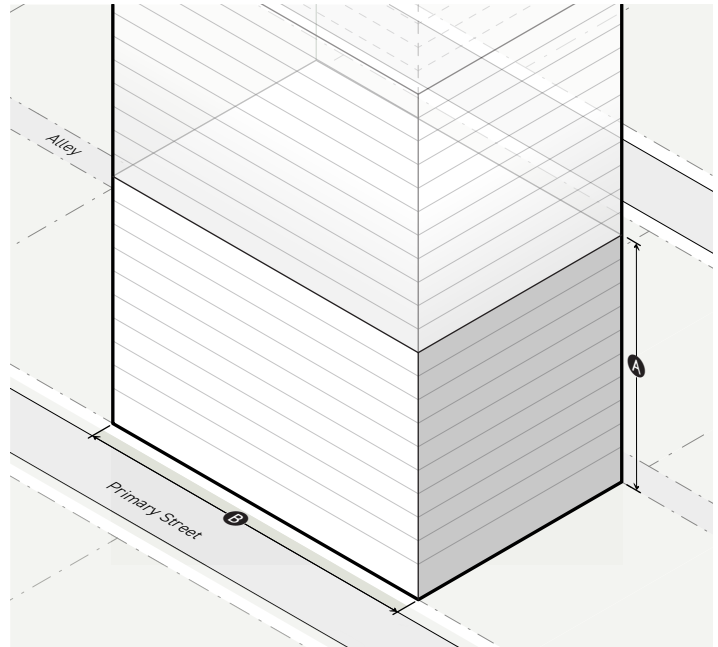
SEC. 2B.20.4. HIGH-RISE BROAD 4 (HB4)

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)		100%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		20%
Residential amenity space (min)		10%

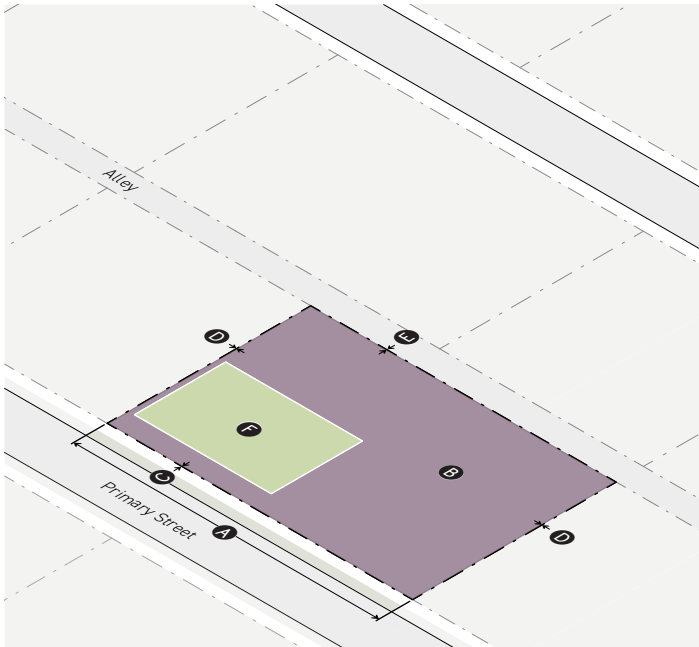
B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		9.0
City Hall Height Restriction		Yes
A Height in stories (min)		10
Bonus FAR (max)		13.0
2. BUILDING MASS		Div. 2C.6.
B Building width (max)		350'
Building break (min)		25'

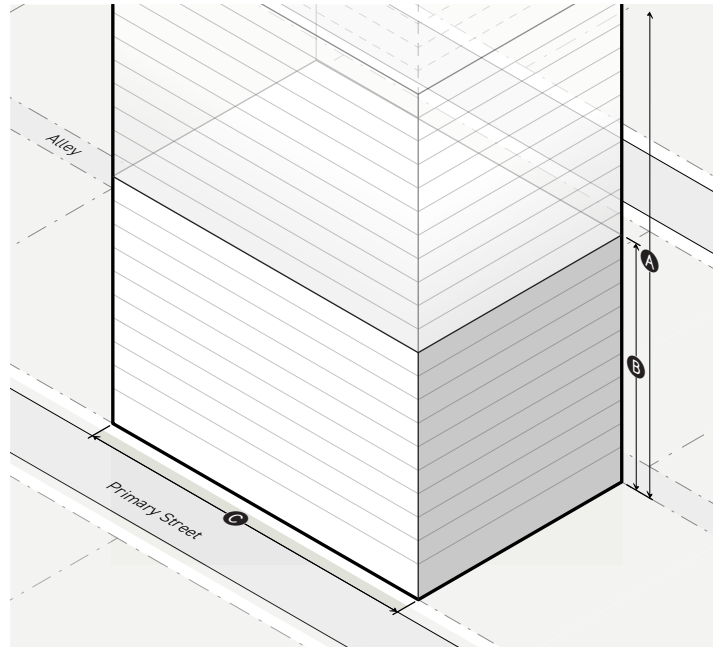
SEC. 2B.20.5. HIGH-RISE BROAD 5 (HB5)

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)		100%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		20%
Residential amenity space (min)		10%

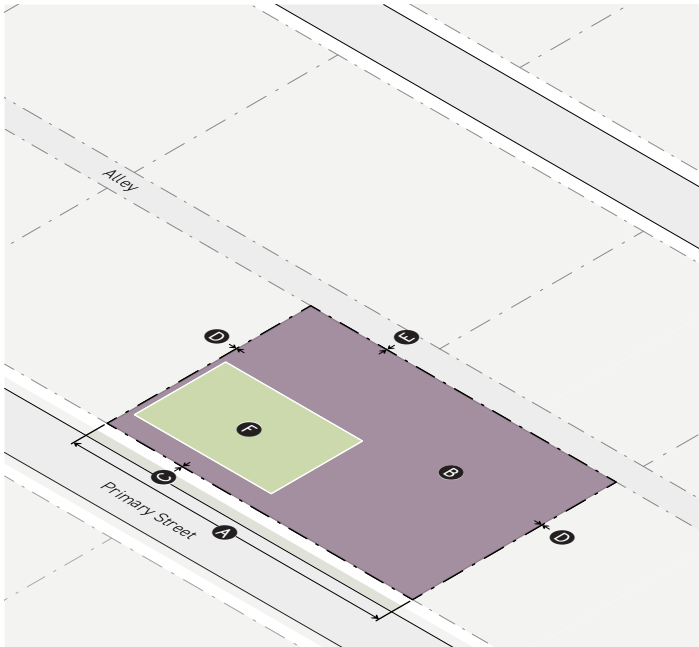
B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		9.0
A Height (max)		n/a
B Height in stories (min)		10
Bonus FAR (max)		13.0
2. BUILDING MASS		Div. 2C.6.
C Building width (max)		350'
Building break (min)		25'

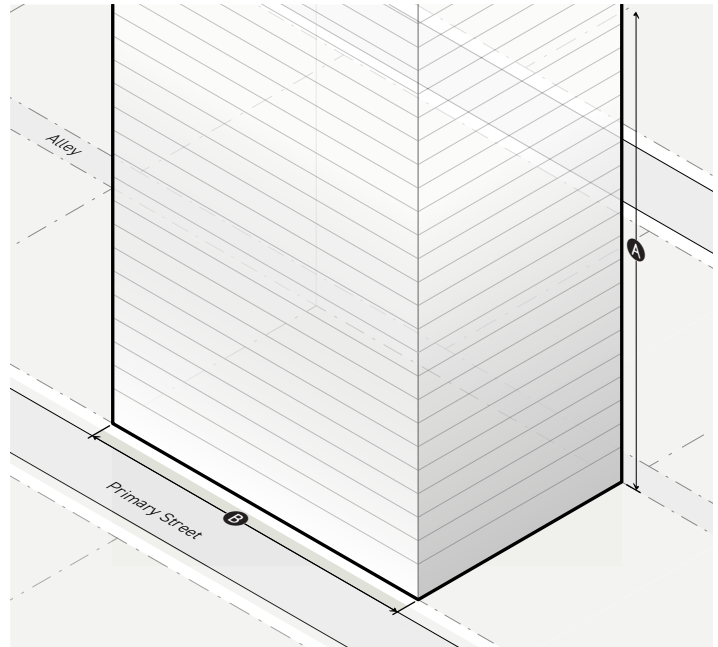
SEC. 2B.20.6. HIGH-RISE BROAD 6 (HB6)

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)		100%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: All (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		20%
Residential amenity space (min)		10%

B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		13.0
A Height (max)		n/a
Bonus		None
2. BUILDING MASS		Div. 2C.6.
B Building width (max)		350'
Building break (min)		25'

DIV. 2B.21. HIGH-RISE FULL FORM DISTRICTS

Each High-Rise Broad Form District occurs within the ranges specified below. The "High" FAR category allows a range of 8.6 FAR to 13.0 FAR. The "Full" building width category has no maximum building width for the district.

FAR	BUILDING WIDTH			
	NARROW 25'-75'	MEDIUM 100'-210'	BROAD 280'-490'	FULL N/A
VERY LOW 0.66-1.5 FAR	●	●	○	●
LOW 1.6-4.0 FAR	●	●	○	●
MID 4.1-6.0 FAR	●	●	●	●
MODERATE 6.1-8.5 FAR	○	●	○	○
HIGH 8.6-13.0 FAR	○	●	●	○

○ Potential Form District Category
● Form District Category

[Reserved]

PART 2C. FORM RULES

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DIV. 2C.1. **LOT SIZE**

SEC. 2C.1.1. **LOT AREA**

The total area within the boundaries of a lot.

A. **Intent**

To ensure that newly established lots are consistent in size with surrounding lots.

B. **Applicability**

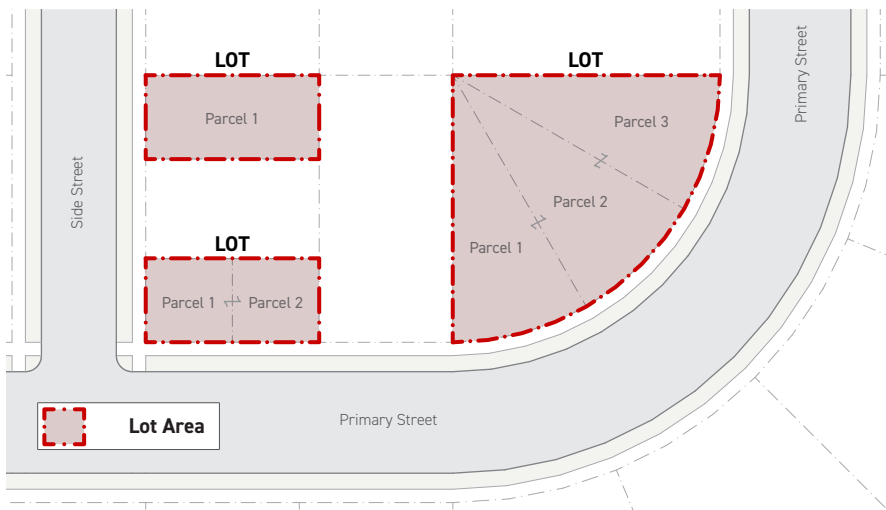
Minimum lot area requirements apply to all lots.

C. **Standards**

No lot may have an area less than the minimum specified in the applied *Form District (Part 2B)*.

D. **Measurement**

1. Lot area is measured as the total area within the boundary of a lot, measured horizontally.
2. Lot area includes all portions of a lot allocated for required easements.
3. For measurement on portions of a lot required for land dedication, see *Sec. 14.1.11. (Lot)*.



E. **Relief**

1. A reduction in required lot area of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.
2. A reduction in required lot area may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 2C.1.2. LOT WIDTH

The length of primary street lot lines bounding a lot.

A. Intent

To ensure that newly established lots are consistent in width with surrounding lots.

B. Applicability

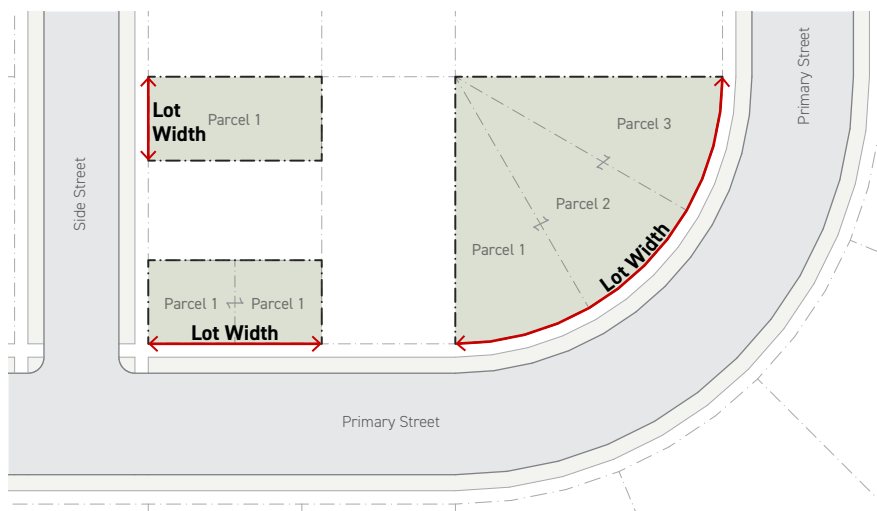
Minimum lot width requirements apply to all lots.

C. Standards

1. No lot may have a width less than the minimum specified by the applied *Form District (Part 2B)*.
2. For the purpose of meeting minimum lot width standards, multiple lots may be grouped together as a lot when a lot tie affidavit is filed and approved by the Department of Building and Safety.

D. Measurement

1. Lot width is measured following the geometry of all primary street lot lines that bound the lot.
2. Where a lot has two or more primary street lot lines facing different streets, both primary street lot lines shall meet the minimum lot width standard.
3. For measurement on portions of a lot required for land dedication, see Sec. 14.1.11. (Lot).



E. Relief

1. A reduction in required lot width of 20% or less may be requested in accordance with Sec. 13B.5.2. (Adjustments).

2. A reduction in required lot width may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

DIV. 2C.2. **COVERAGE**

SEC. 2C.2.1. **BUILDING COVERAGE**

The percentage of lot area covered by buildings or structures.

A. **Intent**

To preserve open area on a lot by limiting the amount of buildings or structures that may cover a lot.

B. **Applicability**

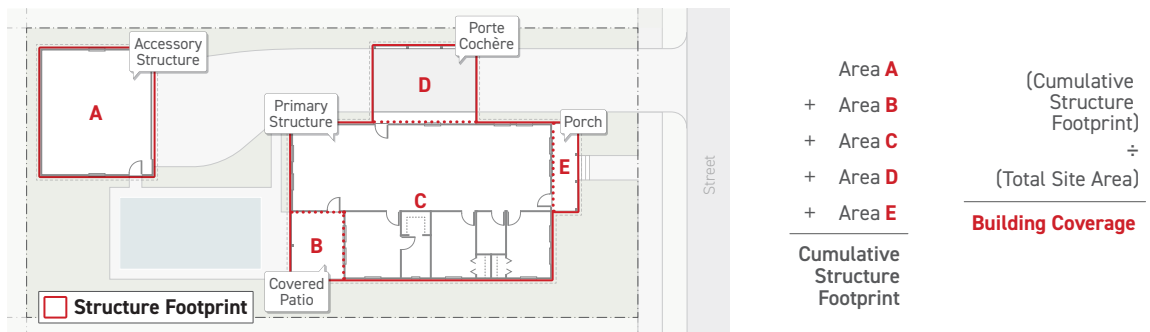
Building coverage requirements apply to all buildings and structures on a lot unless listed as an exception in Sec. 2C.2.1.E. (Exceptions).

C. **Standards**

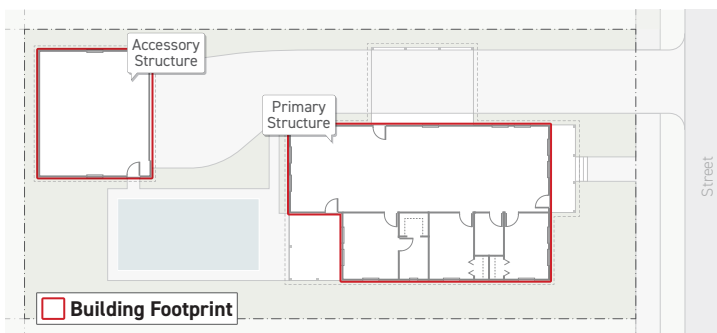
Covered structures on a lot shall not have a cumulative area in excess of the maximum building coverage specified by the applied Form District (Part 2B).

D. **Measurement**

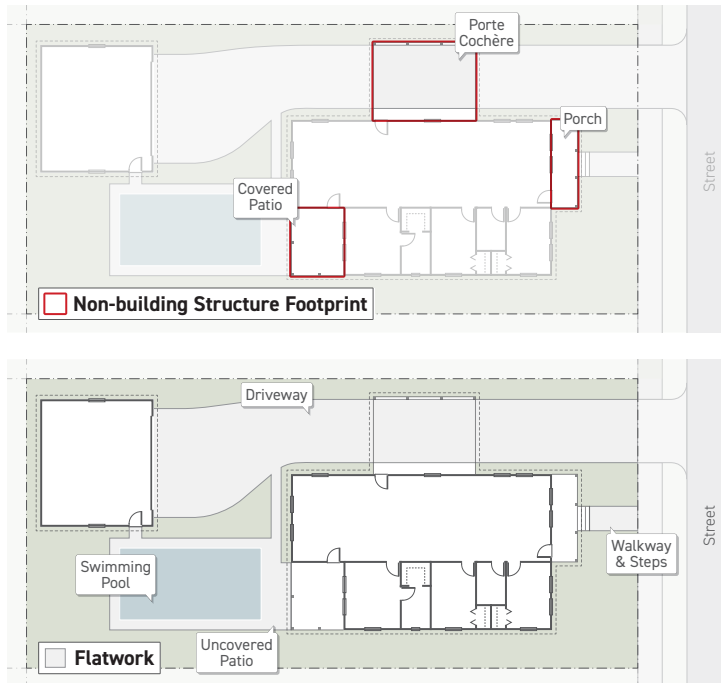
1. Building coverage is measured by dividing the cumulative area of the structure footprints of all covered structures on the lot by the lot area.



2. Structure footprints include all building footprints and structure footprints but do not include flatwork.



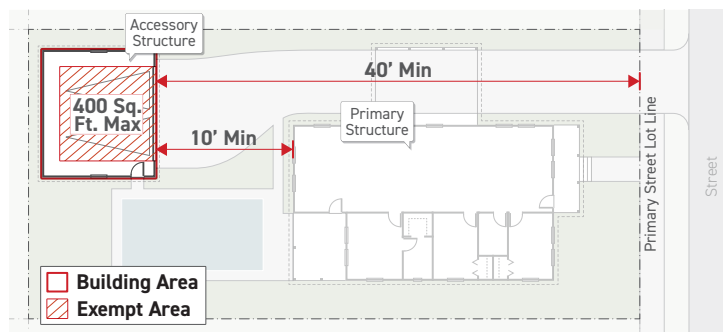
- Coverage -



3. For covered structures, see *Sec. 14.1.2.A.1. (Covered)*.
4. For structure and building footprint determination, see *Sec. 14.1.1. (Building Footprint)*.

E. Exceptions

1. Covered structures or portions of a covered structures less than 6 feet in height, as measured from adjacent finished grade, are not included in the calculation of building coverage.
2. For lots with two or fewer dwelling units, having the RL Use District applied, a maximum of 400 square feet per lot is exempt from the calculation of building coverage, provided the building or structure is:
 - a. Used for required automobile parking;
 - b. Detached from the primary building or structure by a minimum of 10 feet; and
 - c. Located a minimum of 40 feet from a primary street lot line.



F. Relief

1. Up to a 20% increase to the total allowed area of covered structures on a lot may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.
2. Increased building coverage may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 2C.2.2. BUILDING SETBACKS

The area on a lot not intended for buildings and structures. Includes primary street setbacks, side street setbacks, side setbacks, rear setbacks, alley setbacks, and special lot line setbacks.

A. Intent

To provide open areas on the lot and help reduce the impact of buildings or structures on abutting sidewalks and neighboring development.

B. Applicability

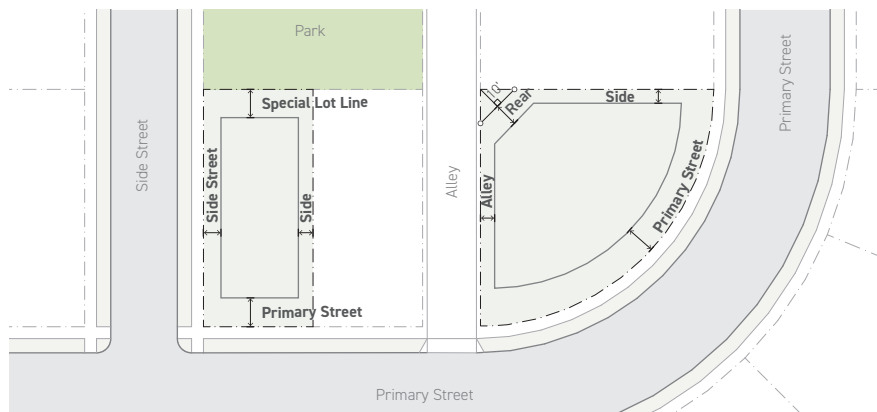
Building setback requirements apply to all buildings and structures on a lot unless listed as an exception in *Sec. 2C.2.2.E (Exceptions)*.

C. Standards

All buildings and structures on the lot shall be located on or behind a minimum building setback, except where allowed in *Sec. 2C.2.2.E. (Exceptions)*.

D. Measurement

All building setbacks are measured perpendicular to the applicable lot line:



1. A primary street setback is measured from the primary street lot line.
2. A side street setback is measured from the side street lot line.
3. A side setback is measured from the side lot line.
4. A rear setback is measured from the rear lot line.
 - a. For the purpose of measuring rear setback on triangular or gore-shaped lots, the rear lot line is determined based on a line 10 feet wide, parallel to the primary street lot line that intersects two lot lines at its endpoints.
 - b. Where the primary street lot line is not straight, the rear lot line shall be parallel to a line connecting the end points of the primary street lot line.

5. An alley setback is measured from the alley lot line.
6. A special setback is measured from the special lot line.
 - a. Where a special setback is specified by the applied *Form District (Part 2B)* as "Special: All", the setback is measured from all special lot lines.
 - b. Where a special setback is specified by the applied *Form District (Part 2B)* as "Special: River" or "Special: Alley", the setback is measured from the special lot line as designated according to *Sec. 14.1.11.E. (Special Lot Line)*.
 - c. Where a special setback is specified by the applied *Form District (Part 2B)* as "Special: Other", the setback is measured from all special lot lines that are not otherwise specified.
7. For measurement on portions of a lot required for land dedication, see *Sec. 14.1.11. (Lot)*.

E. Exceptions

The following are allowed to encroach beyond the building setback up to the minimum distance from the lot line specified below:

HORIZONTAL ENCROACHMENTS ALLOWED INTO SETBACKS			
	Lot Lines		
	Primary/Side Street, Special	Side/Rear	Alley
Architectural Details (<i>Sec. 14.1.5.A.1.a.</i>)			
Encroachment (max)	2'	2'	2'
Distance from lot line (min)	0'	2.5'	0'
Roof Projections (<i>Sec. 14.1.5.A.1.b.</i>)			
Encroachment (max)	2.5'	2.5'	2.5'
Distance from lot line (min)	0'	2.5'	0'
Unenclosed Structures: Ground story (<i>Sec. 14.1.5.A.1.c.</i>)			
Encroachment (max)	7'	5'	7'
Distance from lot line (min)	0'	2.5'	2.5'
Unenclosed Structures: Above ground story (<i>Sec. 14.1.5.A.1.d.</i>)			
Encroachment (max)	5'	3'	3'
Distance from lot line (min)	0'	5'	2.5'
Enclosed Structures: Projecting (<i>Sec. 14.1.5.A.1.e.</i>)			
Encroachment (max)	2.5'	1.5'	2.5'
Distance from lot line (min)	0'	2.5'	2.5'
Mechanical/Electrical Equipment: Ground mounted (<i>Sec. 14.1.5.A.1.f.</i>)			
Encroachment (max)	1.5'	2.5'	2.5'
Distance from lot line (min)	15'	2.5'	0'

HORIZONTAL ENCROACHMENTS ALLOWED INTO SETBACKS			
	Lot Lines		
	Primary/Side Street, Special	Side/Rear	Alley
Mechanical/Electrical Equipment: Wall mounted (Sec. 14.1.5.A.1.g.)			
Encroachment (max)	1.5'	1.5'	1.5'
Distance from lot line (min)	15'	2.5'	0'
Waste Enclosures (Sec. 14.1.5.A.1.h.)			
Encroachment (max)	0'	unlimited	unlimited
Distance from lot line (min)	15'	2.5'	0'
Utility Equipment, Underground Structures, Flatwork, Fences and Walls, Vegetation, Outdoor Furniture (Sec. 14.1.5.A.1.i. - Sec. 14.1.5.A.1.n.)			
Encroachment (max)	unlimited	unlimited	unlimited
Distance from lot line (min)	0'	0'	0'

F. Relief

1. A reduction in required setback of 20% or less may be requested in accordance with Sec. 13B.5.2. (*Adjustments*), provided the resulting setback is at least 3 feet.
2. A setback reduction may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

DIV. 2C.3. AMENITY

SEC. 2C.3.1. LOT AMENITY SPACE

An area on a lot designated to be used for active or passive recreation, including common open space, private open space, pedestrian amenity space, and privately-owned public space.

A. Intent

To provide adequate recreation and open space areas for all tenants of a project, regardless of the use of a building, and to ensure such spaces are accessible, usable, and safe.

B. Applicability

1. Lot amenity space requirements apply to projects involving new construction, lot modifications, site modifications, and use modifications.
2. Where the calculation of lot amenity space requires less than 400 square feet, no lot amenity space is required.

C. Standards

1. The cumulative area of lot amenity space provided on a lot shall not be less than that specified by the applied Form District in *Part 2B. (Form Districts)*.
2. Each area provided to meet a lot amenity space requirement shall comply with the standards for one or more of the following eligible amenity space types.

ELIGIBLE AMENITY SPACE TYPES	
Amenity Space Type	Eligible
Common Outdoor Amenity Space (Sec. 2C.3.3.C.1.)	Yes
Pedestrian Amenity Space (Sec. 2C.3.3.C.2.)	Yes
Public Amenity Space (Sec. 2C.3.3.C.3.)	Yes
Private Outdoor Amenity Space (Sec. 2C.3.3.C.4.)	No
Common Indoor Amenity Space (Sec. 2C.3.3.C.5.)	No

3. A maximum of 25% of the total required lot amenity space may be private, provided it meets the design standards in *Sec. 2C.3.3.B. (Pedestrian Amenity Space)*.
4. Private lot amenity space shall abut and provide direct access to the assigned tenant space.
5. All required lot amenity space that is not private shall be made available to all tenants of the building, at no cost, from sunrise to sunset daily or during the hours of operation of the building, whichever results in a longer period of time. The space may not be reserved or in any way exclude any tenant during the time it is required to be available to all tenants.

- Amenity -

6. Lot amenity space may be eligible for credit toward the fee and dedication requirements in *Div. 10.4. (Park Fees and Dedications)*, according to *Sec. 10.4.8.B. (Privately Owned Park and Recreational Facilities)*.
7. Lot amenity space located above the ground story may be required to set back from the roof edge - see *LAMC Sec. 57.317 (Rooftop Gardens and Landscaped Roofs)*.
8. Mechanical and utility equipment shall not be located within a lot amenity space, or between a lot amenity space and the adjacent building facade.
9. All mechanical exhaust outlets shall be located a minimum horizontal distance of 10 feet and a minimum vertical distance of 15 feet from a lot amenity space.
10. At least 20% of any outdoor lot amenity space shall be shaded by using shade trees or shade structures. Any area that is covered by a shade structure or a shade tree canopy at maturity shall be considered as being shaded.

D. Measurement

1. Lot amenity space is a percentage calculated by dividing the cumulative area of all lot amenity spaces by the lot area.
2. The minimum required lot amenity space is calculated by multiplying the minimum lot amenity percentage specified by the applied *Form District (Part 2B)* by the lot area.
3. As a bonus for providing public space, outdoor amenity space area meeting *Sec. 2C.3.3.C.3. (Public Amenity Space)* counts as 1.25 square feet of lot amenity space for every 1 square foot of provided outdoor amenity space area.
4. Shade is calculated as the shadow cast on the publicly accessible open space measured at noon (12:00 p.m.) on the summer solstice.

E. Relief

1. Up to a 10% reduction to the total required area of lot amenity space may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.
2. A reduction in required lot amenity space may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 2C.3.2. RESIDENTIAL AMENITY SPACE

An area which is designed and intended to be used by occupants of dwelling units for recreational, domestic, or vocational purposes.

A. Intent

To ensure projects that include housing provide residential tenants of a project with adequate access to open space, recreation, and shared amenities where the lot amenity space is insufficient, and to ensure such spaces are accessible, usable, and safe.

B. Applicability

Residential amenity space requirements apply to projects involving new construction, lot modifications, site modifications, and use modifications that include 5 or more dwelling units on a lot.

C. Standards

1. The cumulative area of residential amenity space provided on a lot shall not be less than that specified by the applied *Form District (Part 2B)*.
2. Each area provided to meet a residential amenity space requirement shall comply with the standards for one or more of the following eligible amenity space types.

ELIGIBLE AMENITY SPACE TYPES	
Amenity Space Type	Eligible
Common Outdoor Amenity Space (Sec. 2C.3.3.C.1.)	Yes
Pedestrian Amenity Space (Sec. 2C.3.3.C.2.)	Yes
Public Amenity Space (Sec. 2C.3.3.C.3.)	Yes
Private Outdoor Amenity Space (Sec. 2C.3.3.C.4.)	Yes
Common Indoor Amenity Space (Sec. 2C.3.3.C.5.)	Yes

3. At least 75% of the required residential amenity space shall be outdoors and meet the design standards of either *Sec. 2C.3.3.C.1. (Common Outdoor Amenity Space)* or *Sec. 2C.3.3.C.4. (Private Outdoor Amenity Space)*.
4. A maximum of 65 square feet of required residential amenity space per dwelling unit may be private, provided that not more than 50% of the total required residential amenity space is private, and the private residential amenity space meets the design standards in *Sec. 2C.3.3.C.4. (Private Outdoor Amenity Space)*.

5. Private residential amenity space shall abut and provide direct access to the assigned tenant space.



6. All required residential amenity space that is not private shall be made available to all tenants of the building, at no cost, from sunrise to sunset daily or during the hours of operation of the building, whichever results in a longer period of time. The space may not be reserved or in any way exclude any tenant during the time it is required to be available to all tenants.
7. Residential amenity space may be eligible for credit towards the fee and dedication requirements outlined in *Div. 10.4. (Park Fees and Dedications)*, according to *Sec. 10.4.8.B. (Privately Owned Park and Recreational Facilities)*.
8. Residential amenity space located above the ground story may be required to set back from the roof edge - see *LAMC Sec. 57.317 (Rooftop Gardens and Landscaped Roofs)*.
9. Mechanical and utility equipment shall not be located within a residential amenity space, or between a residential amenity space and the adjacent building facade.
10. All mechanical exhaust outlets shall be located a minimum horizontal distance of 10 feet and a minimum vertical distance of 15 feet from a residential amenity space.
11. At least 20% of any outdoor residential amenity space shall be shaded by using shade trees or shade structures. Any area that is covered by a shade structure or a shade tree canopy at maturity shall be considered as being shaded.

D. Measurement

1. Residential amenity space is a percentage calculated by dividing the cumulative area of all residential amenity spaces by the total floor area allocated to dwelling units.
2. The minimum required residential amenity space is calculated by multiplying the total floor area allocated to dwelling units by the minimum percentage specified by the applied *Form District (Part 2B)*.

3. All lot amenity space provided may be credited toward the residential amenity space requirement.
4. As a bonus for providing public space, residential amenity space meeting Sec. 2C.3.3.C.3. (*Public Amenity Space*) counts at a rate of 1.25 square feet for every 1 square foot of public amenity space provided.

E. **Relief**

1. Up to a 10% reduction to the total required area of residential amenity space may be requested in accordance with Sec. 13B.5.2. (*Adjustments*).
2. A reduction in required residential amenity space may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

SEC. 2C.3.3. AMENITY DESIGN STANDARDS

A. Intent

To ensure that amenity spaces provided by projects are sufficient enough to provide spaces which are accessible, usable, and safe, and provide adequate access to open space, recreation, and shared amenities.

B. Applicability

Applicable amenity space design standards are determined by the eligible amenity space types established in *Sec. 2C.3.1. (Lot Amenity Space)* and *Sec. 2C.3.2. (Residential Amenity Space)*.

C. Standards

The following standards apply by type of amenity space.

1. Common Outdoor Amenity Space

A type of amenity space that is outdoors, is legally required to be open to all tenants of a building, and meets the following standards.

COMMON OUTDOOR AMENITY SPACE		
Amenity Space Standards	Specification	Reference
Outdoor Space	Required	(Sec. 2C.3.3.D.1.)
Amenity Area (min)	400 sf	(Sec. 2C.3.3.D.2.)
Horizontal Dimension (min)	15'	(Sec. 2C.3.3.D.3.)
Adjacent Building Transparency (min)	15%	(Sec. 2C.3.3.D.4.)
Planting Area		(Sec. 2C.3.3.D.5.)
At Grade Plane Elevation (min)	25%	
Above Grade Plane Elevation (min)	15%	
Seating (min)	2 per 400 sf	(Sec. 2C.3.3.D.6.)
Ground Floor Elevation	Not Required	(Sec. 2C.3.3.D.7.)
Public Sidewalk/Way Adjacent	Not Required	(Sec. 2C.3.3.D.8.)
Pedestrian-Oriented Lighting	Not Required	(Sec. 2C.3.3.D.9.)
Publicly Accessible	Not Required	(Sec. 2C.3.3.D.10.)
Amenity Features (min)	3	(Sec. 2C.3.3.D.11.)

2. Pedestrian Amenity Space

A type of amenity space that is uncovered or unenclosed, located at ground level with direct access to a public sidewalk or public way, is required to be available to all tenants of a building, and meets the following standards. See *Div. 3C.1. (Build-To)* for additional provisions related to pedestrian amenity spaces.

PEDESTRIAN AMENITY SPACE		
Amenity Space Standards	Specification	Reference
Outdoor Space	Required	(Sec. 2C.3.3.D.1.)
Amenity Area (min)	200 sf	(Sec. 2C.3.3.D.2.)
Horizontal Dimension (min)		(Sec. 2C.3.3.D.3.)
Enclosed (min)	15'	
Unenclosed (min)	6'	
Adjacent Building Transparency (min)	15%	(Sec. 2C.3.3.D.4.)
Planting Area		(Sec. 2C.3.3.D.5.)
At Grade Plane Elevation (min)	25%	
Above Grade Plane Elevation (min)	n/a	
Seating (min)	2 per 400 sf	(Sec. 2C.3.3.D.6.)
Ground Floor Elevation	Required	(Sec. 2C.3.3.D.7.)
Public Sidewalk/Way Adjacent	Required	(Sec. 2C.3.3.D.8.)
Pedestrian-Oriented Lighting	Required	(Sec. 2C.3.3.D.9.)
Publicly Accessible	Not Required	(Sec. 2C.3.3.D.10.)
Amenity Features (min)	3	(Sec. 2C.3.3.D.11.)

3. Public Amenity Space

A type of amenity space that is uncovered or unenclosed and, although privately owned, is legally required to be open to the public, and meets the following standards.

PUBLIC AMENITY SPACE		
Amenity Space Standards	Specification	Reference
Outdoor Space	Required	(Sec. 2C.3.3.D.1.)
Amenity Area (min)	400 sf	(Sec. 2C.3.3.D.2.)
Horizontal Dimension (min)	15'	(Sec. 2C.3.3.D.3.)
Adjacent Building Transparency (min)	15%	(Sec. 2C.3.3.D.4.)
Planting Area		(Sec. 2C.3.3.D.5.)
At Grade Plane Elevation (min)	25%	
Above Grade Plane Elevation (min)	n/a	
Seating (min)	2 per 400 sf	(Sec. 2C.3.3.D.6.)
Ground Floor Elevation	Required	(Sec. 2C.3.3.D.7.)
Public Sidewalk/Way Adjacent	Required	(Sec. 2C.3.3.D.8.)
Pedestrian-Oriented Lighting	Required	(Sec. 2C.3.3.D.9.)
Publicly Accessible	Required	(Sec. 2C.3.3.D.10.)
Amenity Features (min)	3	(Sec. 2C.3.3.D.11.)

4. Private Outdoor Amenity Space

A type of amenity space that is uncovered or unenclosed and is available to an assigned unit or tenant space, and meets the following standards.

PRIVATE OUTDOOR AMENITY SPACE		
Amenity Space Standards	Specification	Reference
Outdoor Space	Required	(Sec. 2C.3.3.D.1.)
Amenity Area (min)	50 sf	(Sec. 2C.3.3.D.2.)
Horizontal Dimension (min)		(Sec. 2C.3.3.D.3.)
Enclosed (min)	8'	
Unenclosed (min)	5'	
Adjacent Building Transparency (min)	15%	(Sec. 2C.3.3.D.4.)
Planting Area	n/a	(Sec. 2C.3.3.D.5.)
Seating (min)	2 per 400 sf	(Sec. 2C.3.3.D.6.)
Ground Floor Elevation	Not Required	(Sec. 2C.3.3.D.7.)
Public Sidewalk/Way Adjacent	Not Required	(Sec. 2C.3.3.D.8.)
Pedestrian-Oriented Lighting	Not Required	(Sec. 2C.3.3.D.9.)
Publicly Accessible	Not Required	(Sec. 2C.3.3.D.10.)
Amenity Features (min)	Not Required	(Sec. 2C.3.3.D.11.)

5. Common Indoor Amenity Space

A type of amenity space that is covered or enclosed, is legally required to be open to all tenants of a building, is intended to create opportunities for social and recreational activity for tenants, and meets the following standards.

COMMON INDOOR AMENITY SPACE		
Amenity Space Standards	Specification	Reference
Outdoor Space	Not Required	(Sec. 2C.3.3.D.1.)
Amenity Area (min)	400 sf	(Sec. 2C.3.3.D.2.)
Horizontal Dimension (min)	10'	(Sec. 2C.3.3.D.3.)
Adjacent Building Transparency (min)	n/a	(Sec. 2C.3.3.D.4.)
Planting Area	n/a	(Sec. 2C.3.3.D.5.)
Seating (min)	n/a	(Sec. 2C.3.3.D.6.)
Ground Floor Elevation	Not Required	(Sec. 2C.3.3.D.7.)
Public Sidewalk/Way Adjacent	Not Required	(Sec. 2C.3.3.D.8.)
Pedestrian-Oriented Lighting	Not Required	(Sec. 2C.3.3.D.9.)
Publicly Accessible	Not Required	(Sec. 2C.3.3.D.10.)
Amenity Features (min)	1	(Sec. 2C.3.3.D.11.)

D. Measurement

1. Outdoor Space

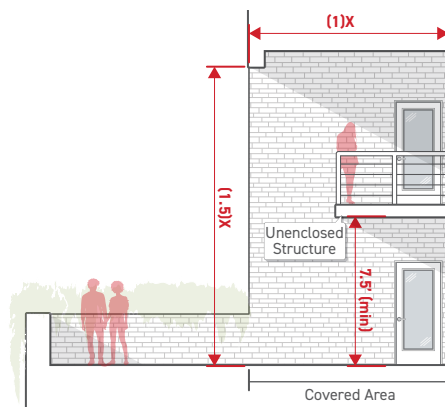
a. Intent

To ensure that the amenity space provided is located in an outdoor environment.

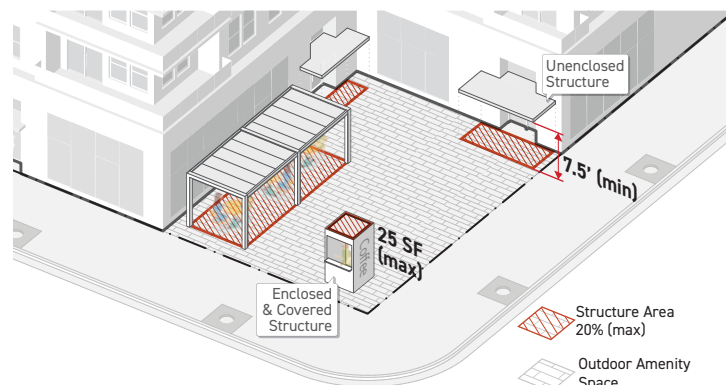
b. Standards

To meet the requirement for outdoor space, each amenity space must meet all of the following criteria:

- i. Where the amenity space is enclosed, it shall not be covered. Where the amenity space is covered, it shall not be enclosed.
- ii. No portion of an outdoor space may have a clear height of less than 7.5 feet.
- iii. Portions of an outdoor space that are covered shall have a minimum clear height of 1.5 times the depth of the covered area.



- iv. The following structures are exempt from the outdoor space standards above, provided all exempted structures have a cumulative area no greater than 20% of the contiguous amenity space area.
 - a) Unenclosed structures having a clear height of at least 7.5 feet; and
 - b) An enclosed and covered structure, providing goods or services to tenants of the project or the public, having an area of no more than 25 square feet.



2. **Amenity Area**

a. **Intent**

To ensure that there is a sufficient amount of contiguous area for each individual amenity space.

b. **Standards**

To meet the requirement for amenity area, each amenity space must meet all of the following criteria:

- i. Each amenity space shall provide an area of no less than the minimum amenity area required by the amenity space type.
- ii. Minimum amenity area is measured as an area in square feet calculated for each contiguous amenity space located on a lot. The area of the abutting parkway is not included in the total minimum amenity area.

3. **Horizontal Dimension**

a. **Intent**

To ensure that any designated amenity space is designed to accommodate sufficient area.

b. **Standards**

To meet the requirement for horizontal dimension, each amenity space must meet all of the following criteria:

- i. Each amenity space shall have the minimum horizontal dimension set by the amenity space type.
- ii. The horizontal dimension shall be measured as the shortest horizontal distance along the boundaries of the amenity space, perpendicular to any boundary of the amenity space.

4. **Adjacent Building Transparency**

a. **Intent**

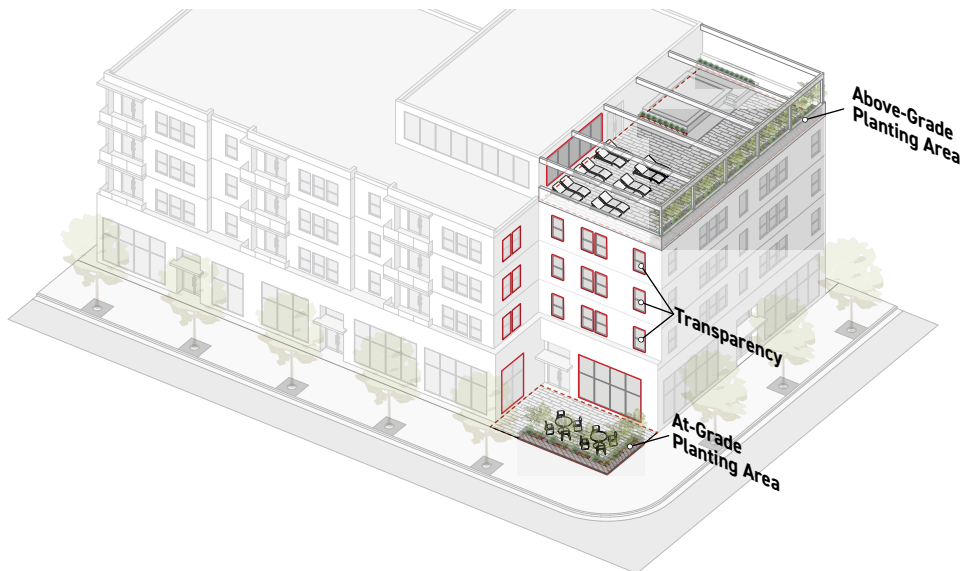
To provide visual interest along the amenity space by encouraging visual connections between the amenity space and the interior of a building.

b. **Standards**

To meet the requirement for adjacent building transparency, each amenity space must meet all of the following criteria:

- i. Building facades adjacent to the amenity space shall provide at least the minimum transparency percentage required by the amenity space type for each story.

- ii. For measurement of transparency, see *Sec. 3C.4. (Transparency)*.



5. Planting Area

a. Intent

To support comfortable, attractive, and contextually appropriate landscapes within amenity spaces, while promoting infiltration, slowing stormwater runoff, and offsetting urban heat island effect.

b. Standards

To meet the requirement for planting area, each amenity space must meet all of the following criteria:

- i. For amenity spaces being provided at grade plane elevation, all areas of the amenity space not meeting the standards for planting area shall be located within the minimum and maximum ground floor elevation as specified by the applied Frontage District. For other applicable standards, see *Sec. 4C.6.4.C.2. (Planting Areas)*.
- ii. An amenity space shall provide at least the required minimum percentage of the total area of the amenity space as planting area.

6. Seating

a. Intent

To support comfortable amenity spaces, while promoting the congregation of individuals within amenity spaces.

b. **Standards**

To meet the requirement for seating, each amenity space must meet all of the following criteria:

- i. Permanent or movable seats shall be provided at the specified ratio based on the area in square feet of amenity space.
- ii. Each permanent or movable seat provided within the amenity space will count as one.
- iii. Two linear feet of bench or seat wall provided within the amenity space will be counted as one seat.

7. **Ground Floor Elevation**

a. **Intent**

To ensure ground-story amenity spaces that are adaptable and appropriate to their context.

b. **Standards**

To meet the requirement for ground floor elevation, each amenity space must meet all of the following criteria:

- i. The finished floor or ground surface of the amenity space shall be located within the minimum and maximum ground floor elevations specified by the applied Frontage District (*Part 3B*).
- ii. For measurement of ground floor elevation, see *Sec. 3C.6.2. (Ground Floor Elevation)*.

8. **Public Sidewalk/Way Adjacent**

a. **Intent**

To ensure that entrances to the amenity spaces are conveniently and effectively accessible to pedestrians, and activate the public realm with building access points and improve convenient pedestrian access from a public sidewalk or public way.

b. **Standards**

To meet the requirement for public sidewalk/way adjacent, each amenity space must meet all of the following criteria:

- i. The amenity space shall abut a public sidewalk or public way for a minimum width of 15 feet.

- ii. A pedestrian accessway having a minimum width of 4 feet shall connect the amenity space to the abutting public sidewalk or public way. No fixed wall or fence shall separate the amenity space from the abutting public sidewalk or public way for the minimum pedestrian accessway width.
- iii. The space shall not be separated from the public sidewalk or public way by any structure or landscaping, with the exception of an A1 or A2 fence or wall type as specified in *Sec. 4C.7.1. (Frontage Yard Fences & Walls)*.
- iv. The minimum width an amenity space shall abut a public sidewalk or public way shall be measured following the geometry of the frontage lot line abutting the applicable public sidewalk or public way.
- v. The minimum pedestrian accessway width shall be measured along the frontage lot line abutting the applicable public sidewalk or public way from one edge of the accessway perpendicularly to the opposite edge.

9. Pedestrian-Oriented Lighting

a. Intent

To ensure that amenity spaces are sufficiently illuminated.

b. Standards

To meet the requirement for pedestrian-oriented lighting, each amenity space must meet all of the following criteria:

- i. The amenity space shall comply with the requirements of *Sec. 4C.10.1.C.3 (Pedestrian-Oriented Lighting)*. For measurement of pedestrian-oriented lighting, see *Sec. 4C.10.1.D (Measurement)*.

10. Publicly Accessible

a. Intent

To ensure that amenity spaces are available to the public.

b. Standards

To meet the requirement for publicly accessible, each amenity space must meet all of the following criteria:

- i. The amenity space shall be made permanently available to the general public, at no cost, at minimum between sunrise and sunset daily.
- ii. Signs shall be posted at every public entrance to the amenity space in accordance with the Public Amenity Space Sign Standards as established by the Director of Planning, and in accordance with *Div. 4C.11. (Signs)*. Standards include, but are not limited to, the following:

- a) Minimum sign dimension, no less than 16 inches by 20 inches;
- b) Sign location requirements;
- c) Required posting of the hours of operation; and
- d) Mandatory language regarding public access.

11. Amenity Features

a. Intent

To ensure that amenity spaces include amenities that create opportunities for social and recreational activity.

b. Standards

To meet the requirement for amenity features, each amenity space must meet all of the following criteria:

- i. The amenity space shall provide at least the minimum number of amenity features required by the amenity space type by providing from the list of options in the Amenity Features Menu as established by the Director of Planning, and shall be made permanently available to the tenants of the building.
- ii. The location and number of amenity features shall be identified on the proposed plans submitted to the Department of Building and Safety, with the accompanying dimensions called out as required by the selected options.

E. Relief

1. A deviation from amenity design standards may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. A deviation from any amenity design dimensional standard of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.
3. A deviation from any amenity design standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 2C.4. **FLOOR AREA RATIO & HEIGHT**

SEC. 2C.4.1. **FLOOR AREA RATIO (FAR)**

The measurement of the total floor area of all buildings on a lot in relation to the size of the lot.

A. **Intent**

To regulate the bulk and massing of buildings on a lot.

B. **Applicability**

Floor area ratio standards apply to all portions of a lot, and all buildings and structures located on a lot, provided the area counts as floor area according to Sec. 14.1.7. (*Floor Area*).

C. **Standards**

1. **Base**

A lot shall not exceed the maximum base floor area ratio without meeting *Article 9. (Public Benefit Systems)*.

2. **Bonus**

A lot may exceed the base floor area ratio up to the maximum bonus floor area ratio allowed in Sec. 9.1.2.C. (*Maximum Bonus Floor Area*).

D. **Measurement**

1. Floor area ratio is calculated by dividing the total floor area on a lot by the lot area.
2. For the measurement of floor area, see Sec. 14.1.7. (*Floor Area*).
3. For the purpose of calculating FAR, portions of a lot designated for private streets may be counted as lot area. For the measurement of lot area, see Sec. 2C.1.1. (*Lot Area*).
4. For the purpose of calculating FAR, lot area is the same as buildable area referred to in Section 104(e) (*Floor Area Restriction*) of the *City of Los Angeles Charter*.
5. The Downtown Community Plan Implementation Overlay (CPIO) may define and measure buildable area differently than outlined in Sec. 2C.4.1. for the purpose of calculating the maximum floor area using bonus FAR.

E. **Relief**

1. Additional FAR may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).
2. For projects that include multiple parcels having different applied *Form Districts (Part 2B)*, floor area averaging across the development site may be requested, in accordance with Sec. 13B.2.2. (*Class 2 Conditional Use Permit*).

a. Supplemental Findings

In addition to the findings in *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also find that the project meets the following conditions:

- i.** The project meets the definition of unified development,
- ii.** All lots included in the project have a *Commercial-Mixed (Div. 5B.6.)*, *Commercial (Div. 5B.7.)*, *Industrial-Mixed (Div. 5B.8)*, or *Industrial Use Districts (Div. 5B.9.)* applied, or the project is located entirely in the Downtown Community Plan Area and all lots included in the project have a *Residential-Mixed (Div. 5B.5.)*, *Commercial-Mixed (Div. 5B.6.)*, *Commercial (Div. 5B.7.)*, *Industrial-Mixed (Div. 5B.8)*, or *Industrial Use Districts (Div. 5B.9.)* applied.
- iii.** Where any individual lot exceeds the maximum floor area ratio specified by the applied *Form District (Part 2B)*, the total floor area across all lots included in the unified development shall not exceed the sum of the maximum floor areas allowed across all lots as calculated based on the maximum floor are ratio specified by each applied *Form District (Part 2B)*.

b. Supplemental Procedures

If the Zoning Administrator approves floor area averaging, then the applicants shall file a covenant running with the land with the Department of Building and Safety, prior to the issuance of any building permits, that specified the following:

- i.** The operation and maintenance of the development as a unified development is continued into perpetuity;
- ii.** The floor area used and the remaining unbuilt floor area, if any, is allocated to each lot;
- iii.** The unifying design elements are maintained and continued into perpetuity; and
- iv.** An individual or entity is specified to be responsible and accountable for compliance and the fee for the annual inspection of compliance by the Department of Building and Safety, required pursuant to *LAMC Sec. 19.11. (Annual Inspection of Compliance with Floor Area Ratio Averaging and Residential Density Transfer Covenants)*.

SEC. 2C.4.2. **HEIGHT IN FEET**

The vertical dimension of a building or structure measured in feet.

A. **Intent**

To provide adequate light, air, safety, and to protect the character of an area and the interests of the general public.

B. **Applicability**

Maximum height in feet requirements apply to all buildings and structures on a lot where the applied *Form District (Part 2B)* specifies a maximum height in feet standard, unless listed as an exception in *Sec. 2C.4.2.E. (Exceptions)*.

C. **Standards**

1. **Base**

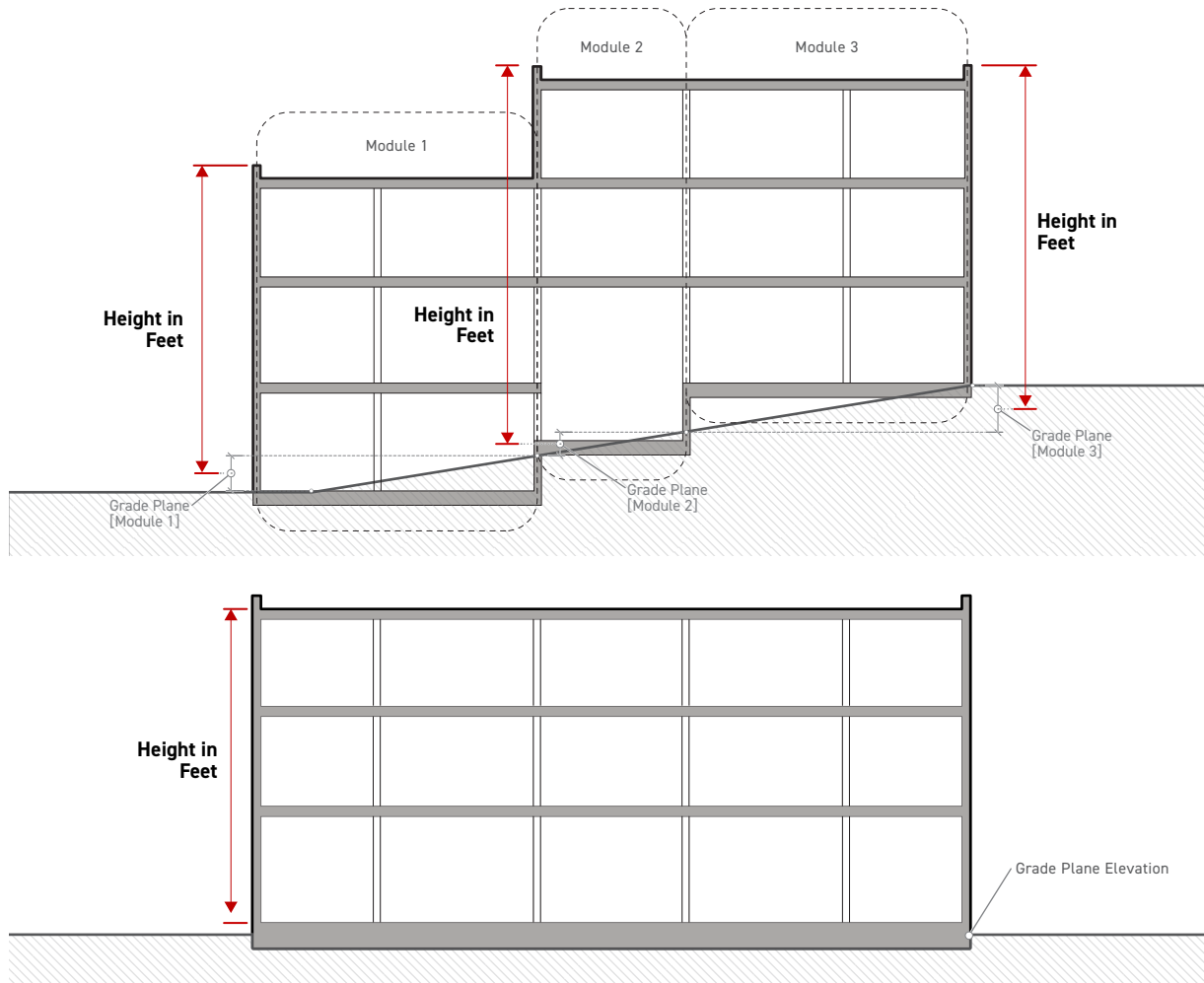
Buildings and structures shall not exceed the base maximum height in feet without meeting *Div. 9.3. (Community Benefits Program)*.

2. **Bonus**

Buildings and structures may exceed the base maximum height in feet up to the bonus maximum height in feet as allowed in *Div. 9.3. (Community Benefits Program)*.

D. Measurement

1. Maximum height in feet is measured as the vertical distance from grade plane to the top of the roof structure. One or more grade plane modules may be established for each building, as shown below. See Sec. 14.1.9.D. (*Building Module Method, Grade Plane Elevation*).



2. Regardless of established grade plane, buildings shall also comply with ground floor elevation standards in Article 3. (*Frontage*).

E. Exceptions

The followings are allowed beyond the maximum height in feet, as specified below:

ALLOWED VERTICAL ENCROACHMENTS			
	Form District Height (max)		
	45' or less	> 45' to 75'	> 75'
Mechanical/Electrical Equipment (See Sec. 14.1.5.B.1.b.)			
Encroachment (max)	3'	5'	10'
Setback from roof edge (min)	3'	3'	5'
Architectural Elements (See Sec. 14.1.5.B.1.c.)			
Encroachment (max)	5'	5'	10'
Setback from roof edge (min)	3'	3'	5'
Vertical Circulation (See Sec. 14.1.5.B.1.d.)			
Encroachment (max)	10'	10'	10'
Setback from roof edge (min)	5'	5'	5'
Safety Barriers (See Sec. 14.1.5.B.1.e.)			
Encroachment (max)	6'	6'	6'
Setback from roof edge (min)	0'	0'	0'
Unenclosed Structures (See Sec. 14.1.5.B.1.f.)			
Encroachment (max)	8'	8'	8'
Setback from roof edge (min)	5'	5'	5'
Flatwork (See Sec. 14.1.5.B.1.g.)			
Encroachment (max)	2.5'	2.5'	2.5'
Setback from roof edge (min)	1'	1'	1'
Plants (See Sec. 14.1.5.B.1.h.)			
Encroachment (max)	unlimited	unlimited	unlimited
Setback from roof edge (min)	1'	1'	1'

F. Relief

1. Increased building maximum height in feet of 20% or less may be requested in accordance with Sec. 13B.5.2. (*Adjustments*).
2. Increased vertical encroachments of 20% or less may be requested in accordance with Sec. 13B.5.2. (*Adjustments*).
3. Increased maximum building height in feet or vertical encroachments may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

SEC. 2C.4.3. HEIGHT IN STORIES

The vertical dimension of a building measured in stories.

A. Intent

1. Maximum height in stories standards are intended to provide adequate light, air, safety, and to protect the character of an area and the interests of the general public. Intended to help provide a variety in building heights and to help ensure that story heights are not reduced to fit within a maximum height in feet.
2. Minimum height in stories standards are intended to provide a method of establishing a minimum level of intensity on a lot, and ensure that lots are not underdeveloped.

B. Applicability

1. Maximum height in stories standards apply to all buildings and structures on a lot where the applied *Form District (Part 2B)* specifies a maximum height in stories standard, unless listed as an exception in *Sec. 2C.4.3.E. (Exceptions)*.
2. Minimum height in stories requirements apply to all buildings on a lot where the applied *Form District (Part 2B)* specifies a minimum height in stories standard.

C. Standards

1. Maximum Height in Stories

a. Base

Buildings and structures shall not exceed the base maximum height in stories without meeting *Div 9.3. (Community Benefits Program)*.

b. Bonus

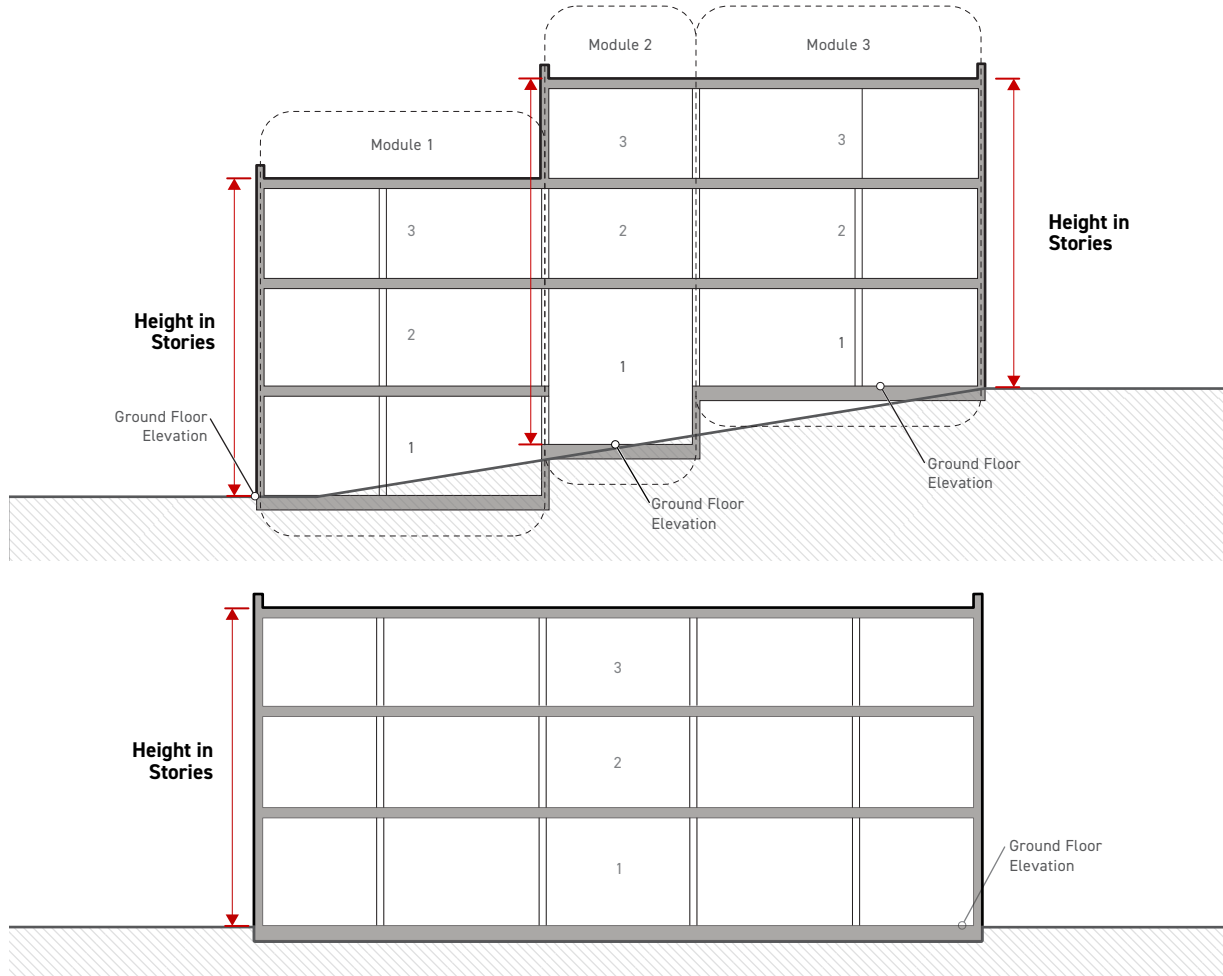
Buildings and structures may exceed the base maximum height in stories up to the bonus maximum height in stories as allowed in *Div. 9.3. (Community Benefits Program)*.

2. Minimum Height in Stories

Each portion of building width used to meet the minimum build-to width standard specified by the applied *Frontage District (Part 3B)* shall contain floor area for a depth no less than 15 feet on every story above the ground floor elevation, up to, and including the minimum height in stories specified by the applied *Form District (Part 2B)*.

D. Measurement

1. Height in stories is measured as the number of stories above the ground floor elevation for each module of the building as shown below. See Sec. 14.1.9.D. (*Building Module, Grade Plane Elevation*).



2. For determining ground story, see Sec. 14.1.10.A. (*Ground Story*).

E. Exceptions

The following encroachments are allowed beyond the maximum height in stories, as specified below:

ALLOWED VERTICAL ENCROACHMENTS			
	Form District Height (max)		
	3 Stories or Less	3 to 6 Stories	More than 6 Stories
Mechanical/Electrical Equipment (See Sec. 14.1.5.B.1.b.)			
Encroachment (max)	3'	5'	10'
Setback from roof edge (min)	3'	3'	5'
Architectural Elements (See Sec. 14.1.5.B.1.c.)			
Encroachment (max)	5'	5'	10'
Setback from roof edge (min)	3'	5'	5'
Vertical Circulation (See Sec. 14.1.5.B.1.d.)			
Encroachment (max)	10'	10'	10'
Setback from roof edge (min)	5'	5'	5'
Safety Barriers (See Sec. 14.1.5.B.1.e.)			
Encroachment (max)	6'	6'	6'
Setback from roof edge (min)	0'	0'	0'
Unenclosed Structures (See Sec. 14.1.5.B.1.f.)			
Encroachment (max)	8'	8'	8'
Setback from roof edge (min)	5'	5'	5'
Flatwork (See Sec. 14.1.5.B.1.g.)			
Encroachment (max)	2.5'	2.5'	2.5'
Setback from roof edge (min)	1'	1'	1'
Vegetation (See Sec. 14.1.5.B.1.h.)			
Encroachment (max)	unlimited	unlimited	unlimited
Setback from roof edge (min)	1'	1'	1'

F. Relief

1. An increase in maximum height in stories may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).
2. A reduction in minimum height in stories of 1 story may be requested in accordance with Sec. 13B.5.2. (*Adjustments*).
3. A reduction in minimum height in stories may be requested as a Class 1 Conditional Use Permit. In addition to the findings otherwise required by Sec. 13B.2.1. (*Class 1 Conditional Use Permit*), the Zoning Administrator shall also find that the reduction would be consistent with prevailing heights along the block face.

4. A reduction in minimum height in stories may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

SEC. 2C.4.4. CITY HALL HEIGHT RESTRICTION

A restriction to the vertical dimension of a building based-on proximity and height relative to Los Angeles City Hall.

A. Intent

To maintain the prominence of the historic Los Angeles City Hall tower in the Downtown Civic Center area by ensuring that the height of the tower remains significantly taller than any other building surrounding City Hall.

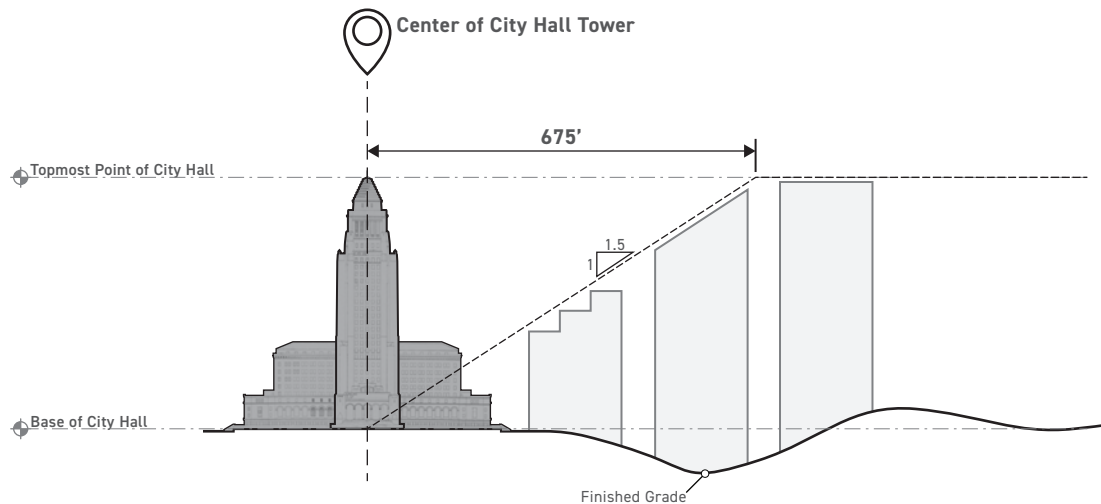
B. Applicability

All buildings and structures on lots where the applied *Frontage District (Part 3B)* specifies "yes" for City Hall height restriction.

C. Standards

1. For portions of buildings or structures within 675 feet of the City Hall tower, no portion of a building or structure may be located above an elevation equal to 1.5 times its distance from City Hall tower plus the elevation at the base of City Hall, as measured from sea level.
2. For portions of buildings or structures located more than 675 feet from the historic Los Angeles City Hall tower, no portion of a building or structure may be located above the elevation of the topmost point of City Hall tower.

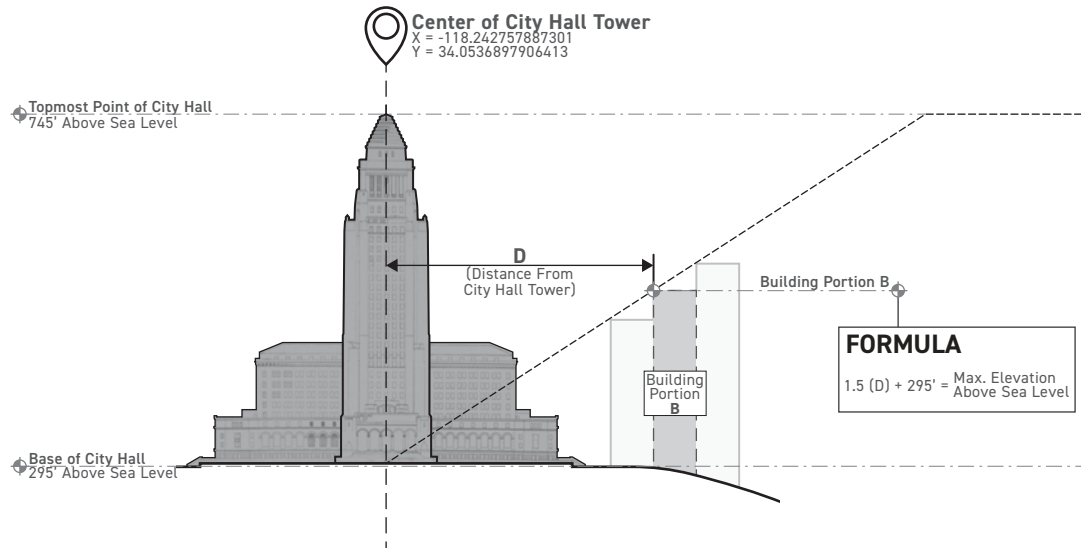
CITY HALL HEIGHT RESTRICTION



D. Measurement

1. Maximum Height

The maximum elevation of a building or portion of a building can be calculated using the following formula: $1.5(\text{Distance}) + 295' = \text{Maximum Elevation Above Sea Level}$



2. Distance from City Hall Tower

Distance from City Hall tower is measured horizontally outward from the center point of the tower. The center point of the tower is considered to be located at the following geographic coordinates:

$$X = -118.242757887301$$

$$Y = 34.0536897906413$$

3. Topmost point of City Hall Tower

The topmost point of the City Hall tower is considered to be located at 745 feet above sea level. Any portion of a building or structure located below this elevation is considered to be located below the topmost point of the tower.

4. Base of City Hall Tower

The base of City Hall is considered to be located at 295 feet above sea level.

E. Relief

An increase in building height above the City Hall height restriction may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 2C.5. **UPPER-STORY BULK**

SEC. 2C.5.1. **BULK PLANE**

An imaginary sloping plane rising inward over the lot that limits building height based on its proximity to site lot lines.

A. **Intent**

To push taller buildings and structures towards the center of a lot and reduce looming impacts on neighboring properties, promoting privacy and solar access.

B. **Applicability**

Bulk plane requirements apply to all buildings and structures on a lot.

C. **Standards**

All buildings and structures shall fit entirely within the bulk plane, no encroachments are allowed outside the bulk plane.

D. **Measurement**

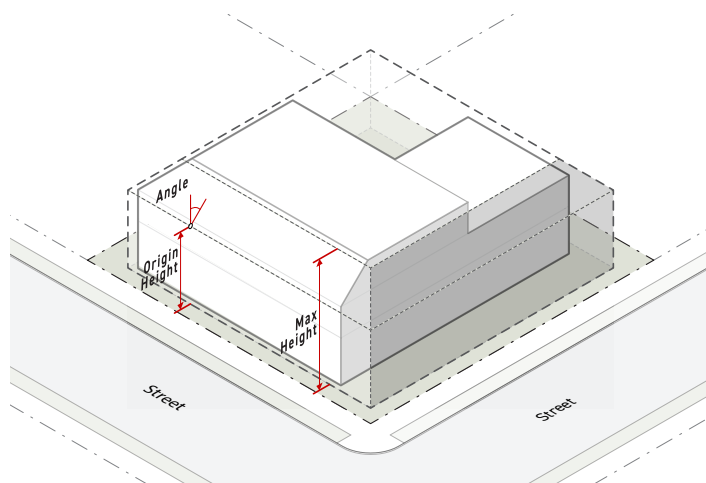
A bulk plane is measured vertically from all applicable lot line setbacks upwards to the origin height. Above the bulk plane origin height, the plane slopes inward at the angle specified by the bulk plane angle.

1. **Origin Height**

The origin height is measured vertically from the minimum setback. Where no minimum setback is required, the origin height is measured vertically from the lot line.

2. **Angle**

The angle of elevation is measured upward, where 0° would prohibit any height above the origin height and 90° allows continuous vertical height from a minimum setback to the maximum height allowed.



E. Relief

1. Increased bulk plane origin height of 20% or less may be requested in accordance with Sec. 13B.5.2. (*Adjustments*) or as a variance in accordance with Sec. 13B.5.3. (*Variance*).
2. Increased bulk plane angle may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

SEC. 2C.5.2. STREET STEP-BACK

A step-like recess in the massing of a building that requires that upper stories to be pushed back from the lower stories from the street.

A. Intent

To reduce the perceived bulk and mass of a building along facades facing public ways, ensuring a height along the street that is appropriate to its neighboring context, while allowing for additional building height.

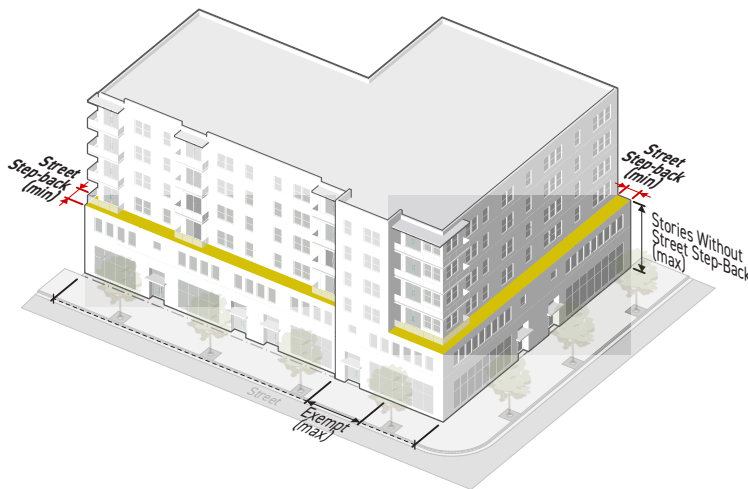
B. Applicability

Street step-back requirements apply to all buildings or structures on a lot that face a frontage lot line unless listed as an exception in Sec. 2C.5.2.E. (Exceptions).

C. Standards

The following standards shall be met for a minimum of 85% of the building width:

1. All stories above the maximum stories without street step-back shall be stepped back from the street-facing facade by at least the minimum street step-back depth, as specified by the applied Form District (Part 2B).
2. No building or structure may extend into a minimum street step-back depth, except where allowed in Sec. 2C.5.2.E. (Exceptions).
3. Buildings having a height less than the maximum stories without street step-back are not required to provide a street step-back.
4. Where a street step-back is required, no less than the minimum number of stories without street step-back, specified by the applied Form District (Part 2B), shall be provided.



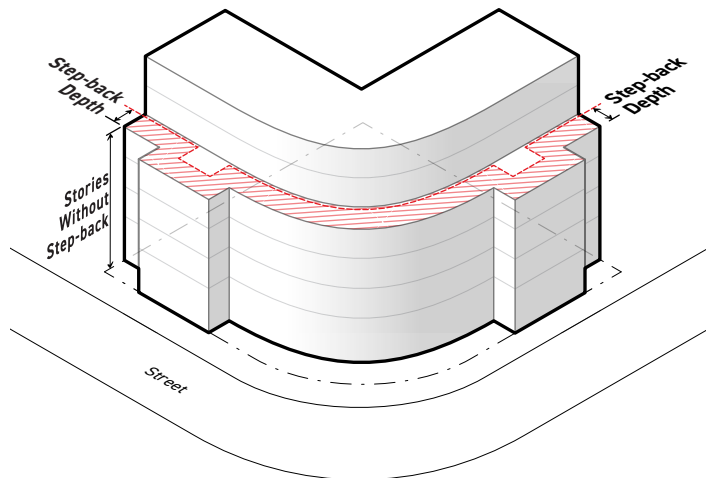
D. Measurement

1. Stories Without Street Step-back

Stories without street step-back is measured according to *Sec. 2C.4.3. (Height in Stories)*.

2. Street Step-back Depth

The minimum street step-back depth is measured as the horizontal distance from the outermost edge of the building facade associated with the topmost story without street step-back to the outermost edge of the facade of the stepped back stories. Street step-back depth is required regardless of the provided or required street setback.



E. Exceptions

The following are allowed to encroach beyond the street step-back as listed below:

ALLOWED HORIZONTAL ENCROACHMENTS	
Architectural Details (Sec. 14.1.5.A.1.a.)	
Encroachment (max)	2'
Roof Projections (Sec. 14.1.5.A.1.b.)	
Encroachment (max)	2.5'
Unenclosed Structures (Sec. 14.1.5.A.1.c. - Sec. 14.1.5.A.1.d.)	
Encroachment (max)	5'
Enclosed Structures: Projecting (Sec. 14.1.5.A.1.e.)	
Encroachment (max)	2.5'
Mechanical/Electrical Equipment (Sec. 14.1.5.A.1.f. - Sec. 14.1.5.A.1.g.)	
Encroachment (max)	1.5'

ALLOWED VERTICAL ENCROACHMENTS	
Mechanical/Electrical Equipment (See Sec. 14.1.5.B.1.b.)	
Encroachment (max)	5'
Setback from roof edge (min)	3'
Architectural Elements (See Sec. 14.1.5.B.1.c.)	
Encroachment (max)	5'
Setback from roof edge (min)	2'
Safety Barriers (See Sec. 14.1.5.B.1.e.)	
Encroachment (max)	4'
Setback from roof edge (min)	0'
Unenclosed Structures (See Sec. 14.1.5.B.1.f.)	
Encroachment (max)	8
Setback from roof edge (min)	2'
Flatwork (See Sec. 14.1.5.B.1.g.)	
Encroachment (max)	2.5'
Setback from roof edge (min)	1'
Vegetation (See Sec. 14.1.5.B.1.h.)	
Encroachment (max)	unlimited
Setback from roof edge (min)	1'

F. Relief

1. A reduced street step-back depth of 20% or less may be requested in accordance with Sec. 13B.5.2. (Adjustments) or as a variance in accordance with Sec. 13B.5.3. (Variance).

2. Increased stories without street step-back may be requested only as a variance in accordance with Sec. 13B.5.3. (*Variance*).

SEC. 2C.5.3. DISTRICT BOUNDARY HEIGHT TRANSITION

A reduction in the maximum height of a building for a limited depth where abutting districts have substantially lower height allowances.

A. Intent

To prevent looming impacts and reduce the perceived bulk and mass of buildings along zoning district boundaries where maximum height standards change significantly.

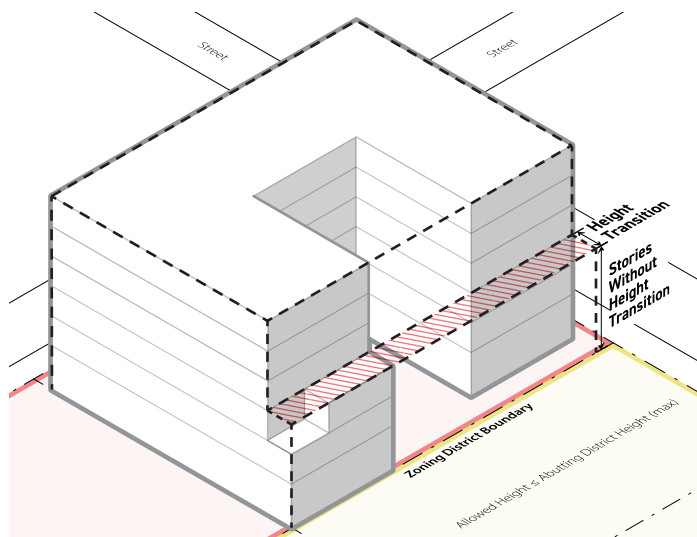
B. Applicability

1. District boundary height transition standards apply to all lots that abut a zoning district that has a maximum height or bonus height of less than or equal to the *abutting district allowed height* (Sec. 2C.5.3.C.2.), specified by the applied *Form District (Part 2B)*.
2. All structures located on an applicable lot shall comply with district boundary height transition standards unless listed as an exception in Sec. 2C.5.3.E (*Exceptions*).

C. Standards

1. General

- a. All structures located above the maximum *stories without height transition* (Sec. 2C.5.3.D.2) shall be located no less than the minimum *height transition depth* (Sec. 2C.5.3.D.3) from any lot zoned with a district that specifies a maximum building height of less than or equal to the maximum *abutting district allowed height* (Sec. 2C.5.3.D.1).



- b. Structures are not required to provide a district boundary height transition from public rights-of-way.
- c. No structure or portion of a structure may be located within the minimum height transition depth, except where allowed in Sec. 2C.5.3.E. (*Exceptions*).

D. Measurement

1. Abutting District Allowed Height

Abutting district allowed height is measured for every abutting lot which is zoned with a different zoning district than the subject lot. The abutting district height is considered to be the maximum height or bonus height allowed by the zoning district applied to the abutting lot.

2. Stories Without Height Transition

Stories without height transition is measured according to *Sec. 2C.4.3. (Height in Stories)*.

3. Height Transition Depth

Height transition depth is measured as the horizontal distance from any lot zoned with a district that specifies a maximum building height of less than or equal to the maximum *abutting district allowed height (Sec. 2C.5.3.D.1)* to the nearest point of any structure located above the specified maximum *stories without height transition (Sec. 2C.5.3.D.2)*.

E. Exceptions

The following are allowed to encroach into the district boundary height transition as listed below:

ALLOWED HORIZONTAL ENCROACHMENTS	
Architectural Details (<i>Sec. 14.1.5.A.1.a.</i>)	
Encroachment (max)	2'
Roof Projections (<i>Sec. 14.1.5.A.1.b.</i>)	
Encroachment (max)	2.5'
Unenclosed Structures (<i>Sec. 14.1.5.A.1.c. - Sec. 14.1.5.A.1.d.</i>)	
Encroachment (max)	5'
Enclosed Structures: Projecting (<i>Sec. 14.1.5.A.1.e.</i>)	
Encroachment (max)	2.5'
Mechanical/Electrical Equipment (<i>Sec. 14.1.5.A.1.f. - Sec. 14.1.5.A.1.g.</i>)	
Encroachment (max)	1.5'

ALLOWED VERTICAL ENCROACHMENTS	
Mechanical/Electrical Equipment (See Sec. 14.1.5.B.1.b.)	
Encroachment (max)	5'
Setback from roof edge (min)	3'
Architectural Elements (See Sec. 14.1.5.B.1.c.)	
Encroachment (max)	5'
Setback from roof edge (min)	2'
Safety Barriers (See Sec. 14.1.5.B.1.e.)	
Encroachment (max)	4'
Setback from roof edge (min)	0'
Unenclosed Structures (See Sec. 14.1.5.B.1.f.)	
Encroachment (max)	8
Setback from roof edge (min)	2'
Flatwork (See Sec. 14.1.5.B.1.g.)	
Encroachment (max)	2.5'
Setback from roof edge (min)	1'
Vegetation (See Sec. 14.1.5.B.1.h.)	
Encroachment (max)	unlimited
Setback from roof edge (min)	1'

F. Relief

1. A reduced height transition depth of 20% or less may be requested in accordance with Sec. 13B.5.2. (*Adjustments*).
2. A reduced height transition depth may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).
3. Increased stories without height transition may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

DIV. 2C.6. BUILDING MASS

SEC. 2C.6.1. BUILDING WIDTH

The horizontal dimension of any building or collection of abutting buildings on a lot.

A. Intent

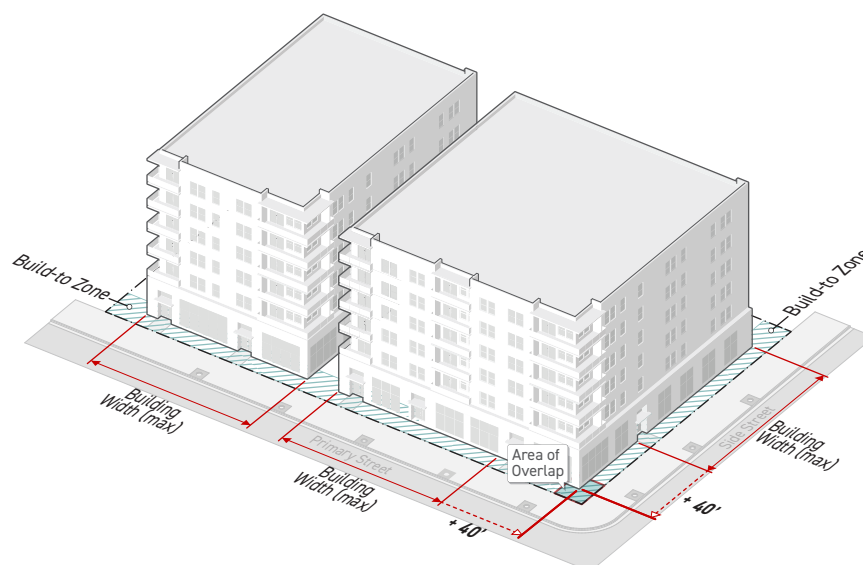
1. To promote fine-grained patterns of development and prevent long buildings that are significantly out of context with traditional patterns by breaking wide buildings into multiple, clearly distinguished building widths.
2. To encourage larger projects to provide open space for pedestrians and recreation.

B. Applicability

1. Building width requirements apply to all frontage lot line-facing buildings or structures on a lot.
2. Building width requirements apply only to portions of buildings and structures located above the ground floor elevation.
3. Building width requirements do not apply to exceptions listed in *Sec. 2C.6.1.F. (Exceptions)*.

C. Standards

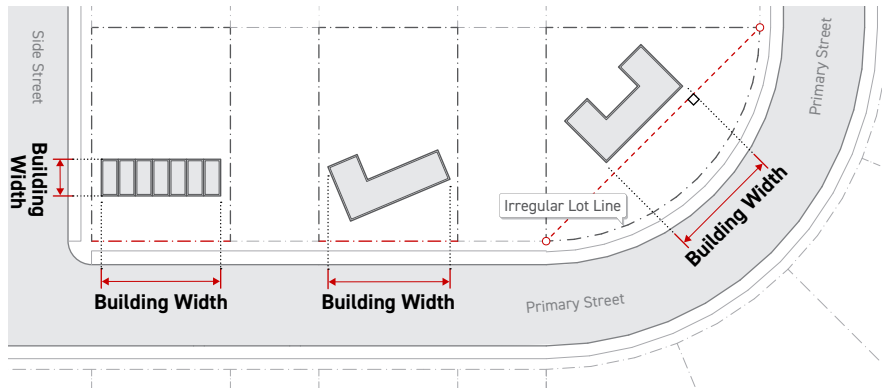
1. No applicable building or collection of abutting buildings located on the same lot shall be wider than the maximum building width specified by the applied *Form District (Part 2B)*.
2. Buildings that are located on separate lots, share no interior circulation, and are structurally independent, are considered separate buildings for the purpose of measuring building width.
3. A building on a corner lot within the build-to zone area of overlap is allowed to exceed the maximum building width by up to 40 feet along both primary and side street lot lines.



4. In order to establish buildings on the same lot as separate buildings for the purpose of measuring maximum building width, a building break meeting the standards in Sec. 2C.2.6.1.E. (*Building Break*) shall be provided between the buildings.

D. Measurement

1. Building width is measured horizontally and parallel to each primary street lot line and side street lot line from one end of an applicable building or collection of abutting buildings to the opposite end.

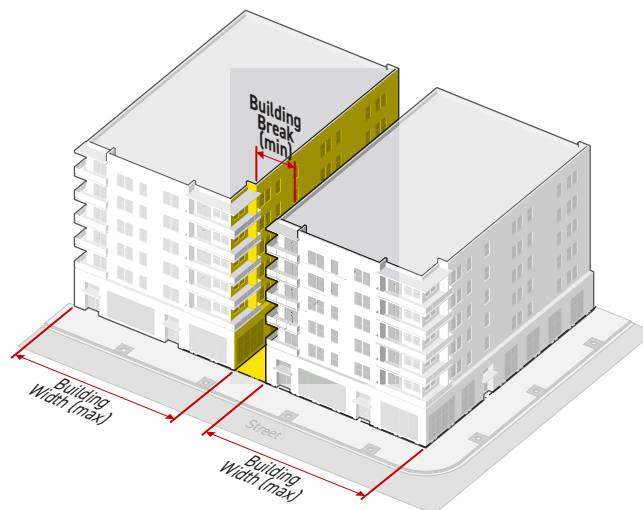


2. For frontage lot line-facing, see Sec. 14.1.6. (*Facing*).
3. For measuring building width on irregular lot lines, see Sec. 14.1.14. (*Parallel or Perpendicular to irregular Lot line*).

E. Building Break

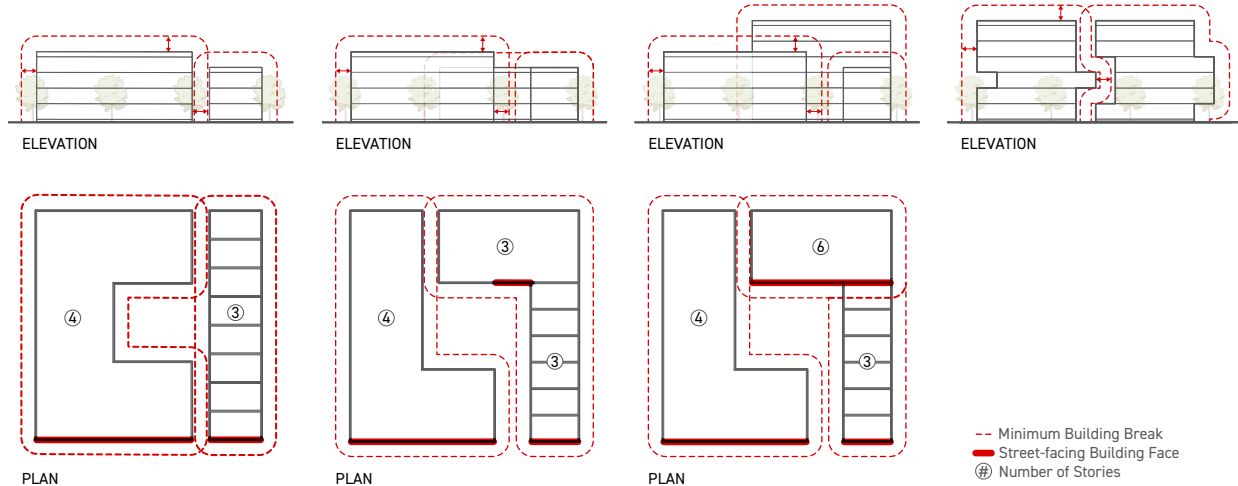
1. Standards

- a. All buildings and collections of abutting buildings located on the same lot shall be separated by at least the minimum building break dimension in order to establish them as separate buildings for the purpose of measuring building width.
- b. No building or structure shall encroach into the building break, except where allowed in Sec. 2C.6.1.F. (*Exceptions*).



2. Measurement

A building break is measured perpendicular to the outermost surface of each applicable portion of a building both vertically and horizontally.



F. Exceptions

1. Encroachments

The following are allowed to encroach into the building break, as listed below:

ALLOWED HORIZONTAL ENCROACHMENTS	
Architectural Details (Sec. 14.1.5.A.1.a.)	
Encroachment (max)	2'
Clear width (min)	3'
Roof Projections (Sec. 14.1.5.A.1.b.)	
Encroachment (max)	2.5'
Clear width (min)	3'
Unenclosed Structures (Sec. 14.1.5.A.1.d. - Sec. 14.1.5.A.1.d.)	
Encroachment (max)	5'
Clear width (min)	3'
Mechanical/Electrical Equipment (Sec. 14.1.5.A.1.f. - Sec. 14.1.5.A.1.g.)	
Encroachment (max)	1.5'
Clear width (min)	3'

2. Building Break Outdoor Amenity Space Alternative

As an alternative to a building break, a street-facing outdoor amenity space that meets the following standards may be used to establish buildings or collections of abutting buildings as separate buildings for the purpose of measuring maximum building width:

- a. The outdoor amenity space shall meet the design standards for outdoor amenity space in Sec. 2C.3.3.A. (*Outdoor Amenity Space*).
- b. The outdoor amenity space width shall be at least 2 times the minimum building break dimension specified in the applied *Form District (Part 2B)*, measured parallel to the applicable street lot line.
- c. The outdoor amenity space width shall not be greater than the maximum building width, measured parallel to the applicable street lot line.
- d. The outdoor amenity space depth shall be at least 5 times the minimum building break dimension specified in the applied *Form District (Part 2B)*, measured perpendicular to the street lot line.
- e. A minimum of 75% of the outdoor amenity space area shall meet the design standards in Sec. 2C.3.3.C. (*Pedestrian Amenity Space*).
- f. The outdoor amenity space may count toward the required minimum build-to width required by the applied *Frontage District (Part 3B)*, provided it meets the requirements of Sec. 3C.1.3.E. (*Build-to Width Exceptions*).
- g. Any portion of the outdoor amenity space may count toward lot amenity space in Sec. 2C.3.1. (*Lot Amenity Space*) and residential amenity space in Sec. 2C.3.2. (*Residential Amenity Space*), provided it meets all applicable standards.



G. Relief

1. Increased building width of 20% or less or reduced building break of 20% or less may be requested in accordance with Sec. 13B.5.2. (*Adjustments*).
2. Increased building width or reduced building break may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

SEC. 2C.6.2. **FACADE WIDTH**

The width of a street-facing building facade that is uninterrupted by a facade break.

A. **Intent**

To add visual interest and reduce the perceived horizontal scale of facades along public ways by limiting the length of uninterrupted facades and breaking wide facades into multiple, clearly-distinguished facade widths, encouraging large projects to provide areas for pedestrians away from the clear path of the public sidewalk.

B. **Applicability**

Where specified by the applied *Form District (Part 2B)*, facade width requirements apply to all buildings or structures on a lot that both face a frontage lot line and are located within 30 feet of the frontage lot line.

C. **Standards**

1. No building facade shall be wider than the maximum facade width specified by the applied *Form District (Part 2B)*.
2. In order to establish facades as separate facades for the purpose of meeting a maximum facade width standard, a facade break meeting the standards of *Sec. 2C.6.2.E. (Facade Break)* shall be provided.

D. **Measurement**

Facade width is measured horizontally, parallel to street lot lines, from the edge of each street-facing facade to the opposite edge of the facade.

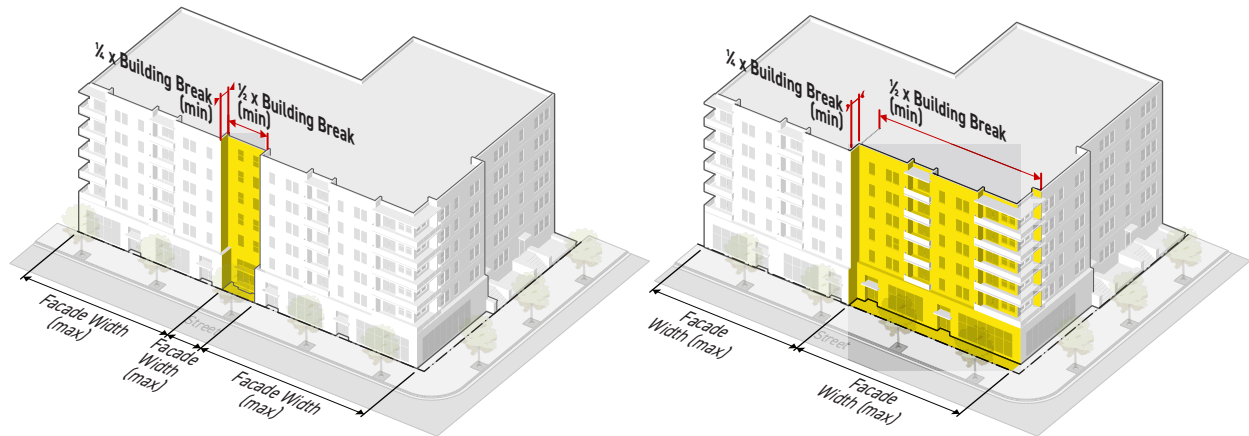
E. **Facade Break**

1. **Standards**

- a. The width of a facade break shall be at least one-half of the minimum building break.
- b. The width of a facade break shall not be greater than the maximum facade width.
- c. The depth of a facade break shall be at least one-quarter of the minimum building break.

- Building Mass -

- d. No structure or equipment shall encroach into a facade break, except where allowed in *Sec. 2C.6.3.D. (Exceptions)*.



2. Measurement

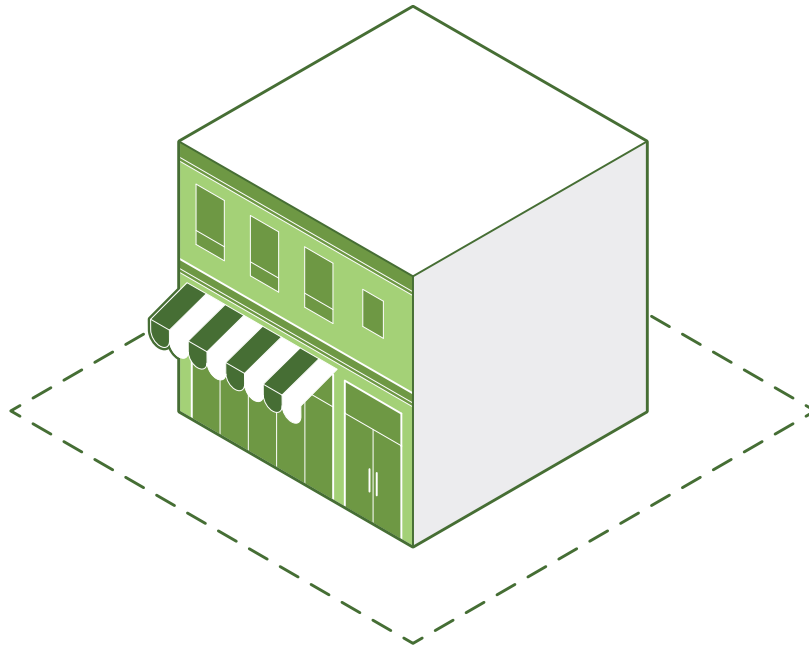
- a. Facade break width is measured horizontally, parallel to street lot lines.
- b. Facade break depth is measured horizontally, perpendicular to street lot lines.

F. Exceptions

Roof projections may encroach into a facade break a maximum of 2.5 feet in depth.

G. Relief

1. Increased maximum facade width or reduction in minimum facade break of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.
2. Deviation from maximum facade width and minimum facade break may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.



ARTICLE 3. **FRONTAGE**

[FORM - **FRONTAGE** - STANDARDS] [USE - DENSITY]

Part 3A. **Introduction**

Part 3B. **Frontage Districts**

Part 3C. **General Frontage Rules**

Part 3D. **Character Frontage Rules**

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PART 3A. INTRODUCTION

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DIV. 3A.1. **ORIENTATION**

SEC. 3A.1.1. **RELATIONSHIP TO ZONE STRING**

A zone string is composed of the following districts:



The Frontage District is a separate and independent component of each zone.

SEC. 3A.1.2. **HOW TO USE ARTICLE 3 (FRONTAGE)**

A. **Identify the Applied Frontage District**

The second component in a zone string identifies the Frontage District applied to a property.

B. **Frontage District Standards**

Frontage District standards are outlined in *Part 3B. (Frontage Districts)*. Each Frontage District page identifies the standards specific to that Frontage District.

C. **Interpreting Frontage District Standards**

Each Frontage rule category on a Frontage District page in *Part 3B. (Frontage Districts)* provides a reference to *Part 3C. (General Frontage Rules)* or *Part 3D. (Character Frontage Rules)*, where the standards within that rule category are explained in detail. *Part 3D. (Character Frontage Rules)* may reference *Part 3C. (General Frontage Rules)* for standards that are common to both Character Frontages and General Frontages.

Frontage District Example:

Zone String

[LM2-**MU2**-5] [RG1-FA]

Find Your Frontage District

Part 3B (Frontage Districts)

SEC. 3B.2.3. MULTI-UNIT 2 (MU2)

A. Lot

Frontage Standard

Specification for Standard

B. Facade

Frontage Lot Line

Frontage Rule Category	Primary		Side	
	Div. 3C.1			
BUILD-TO	Div. 3C.1			
Applicable stories (min)	1	1	1	1
Ⓐ Build-to range (min/max)	0'/10'	0'/15'	0'/15'	0'/15'
Ⓑ Build-to width (min)	70%	40%	40%	40%
Pedestrian amenity allowance (max)	n/a	n/a	n/a	n/a
PARKING	Div. 3C.2			
Ⓒ Frontage setback (min)	20'	20'	20'	20'
LANDSCAPING	Div. 3C.3			
Planting area (min)	30%	30%	30%	30%
Frontage yard fence & wall type allowed:	A2	A2	A2	A2
	Standard Does Not Apply			

Link to Rules	Primary		Side	
	Div. 3C.4			
TRANSPARENCY	Div. 3C.4			
Ⓐ Ground story (min)	30%	30%	30%	30%
Ⓑ Upper stories (min)	20%	20%	20%	20%
Ⓒ Dead wall width (max)	35'	45'	45'	45'
ENTRANCES	Div. 3C.5			
Ⓓ Street-facing entrance	Required	n/a	n/a	n/a
Ⓔ Entrance spacing (max)	50'	100'	100'	100'
Required entry feature	No	No	No	No
GROUND STORY	Div. 3C.6			
Ⓕ Ground story height (min)				
Residential (min)	10'	10'	10'	10'
Nonresidential (min)	10'	10'	10'	10'
Ⓖ Ground floor elevation (min/max)				
Residential (min)	-2'/5"	-2'/5"	-2'/5"	-2'/5"
Nonresidential (min)	-2'/2"	-2'/2"	-2'/2"	-2'/2"

Part 3C (General Frontage Rules)

Learn More About Your Rules

DIV. 3C.6. GROUND STORY

SEC. 3C.6.1. GROUND STORY HEIGHT

The floor-to-floor height of the story of a building having its finished floor elevation nearest to the finished ground surface.

A. Intent

To promote active uses that are directly connected to the public realm, and ensure high-quality ground-story spaces that are adaptable and appropriate to their context.

B. Applicability

Ground story height standards apply to all portions of the ground story of a structure located within the first 15 feet of a frontage applicable facade, measured inward and perpendicular to the facade.

C. Standards

All occupiable space on the ground story shall have floor-to-floor height of no less than the ground story height minimum.

D. Measurement

- Ground story height is measured vertically from the top of the finished ground floor to the top of the finished floor above.
- Where no story exists above, ground story height is the shortest vertically distance from the top of the finished ground floor to the top of the ceiling or roof structure above.
- For determining the ground story, see Sec. 14.1.1.10. (*Ground Story Determination*).

E. Relief

- A reduction in required ground story height of 1 foot or less may be requested in accordance with Sec. 13.7.2 (*Adjustments*).
- Deviation from ground story height standards may be requested as a variance in accordance with Sec. 13.7.2 (*Adjustments*).

Character Frontage District Example:

Zone String

[LLM1-**CHC1**-.5] [IH2-FA]

Find Your Frontage District

Part 3B (Frontage Districts)

SEC. 3B.9.1. HISTORIC CORE (CHC1)

A. Intent
 The Historic Core Character Frontage provides standards intended to reinforce the prevailing architectural characteristics of Downtown's Historic Core. With an architectural character established in the late 19th and early 20th centuries, key architectural characteristics of the Historic Core include grand entrances adorned with pillars and archways, highly decorative facades that clearly articulate the base, middle, and top layers of a building, deeply recessed windows, and flat roofs with prominent cornices. Buildings in the Historic Core adhere to a well-defined street wall with high ground floor activation. The Historic Core Character Frontage ensures new development contributes to the established architectural character of Downtown's Historic Core.

B. Lot

	Primary	Side
BUILD-TO	Div. 3D.1	
Applicable stories (min)	12	12
Build-to depth (max)	5'	10'
Build-to width (min)	90%	70%
Pedestrian amenity allowance (max)	15%	10%
PARKING	Div. 3D.2	
Parking setback (min)	20'	5'
LANDSCAPING	Div. 3D.3	
Planting area (min)	0%	0%
Frontage yard fence & wall type allowed:	A2	A2

Annotations: Label on Graphic, Frontage Rule Category, No Label on Graphic, Frontage Standard, Specification for Standard, Link to Rules

Learn More About Your Rules

Part 3D (Character Frontage Rules)

References to Part 3C

SEC. 3C.1. PARKING SETBACK

An area on a lot along a frontage lot line where motor vehicle use areas are prohibited, including primary street parking setbacks, side street parking setbacks and special lot line parking setbacks.

A. Intent
 To minimize the impact of motor vehicle dominated areas on the public realm and to promote a comfortable, safe, engaging and attractive streetscape with active uses and landscaping along the public realm.

B. Applicability
 Frontage setback requirements apply to the ground story portions of structures and portions of lots designed or designated for motor vehicle uses, including but not limited to parking structures, parking stalls, drive lanes, loading, vehicular circulation areas, and drive-thru facilities.

C. Standards
 All applicable areas designated for motor vehicle use shall be located at or behind the required parking setback unless specifically stated as an exception below.

D. Measurement

All frontage setbacks are measured perpendicular to the frontage lot line.

1. A primary street parking setback is measured from the primary street lot line.
2. A side street parking setback is measured from the side street lot line.
3. An alley parking setback is measured from the alley lot line associated with a dual frontage.

DIV. 3D.1. BUILD-TO
 See Sec. 3C.1

DIV. 3D.2. PARKING
 See Sec. 3C.2

DIV. 3D.3. LANDSCAPING
 See Sec. 3C.3

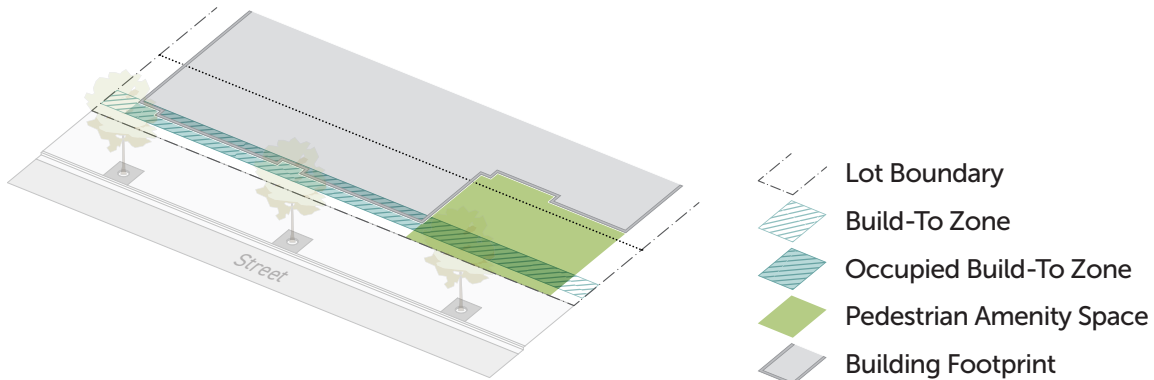
DIV. 3D.4. GROUND FLOOR ELEVATION
 See Sec. 3C.6.2

SEC. 3A.1.3. **FRONTAGE DISTRICT GRAPHICS**

A. **General**

Illustrations and graphics are included in Article 3 (Frontage) only to assist users in understanding the purpose and requirements of the text. In the event a conflict occurs between the text of Article 3 (Frontage) and any illustration or graphic, the text prevails.

B. **Lot Graphics**



1. **Lot Boundary**

This line represents the perimeter of the subject lot, serving as a reference for build-to width.

2. **Build-To Zone**

This blue hatched shape represents the area on a lot, near the frontage lot line, that buildings are required to occupy according to the minimum build-to width specified by the applied *Frontage District (Part 3B)*.

3. **Occupied Build-To Zone**

The portion of the build-to zone with a blue rather than white background represents the width of the build-to zone that counts toward build-to width based on the location of buildings or the location of pedestrian amenity spaces. The location of the occupied build-to zone is not a requirement, but rather an example of one conforming site configuration.

4. **Pedestrian Amenity Space**

This green shape represents the largest pedestrian amenity space allowed to count toward build-to width according to the maximum pedestrian amenity allowance specified by the applied *Frontage District (Part 3B)*. The location of the pedestrian amenity space is not a requirement, but rather an example of one conforming site configuration.

5. **Building Footprint**

This shape represents the building footprint for the front portion of a lot including the portion of a building occupying the build-to zone, serving as a reference for build-to width. The building footprint does not represent the required placement of a building, but rather an example that meets the build-to standards of the applied *Frontage District (Part 3B)*.

C. Facade Graphics



1. Lot Boundary

This line represents the perimeter of the subject lot, serving as a reference for build-to width.

2. Pedestrian Amenity Space

This paver-patterned shape represents the pedestrian amenity space shown in the corresponding lot graphic, demonstrating the relationship between pedestrian amenity space activation requirements, and the standards of the applied *Frontage District (Part 3B)*.

3. Story

This volume represents a story of a building, serving as a reference for story height and ground floor elevation standards. The volume includes a line at the top and bottom of each story, and an additional line near the top of each story indicating the bottom of a floor plate. The bottom of the floor plate is only depicted on the side of the building.

4. Transparent Area

This shape represents door and window openings on frontage applicable facades, serving as a reference for transparency standards. The location of the transparent area is not a requirement, but rather an example of one conforming facade composition.

5. Active Wall Spacing

This red-hatched shape represents one example measurement of active wall spacing, including the regulated facade area between 1 set of door or window openings. This shape does not represent all applicable facade areas.

6. Street-Facing Entrance

This red outline represents a street-facing door openings, serving as a reference for street-facing entrance and entrance spacing standards. The locations of the street-facing entrances are not a requirement, but rather an example of one conforming facade composition.

D. Character Frontage Graphics

Character Frontage Districts (Div. 3B.9.) include a wider variety of graphics, but use the same approach to representation established by the lot graphics and facade graphics. In addition to the elements depicted in lot and frontage graphics, Character Frontage Districts represent articulation techniques, focal entry features, and exterior materials.

1. Articulation Techniques



Articulation standards often include a variety of regulatory elements, including, but not limited to, vertical and horizontal banding, building layers, and articulating elements. While articulating elements are not annotated in Character Frontage District graphics, building layers are represented with a red outline and banding is represented using a black outline around a translucent white shape.

2. Focal Entry Features and Exterior Materials



- a. Focal entry features are represented by a dashed red outline surrounding the area on a facade used to meet the requirements of one of the allowed focal entry features specified by the applied *Frontage District (Part 3B)*. The location of the focal entry feature is not a requirement, but rather an example of one conforming facade composition.
- b. Primary and secondary exterior materials are represented using a variety of colors and textures intended to represent one or more of the allowed exterior materials specified by the applied *Frontage District (Part 3B)*.

SEC. 3A.1.4. **FRONTAGE DISTRICT NAMING CONVENTION**

All Frontage District names are composed of two components: frontage category and variation number.

A. **Frontage Category**

The first component of each Frontage District is a frontage category. Frontage categories group all districts with similar characteristics. Frontage categories are organized as follows:

1. Drive
2. Multi-Unit
3. General
4. Shopfront
5. Market
6. Large Format
7. Warehouse
8. Dual
9. Character

B. **Variation Number**

The last component of each Frontage District is a variation number. All Frontage Districts are numbered in the order they fall within Article 3 (Frontage).

DIV. 3A.2. **OPENING PROVISIONS**

SEC. 3A.2.1. **FRONTAGE INTENT**

The intent of Article 3 (Frontage) is to regulate the portions of a lot and exterior building facades that impact the public realm. Frontage Districts help ensure that projects respond to the public realm in a contextually appropriate manner. Districts range from minimal standards for Warehouse Frontages to a robust set of standards for Shopfront Frontages which require projects to support a high-quality public realm that is active, comfortable, safe, and visually interesting, with strong connections between the public realm and uses inside buildings.

SEC. 3A.2.2. **FRONTAGE APPLICABILITY**

A. **Project Applicability**

All projects filed after the effective date of this Zoning Code (Chapter 1A) must comply with the Frontage District standards and rules in Article 3 (Frontage), as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

B. **Project Activities**

- Categories of Frontage rules apply to a project based on what types of project activities are proposed, as shown in the table below. Typically, more than one project activity will apply to a proposed project (for example, a street-facing addition concealing a portion of an existing building facade includes both new construction and a facade modification).
- For all Frontage Districts, with the exception of Character Frontage Districts, Frontage rule categories apply to project activities as shown in the table below:

FRONTAGE RULE CATEGORIES		PROJECT ACTIVITIES								
		New Construction	Major Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Renovation	Maintenance & Repair
<i>Div. 3C.1</i>	Build-To	●	●	○	○	○	○	○	○	○
<i>Div. 3C.2</i>	Parking	●	●	○	●	○	○	○	○	○
<i>Div. 3C.3</i>	Landscaping	●	●	●	●	○	○	○	○	○
<i>Div. 3C.4</i>	Transparency	●	●	○	○	●	○	○	○	○
<i>Div. 3C.5</i>	Entrances	●	●	○	○	●	○	○	○	○
<i>Div. 3C.6</i>	Ground Story	●	○	○	○	○	○	○	○	○

● = Rules generally apply to this project activity
 ○ = Rules are not applicable

- Opening Provisions -

- For Character Frontage Districts, Character Frontage rule categories apply to project activities as shown in the table below:

CHARACTER FRONTAGE RULE CATEGORIES		PROJECT ACTIVITIES								
		New Construction	Major Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Renovation	Maintenance & Repair
<i>Div. 3D.1</i>	Build-To	●	●	○	○	○	○	○	○	○
<i>Div. 3D.2</i>	Parking	●	●	○	●	○	○	○	○	○
<i>Div. 3D.3</i>	Landscaping	●	●	●	●	○	○	○	○	○
<i>Div. 3D.4</i>	Ground Floor Elevation	●	○	○	○	○	○	○	○	○
<i>Div. 3D.5</i>	Story Height	●	○	○	○	○	○	○	○	○
<i>Div. 3D.6</i>	Articulation	●	●	○	○	●	○	○	○	○
<i>Div. 3D.7</i>	Features	●	○	○	○	●	○	○	○	○
<i>Div. 3D.8</i>	Entrances	●	●	○	○	●	○	○	○	○
<i>Div. 3D.9</i>	Transparency	●	●	○	○	●	○	○	○	○
<i>Div. 3D.10</i>	Exterior Materials	●	●	○	○	●	○	○	○	○

● = Rules generally apply to this project activity
○ = Rules are not applicable

- Project activities are defined in *Sec. 14.1.15. (Project Activities)*.
- Where a category of Frontage rules is listed as generally applicable in the tables above, and the applied *Frontage District (Part 3B)* provides specifications for a standard in that Frontage rule category, the project activity shall meet all applicable Frontage standards within that Division. This general applicability may be further specified for each standard in the applicability provisions in *Part 3C (General Frontage Rules)* and *Part 3D (Character Frontage Rules)*. Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a category of Frontage rules is listed as not applicable in the table above, no standards from that Frontage rule category apply to the project activity.

C. Applicable Components of Lots, Buildings, and Structures

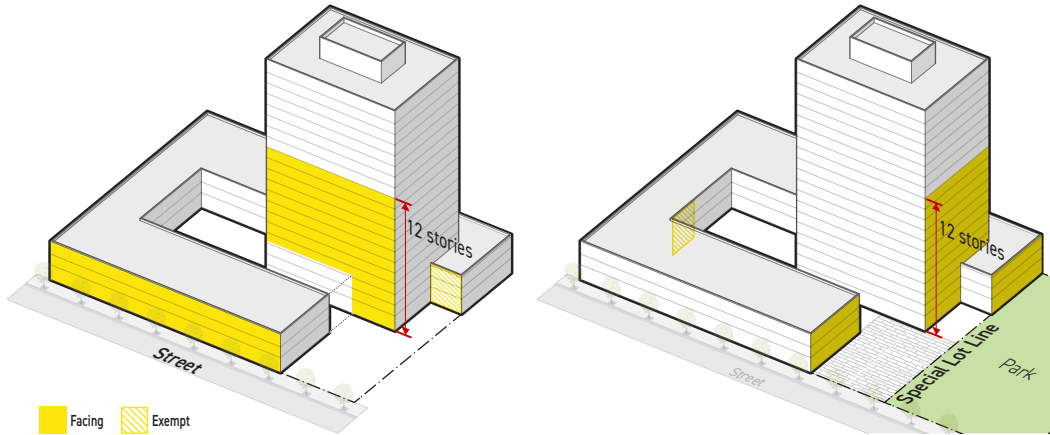
1. General

Frontage standards apply only to the applicable facades, applicable portions of a lot, and applicable building depth, as specified in the following examples in *Sec. 3A.2.2.C.2 (Frontage Applicable Facades)*. Specific Frontage District standards or rules may further limit which components of buildings and lots are required to comply with the standard within *Part 3C. (Frontage Rules)* and *Part 3D. (Character Frontage Rules)*.

2. Frontage Applicable Facades

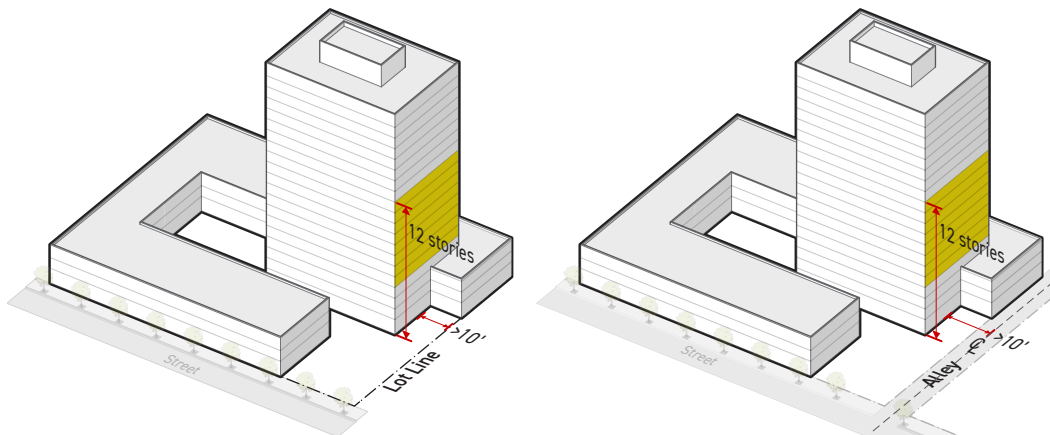
Frontage standards apply to the following facades up to the top of the 12th story:

a. Frontage Lot Line-Facing Facades



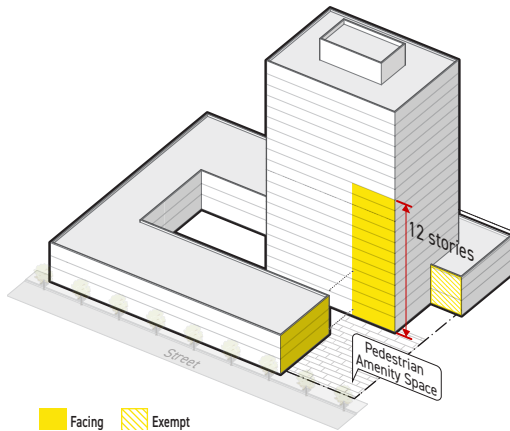
- i. Facades that face a frontage lot line, including *street-facing facades* (Sec. 14.1.6.D.), and when a *Dual Frontage District* (Div. 3B.8.) is applied, *special lot line-facing facades*.
- ii. These facades shall meet the standards specified by the applied *Frontage District* (Part 3B) for the frontage lot line that the facade faces (primary street lot line, side street lot line or special lot line).

b. Lot Line-Facing Facades (Non-Frontage Lot Line)



- i. *Lot line-facing facades* (Sec. 14.1.6.B.) that do not face a frontage lot line and are:
 - a) Located vertically above the top of the 4th story; and
 - b) Located 10 feet or more from a common lot line or centerline of an alley, measured horizontally.
- ii. Lot Line-Facing Facades (Non-Frontage Lot Line) facades shall meet the standards specified by the applied *Frontage District* (Part 3B) for the side street lot line.

c. Pedestrian Amenity Space-Facing Facades

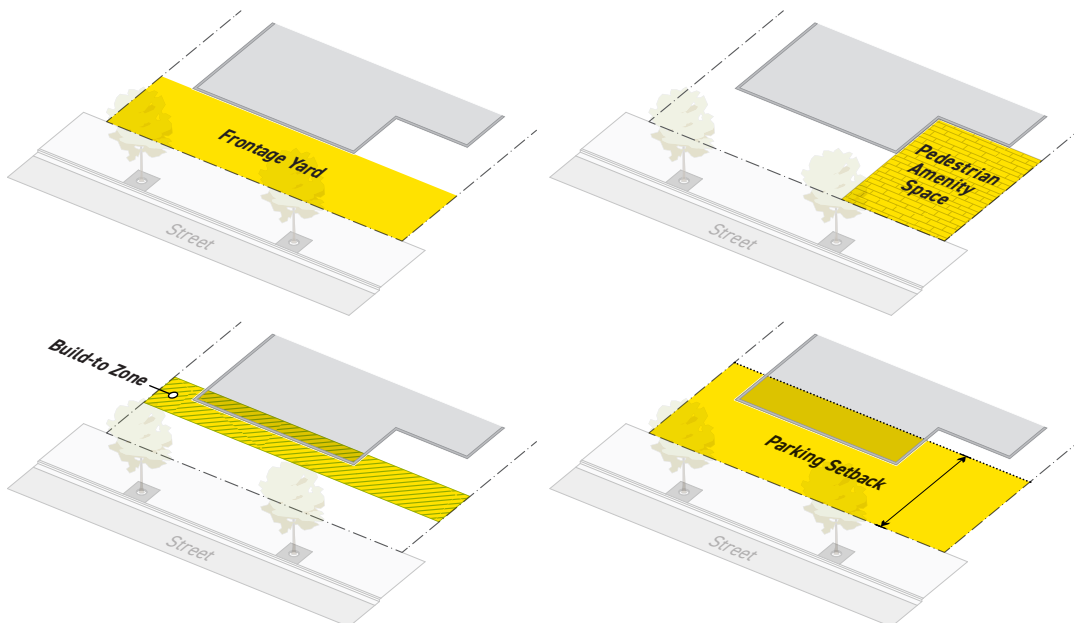


- i. Facades that face a pedestrian amenity space, see *Sec. 14.1.6.C. (Pedestrian Amenity Space-Facing Facades)*.
- ii. These facades shall meet the standards specified by the applied *Frontage District (Part 3B)* for the frontage lot line that the pedestrian amenity space abuts. Where the pedestrian amenity space abuts multiple frontage lot lines, the standards specified for the frontage lot line that abuts the pedestrian amenity space for the greatest length applies.

3. Frontage Applicable Portions of a Lot

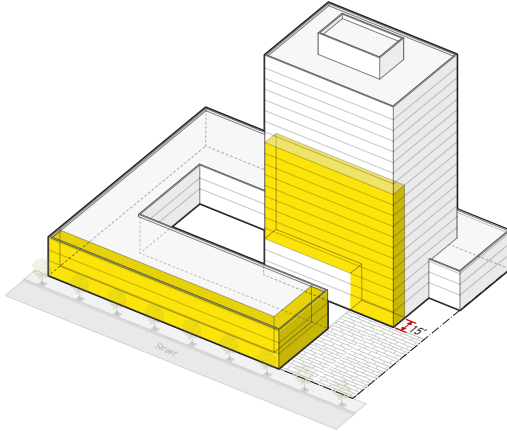
Frontage District standards apply to the following portions of a lot:

- a. Frontage yards, see *Sec. 14.1.16. (Yards)*;
- b. Pedestrian amenity spaces (*Sec. 2C.3.3.C*);
- c. Build-to zones; and
- d. *Parking setbacks (Sec. 3C.2.1)*.



4. Frontage Applicable Building Depth

Frontage District standards apply to portions of a building interior within 15 feet of a *frontage lot line-facing* (Sec. 3A.2.2.C.2.a.) or *pedestrian amenity space-facing* (Sec. 3A.2.2.C.2.c.) frontage applicable facade.



D. Nonconformity

Article 12. (Nonconformities) provides relief from the requirements of *Article 3. (Frontage)* for existing lots, site improvements, buildings and structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current district standards or use permissions. No project activity may decrease conformance with any Frontage standard unless otherwise specified by *Division 12.3. (Frontage Exceptions)*. Consider the following examples:

1. Closing an existing window opening: Where the proposed facade modification reduces ground story transparency below the minimum required by the applied *Frontage District (Part 3B)*, the facade alteration is not allowed.
2. An addition or new detached structure to the side of a building: Where the applicable facades on the existing structure do not meet the Frontage District transparency standards, all applicable facades of the addition or new detached structure are required to meet the transparency standards, but no alteration of existing facades is required.

PART 3B. FRONTAGE DISTRICTS

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DIV. 3B.1. **DRIVE FRONTAGES**

Drive Frontages control the location of vehicular access, require planted front yards, and provide flexible provisions for privacy through a combination of setbacks, frontage yard fences, and wall standards.

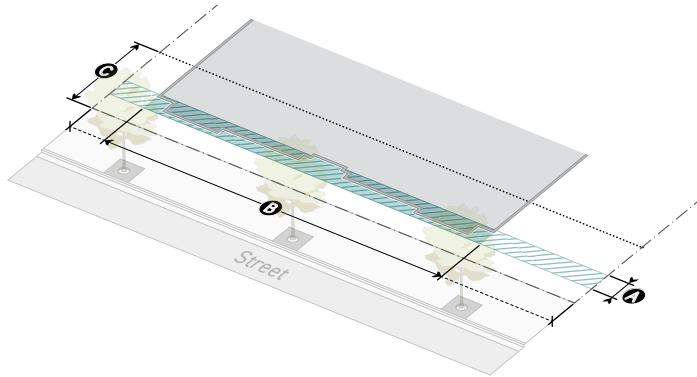
[Reserved]

DIV. 3B.2. **MULTI-UNIT FRONTAGES**

Multi-Unit Frontages require higher ground floor elevation, relatively low transparency, and frequent entrance spacing. This allows for greater privacy for tenants located on the ground story while retaining an interplay between the private and public realms. Frequent entrances activate the public realm with pedestrian activity and visual interest.

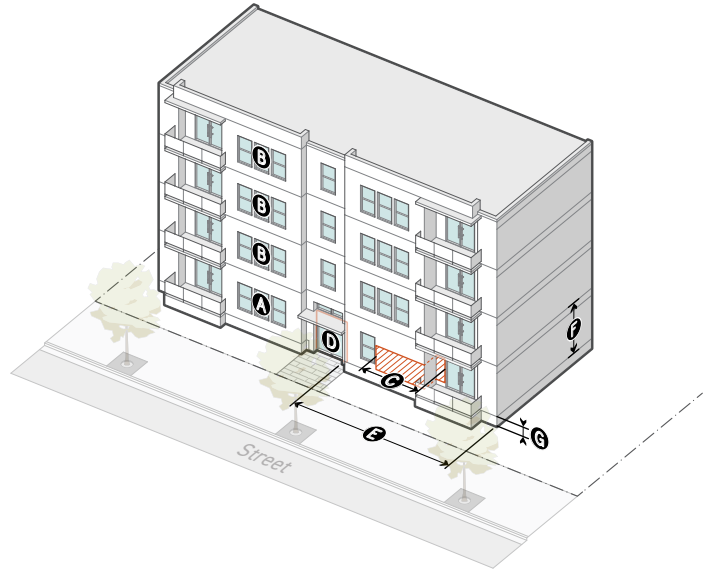
SEC. 3B.2.1. MULTI-UNIT 1 (MU1)

A. Lot



	Primary	Side
BUILD-TO	<i>Div. 3C.1.</i>	
Applicable stories (min)	2	2
A Build-to depth (max)	5'	5'
B Build-to width (min)	70%	40%
Pedestrian amenity allowance (max)	n/a	n/a
PARKING	<i>Div. 3C.2.</i>	
C Parking setback (min)	20'	5'
LANDSCAPING	<i>Div. 3C.3.</i>	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

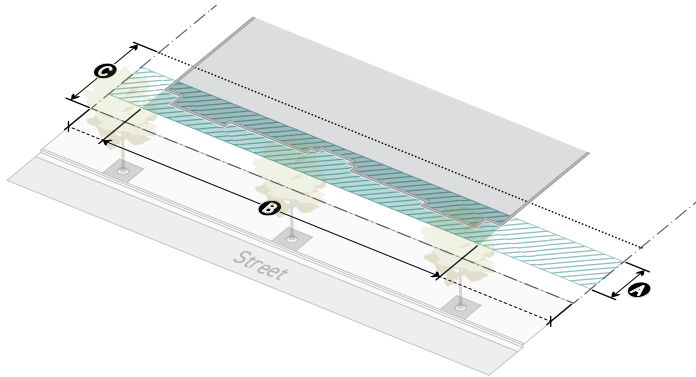
B. Facade



	Primary	Side
TRANSPARENCY	<i>Div. 3C.4.</i>	
A Ground story (min)	30%	30%
B Upper stories (min)	20%	20%
C Active wall spacing (max)	30'	40'
ENTRANCES	<i>Div. 3C.5.</i>	
D Street-facing entrance	Required	n/a
E Entrance spacing (max)	50'	100'
Entry feature	n/a	n/a
GROUND STORY	<i>Div. 3C.6.</i>	
F Ground story height (min)		
Residential	10'	10'
Nonresidential	10'	10'
G Ground floor elevation (min/max)		
Residential	-2'/5'	-2'/5'
Nonresidential	-2'/2'	-2'/2'

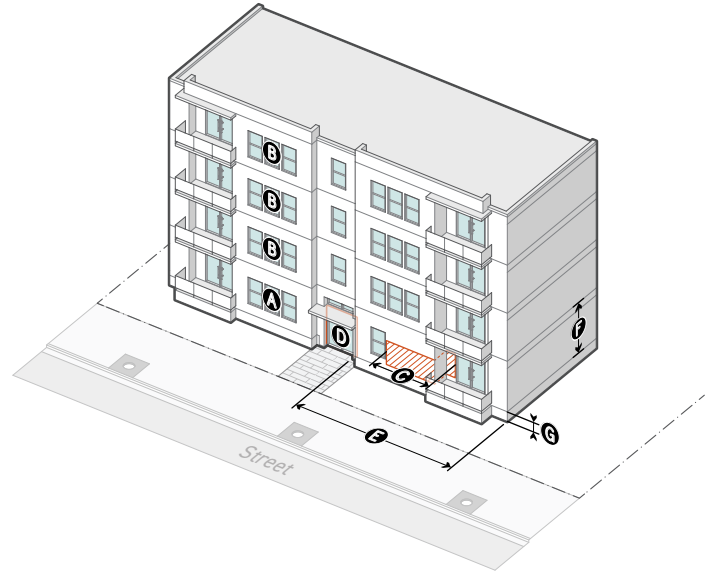
SEC. 3B.2.2. **MULTI-UNIT 2 (MU2)**

A. Lot



	Primary	Side
BUILD-TO	<i>Div. 3C.1.</i>	
Applicable stories (min)	2	2
A Build-to depth (max)	10'	15'
B Build-to width (min)	70%	40%
Pedestrian amenity allowance (max)	n/a	n/a
PARKING	<i>Div. 3C.2.</i>	
C Parking setback (min)	20'	5'
LANDSCAPING	<i>Div. 3C.3.</i>	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

B. Facade



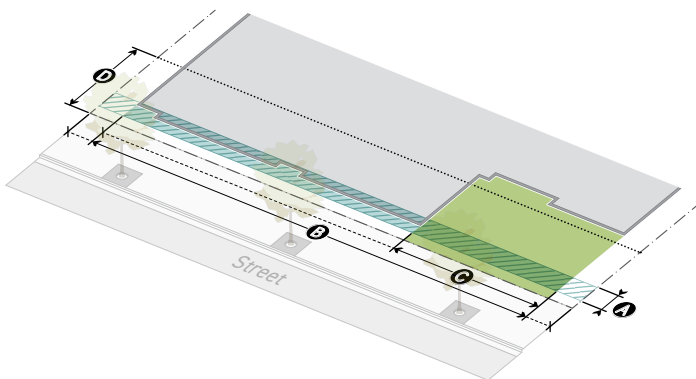
	Primary	Side
TRANSPARENCY	<i>Div. 3C.4.</i>	
A Ground story (min)	30%	30%
B Upper stories (min)	20%	20%
C Active wall spacing (max)	30'	40'
ENTRANCES	<i>Div. 3C.5.</i>	
D Street-facing entrance	Required	n/a
E Entrance spacing (max)	50'	100'
Entry feature	n/a	n/a
GROUND STORY	<i>Div. 3C.6.</i>	
F Ground story height (min)		
Residential	10'	10'
Nonresidential	10'	10'
G Ground floor elevation (min/max)		
Residential	-2'/5'	-2'/5'
Nonresidential	-2'/2'	-2'/2'

DIV. 3B.3. **GENERAL FRONTAGES**

General Frontages require moderate to high build-to widths while allowing a wide range of modifications for pedestrian amenity spaces. These Frontage Districts have a moderate transparency requirement with flexible entrance spacing standards while ensuring a high-quality pedestrian environment and providing flexibility for a variety of ground story tenants.

SEC. 3B.3.1. **GENERAL 1 (G1)**

A. Lot



	Primary	Side
BUILD-TO	<i>Div. 3C.1.</i>	
Applicable stories (min)	5	5
A Build-to depth (max)	10'	15'
B Build-to width (min)	90%	70%
C Pedestrian amenity allowance (max)	30%	20%
PARKING	<i>Div. 3C.2.</i>	
D Parking setback (min)	15'	5'
LANDSCAPING	<i>Div. 3C.3.</i>	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

B. Facade



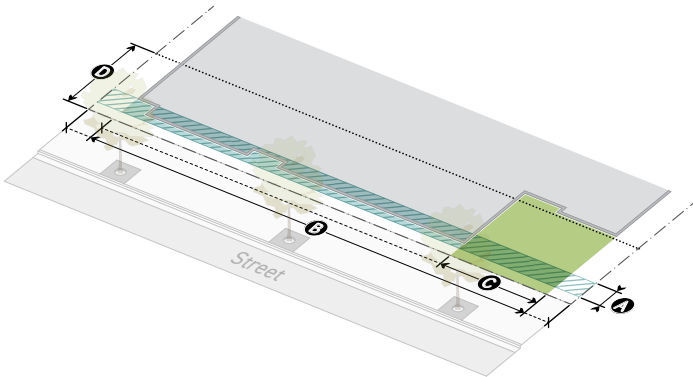
	Primary	Side
TRANSPARENCY	<i>Div. 3C.4.</i>	
A Ground story (min)	50%	40%
B Upper stories (min)	30%	30%
C Active wall spacing (max)	25'	25'
ENTRANCES	<i>Div. 3C.5.</i>	
D Street-facing entrance	Required	Required
E Entrance spacing (max)	75'	100'
Entry feature	n/a	n/a
GROUND STORY	<i>Div. 3C.6.</i>	
F Ground story height (min)		
Residential	10'	10'
Nonresidential	16'	16'
G Ground floor elevation (min/max)		
Residential	-2'/5'	-2'/5'
Nonresidential	-2'/5'	-2'/5'

DIV. 3B.4. **SHOPFRONT FRONTAGES**

Shopfront Frontages require high build-to widths, high levels of transparency, frequent entrance spacing, and ground floor elevation at or near sidewalk grade. This promotes a legible street wall and activates the public realm with pedestrian activity and visual interest. The at-grade ground floor elevation allows for an increased connection between the interior uses and the pedestrian space.

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>	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

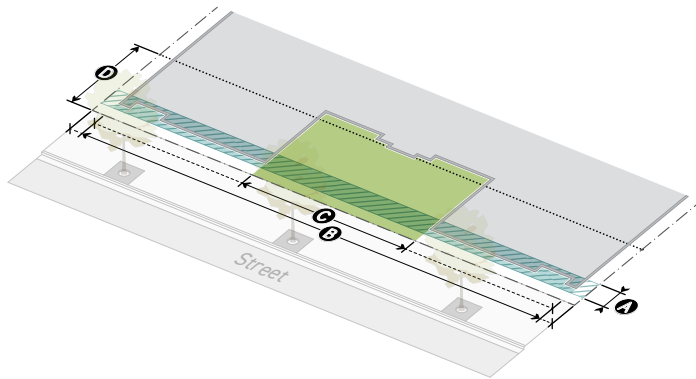
B. Facade



	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'
Entry feature	n/a	n/a
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'/2'	-2'/2'
Nonresidential	-2'/2'	-2'/2'

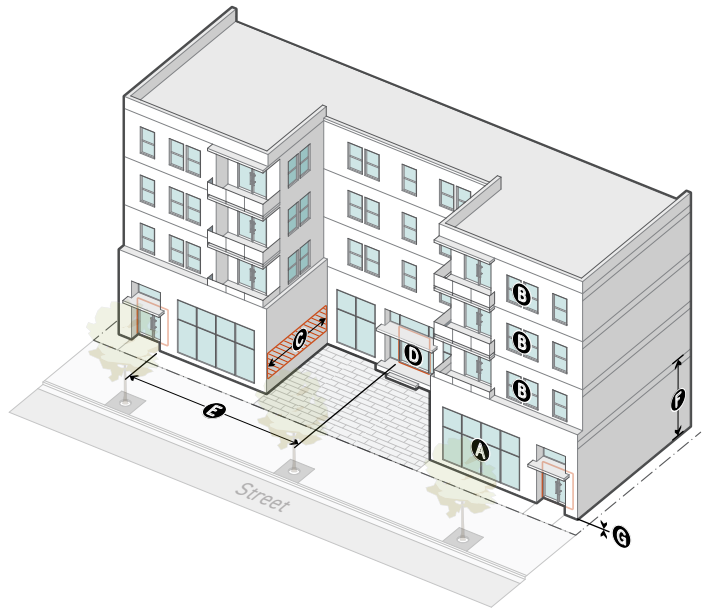
SEC. 3B.4.2. SHOPFRONT 2 (SH2)

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)	95%	70%
C Pedestrian amenity allowance (max)	35%	10%
PARKING	<i>Div. 3C.2.</i>	
D Parking setback (min)	20'	5'
LANDSCAPING	<i>Div. 3C.3.</i>	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

B. Facade



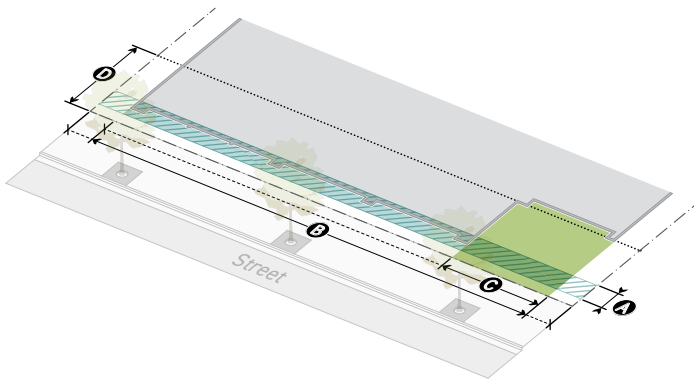
	Primary	Side
TRANSPARENCY	<i>Div. 3C.4.</i>	
A Ground story (min)	60%	40%
B Upper stories (min)	30%	30%
C Active wall spacing (max)	15'	25'
ENTRANCES	<i>Div. 3C.5.</i>	
D Street-facing entrance	Required	Required
E Entrance spacing (max)	50'	75'
Entry feature	n/a	n/a
GROUND STORY	<i>Div. 3C.6.</i>	
F Ground story height (min)		
Residential	16'	16'
Nonresidential	16'	16'
G Ground floor elevation (min/max)		
Residential	-2'/2'	-2'/2'
Nonresidential	-2'/2'	-2'/2'

DIV. 3B.5. **MARKET FRONTAGES**

Market Frontages require high build-to widths and frequent entrances integrated as market stalls and shopfront bays. These entry feature options, paired with frequent entry spacing, activates the public realm with pedestrian activity and visual interest in areas where market stalls are the dominant pattern.

SEC. 3B.5.1. MARKET 1 (MK1)

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 Street/alley setback (min)	20'	5'
LANDSCAPING	<i>Div. 3C.3.</i>	
Frontage 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)	60%	40%
B Upper stories (min)	20%	20%
C Active wall spacing (max)	15'	30'
ENTRANCES	<i>Div. 3C.5.</i>	
D Street-facing entrance	Required	Required
E Entrance spacing (max)	25'	50'
Entry feature	Required	Required
Options	<ul style="list-style-type: none"> Market Stall Shopfront Bay 	
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	n/a	n/a
Nonresidential	-2'/2'	-2'/2'

DIV. 3B.6. **LARGE FORMAT FRONTAGES**

Large Format Frontages require moderate build-to widths and infrequent entrance spacing. These Frontage Districts are designed to accommodate large tenants and controlled access in a manner that promotes a walkable street edge.

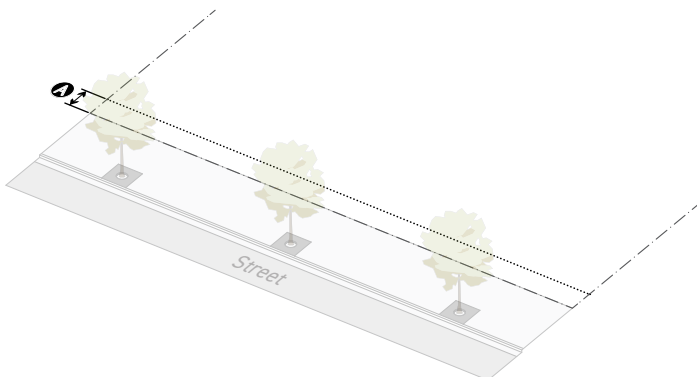
[Reserved]

DIV. 3B.7. **WAREHOUSE FRONTAGES**

The Warehouse Frontages have few standards and allow for a high level of flexibility. These Frontage Districts are designed for freight service. Warehouse Frontages are intended for areas where pedestrian-friendly environments are not a priority.

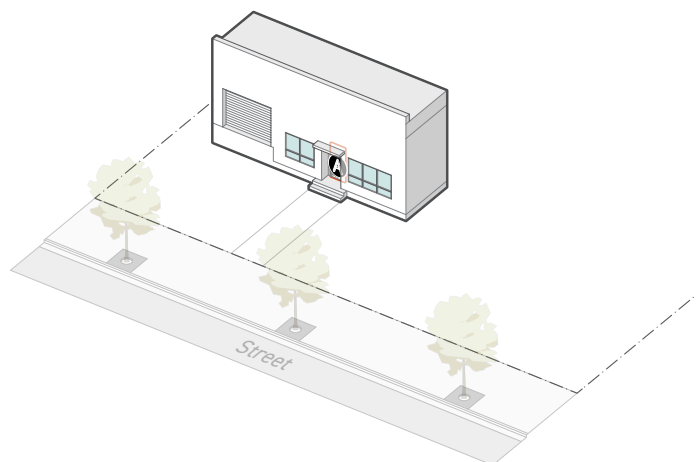
SEC. 3B.7.1. WAREHOUSE 1 (WH1)

A. Lot



	Primary	Side
BUILD-TO	<i>Div. 3C.1.</i>	
Applicable stories (min)	2	1
Build-to depth (min/max)	n/a	n/a
Build-to width (min)	n/a	n/a
Pedestrian amenity allowance (max)	n/a	n/a
PARKING	<i>Div. 3C.2.</i>	
A Parking setback (min)	5'	5'
LANDSCAPING	<i>Div. 3C.3.</i>	
Frontage planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A4	A4

B. Facade



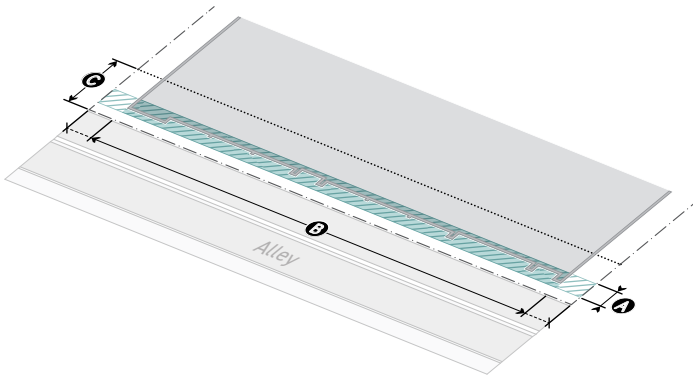
	Primary	Side
TRANSPARENCY	<i>Div. 3C.4.</i>	
Ground story (min)	n/a	n/a
Upper stories (min)	n/a	n/a
Active wall spacing (max)	n/a	n/a
ENTRANCES	<i>Div. 3C.5.</i>	
A Street-facing entrance	Required	n/a
Entrance spacing (max)	n/a	n/a
Entry feature	n/a	n/a
GROUND STORY	<i>Div. 3C.6.</i>	
Ground story height (min)		
Residential	n/a	n/a
Nonresidential	n/a	n/a
Ground floor elevation (min/max)	n/a	n/a

DIV. 3B.8. **DUAL FRONTAGES**

The Dual Frontages are required to address primary, side, and special frontage lot lines. This allows for activation of the frontage lot line with increased standards.

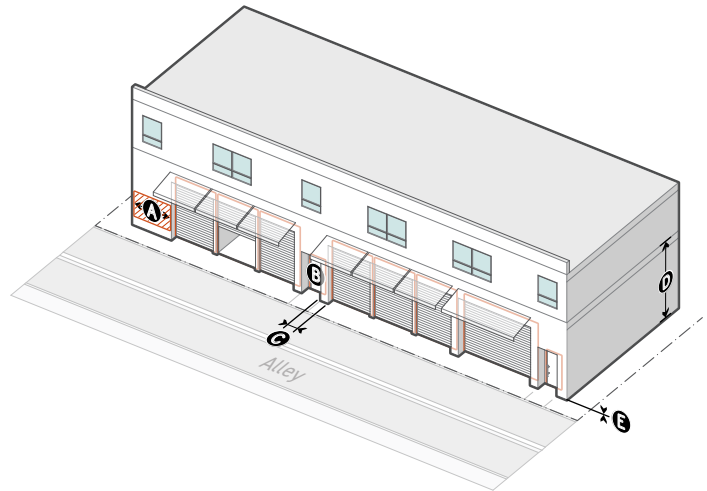
SEC. 3B.8.1. **ALLEY MARKET (AL1)**

A. Lot



	Special	Primary	Side
BUILD-TO	<i>Div. 3C.1.</i>		
Applicable stories (min)	5	5	5
A Build-to depth (max)	10'	5'	10'
B Build-to width (min)	90%	90%	70%
Pedestrian amenity allowance (max)	10%	20%	10%
PARKING	<i>Div. 3C.2.</i>		
C Setback (min)	15'	20'	5'
LANDSCAPING	<i>Div. 3C.3.</i>		
Frontage planting area (min)	10%	20%	30%
Frontage yard fence & wall type allowed:	A1	A2	A2

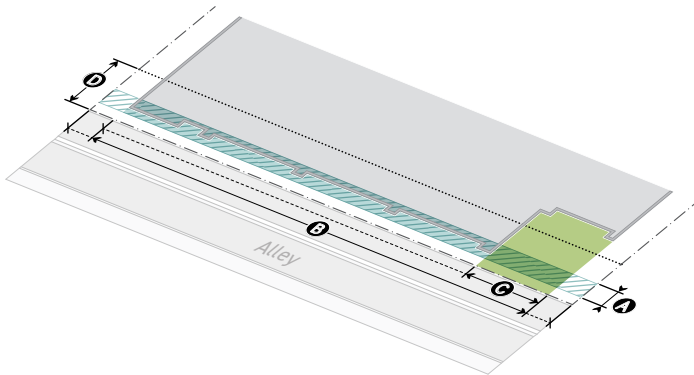
B. Facade



	Special	Primary	Side
TRANSPARENCY	<i>Div. 3C.4.</i>		
Ground story (min)	n/a	60%	40%
Upper stories (min)	n/a	20%	20%
A Active wall spacing (max)	25'	15'	30'
ENTRANCES	<i>Div. 3C.5.</i>		
B Street-facing entrance	Required	Required	Required
C Entrance spacing (max)	25'	25'	50'
Entry feature	Required	Required	Required
Options	<ul style="list-style-type: none"> • Shopfront bay • Market stall 		
GROUND STORY	<i>Div. 3C.6.</i>		
D Ground story height			
Residential (min)	16'	16'	n/a
Nonresidential (min)	16'	16'	16'
E Ground floor elevation (min/max)	-1/1'	-2/2'	-2/2'

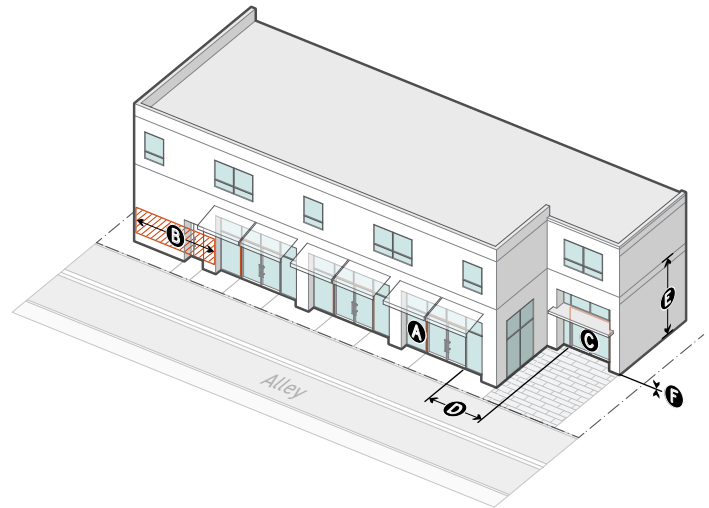
SEC. 3B.8.2. ALLEY SHOPFRONT (AL2)

A. Lot



	Special	Primary	Side
BUILD-TO	<i>Div. 3C.2.</i>		
Applicable stories (min)	5	5	5
A Build-to depth (max)	10'	5'	10'
B Build-to width (min)	70%	95%	70%
C Pedestrian amenity allowance (max)	15%	35%	10%
PARKING	<i>Div. 3C.2.</i>		
D Setback (min)	15'	20'	5'
LANDSCAPING	<i>Div. 3C.3.</i>		
Frontage planting area (min)	10%	20%	30%
Frontage yard fence & wall type allowed:	A1	A2	A2

B. Facade



	Special	Primary	Side
TRANSPARENCY	<i>Div. 3C.4.</i>		
A Ground story (min)	60%	60%	40%
Upper stories (min)	n/a	30%	30%
B Active wall spacing (max)	25'	15'	25'
ENTRANCES	<i>Div. 3C.5.</i>		
C Street-facing entrance	Required	Required	Required
D Entrance spacing (max)	25'	50'	75'
Entry feature	Required	n/a	n/a
Options	• Storefront bay		
GROUND STORY	<i>Div. 3C.6.</i>		
E Ground story height			
Residential (min)	16'	16'	16'
Nonresidential (min)	16'	16'	16'
F Ground floor elevation (min/max)	-1/1'	-2/2'	-2/2'

DIV. 3B.9. **CHARACTER FRONTAGES**

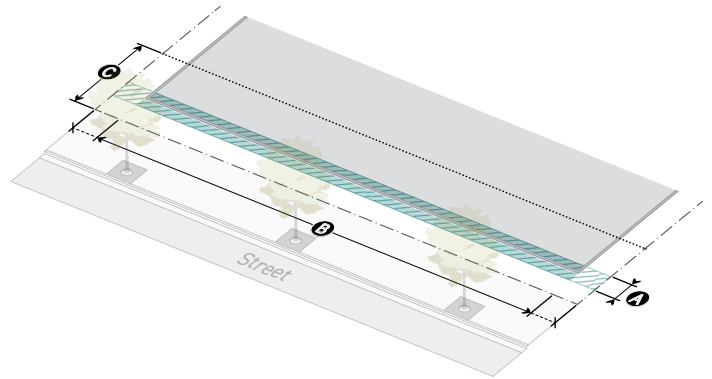
Character Frontages provide standards for facade articulation, entry features, window design, siding materials, and roof form, in order to reinforce the prevailing architectural characteristics of the city's historically and culturally significant neighborhoods and districts.

SEC. 3B.9.1. HISTORIC CORE (CHC1)

A. Intent

The Historic Core Character Frontage ensures new development contributes to and reinforces the established architectural character of an urban historic core established in the late 19th and early 20th centuries, while supporting creative design and contemporary construction practices. Key architectural characteristics of the Historic Core include grand entrances adorned with pillars and archways, highly decorative facades that clearly articulate the base, middle, and top layers of a building, deeply recessed windows, and roofs with prominent cornices. Buildings in the Historic Core adhere to a well-defined street wall with high ground story activation.

B. Lot



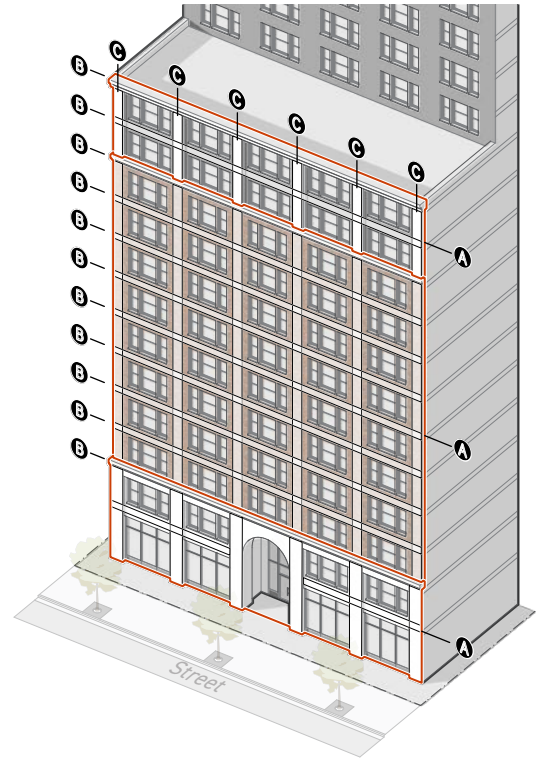
	Primary	Side
BUILD-TO	<i>Div. 3D.1.</i>	
Applicable stories (min)	12	12
A Build-to depth (max)	5'	10'
B Build-to width (min)	90%	70%
Pedestrian amenity allowance (max)	15%	10%
PARKING	<i>Div. 3D.2.</i>	
C Parking setback (min)	20'	5'
LANDSCAPING	<i>Div. 3D.3.</i>	
Frontage planting area (min)	0%	0%
Frontage yard fence & wall type allowed:	A2	A2

C. Stories



	Primary	Side
GROUND FLOOR ELEVATION	<i>Div. 3D.4.</i>	
A Ground floor elevation (min/max)	-2'2'	-2'2'
STORY HEIGHT	<i>Div. 3D.5.</i>	
B Ground story height (min)	16'	16'

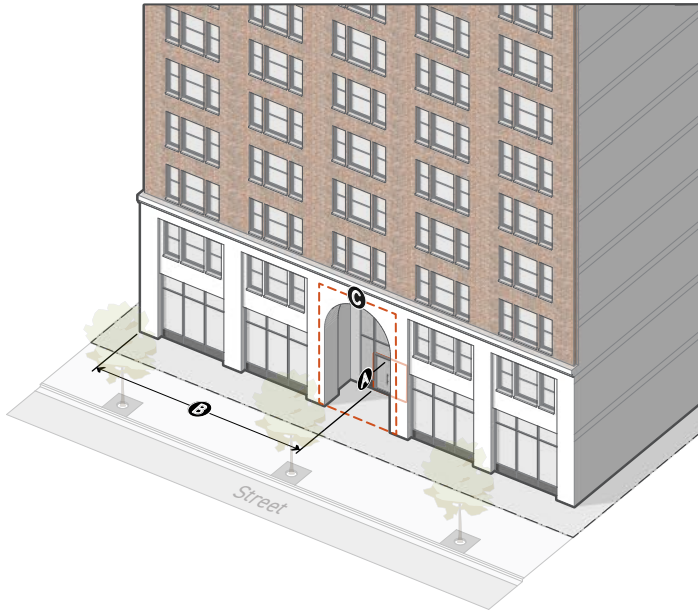
D. Facade



	Primary	Side
ARTICULATION	<i>Div. 3D.6.</i>	
A Base, middle & top*	Required	Required
B Horizontal bands*	Required	Required
C Vertical bands*	Required	Required
Spacing (min/max)	15'/30'	15'/30'
FEATURES	<i>Div. 3D.7.</i>	
Restricted Features*	<ul style="list-style-type: none"> Projecting balcony 	

* Applicable for first 12 stories

E. Doors



	Primary	Side
ENTRANCES	<i>Div. 3D.8.</i>	
A Street-facing entrance	Required	Required
B Entrance spacing (max)	50'	50'
Entry feature	Required	Required
Options	<ul style="list-style-type: none"> • Recessed entry • At-grade entry • Storefront bay 	
C Focal entry feature	1	0

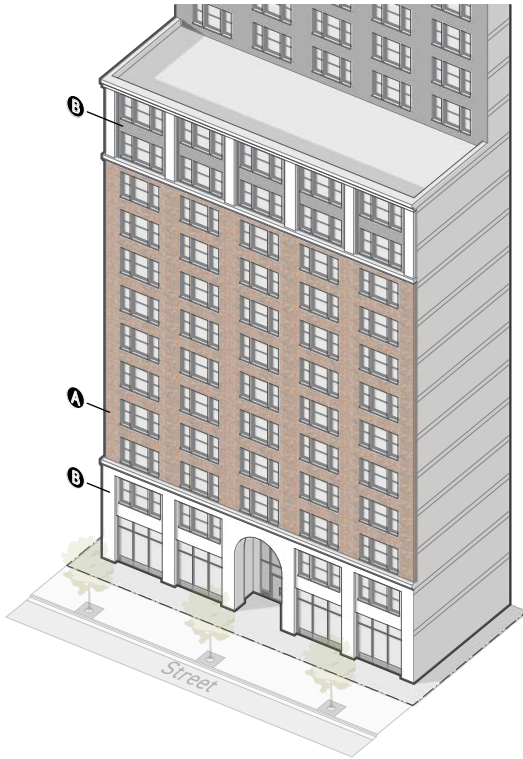
F. Windows



	Primary	Side
TRANSPARENCY	<i>Div. 3D.9.</i>	
A Ground story (min/max)	50%/80%	50%/80%
Active wall spacing (max)	15'	15'
Window recession (min)	12"	12"
Bulkhead	Required	Required
Horizontal sliding windows	Prohibited	Prohibited
Vinyl windows	Prohibited	Prohibited
B Upper stories (min/max) *	30%/80%	30%/80%
Window recession (min)	6"	6"
Sill	Required	Required
Horizontal sliding windows	Prohibited	Prohibited

* Applicable for first 12 stories

G. Cladding



EXTERIOR MATERIALS		Div. 3D.10.
A Principal materials (min) *		70%
Options		<ul style="list-style-type: none"> • Brick • Solid stone • Concrete • Metal • Glazed tile
B Accessory materials (max) *		30%
Options		<ul style="list-style-type: none"> • Brick • Solid stone • Concrete • Metal • Wood • Glazed tile
Number of accessory materials (max)		2

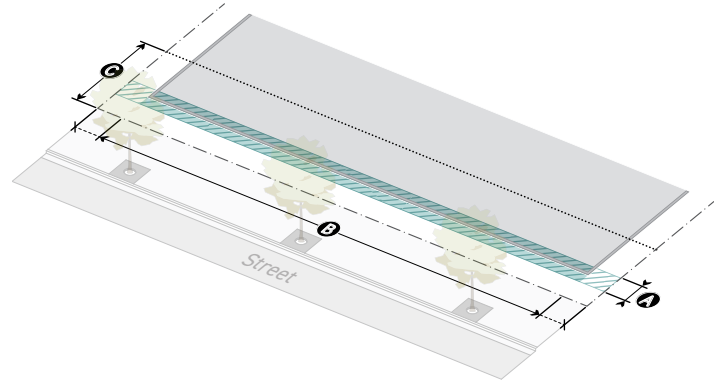
* Applicable for first 12 stories

SEC. 3B.9.2. DAYLIGHT FACTORY (CDF1)

A. Intent

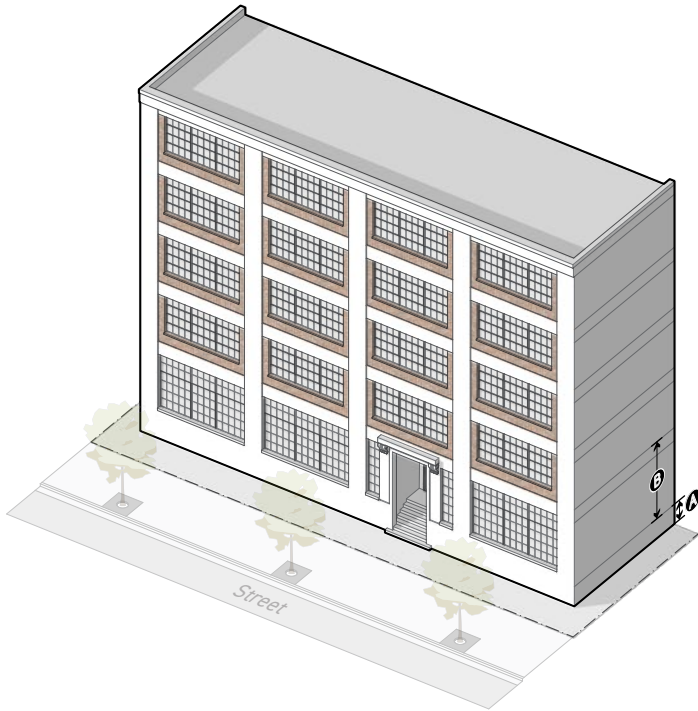
The Daylight Factory Character Frontage ensures new development reinforces the prevailing architectural characteristics of industrial districts established in the early 20th century, while supporting creative design and contemporary construction practices. Warehouse and factory buildings in these industrial districts are characterized by large, symmetrical windows that extend nearly a full story in height, high ceilings on each story, and brick and masonry facade materials. Facades are articulated to establish uniformity through horizontal repetition.

B. Lot



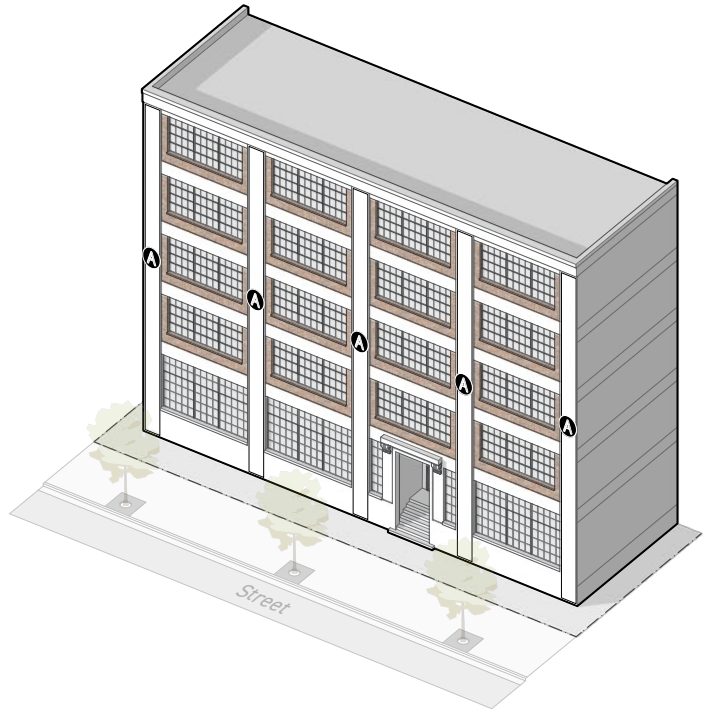
	Primary	Side
BUILD-TO	<i>Div. 3D.1.</i>	
Applicable stories (min)	3	3
A Build-to depth (max)	5'	10'
B Build-to width (min)	90%	70%
Pedestrian amenity allowance (max)	30%	30%
PARKING	<i>Div. 3D.2.</i>	
C Parking setback (min)	20'	5'
LANDSCAPING	<i>Div. 3D.3.</i>	
Frontage planting area (min)	30%	30%
Frontage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

C. Stories



	Primary	Side
GROUND FLOOR ELEVATION	<i>Div. 3D.4.</i>	
A Ground floor elevation (min/max)	-2'5'	-2'5'
STORY HEIGHT	<i>Div. 3D.5.</i>	
B Ground story height (min)	16'	16'

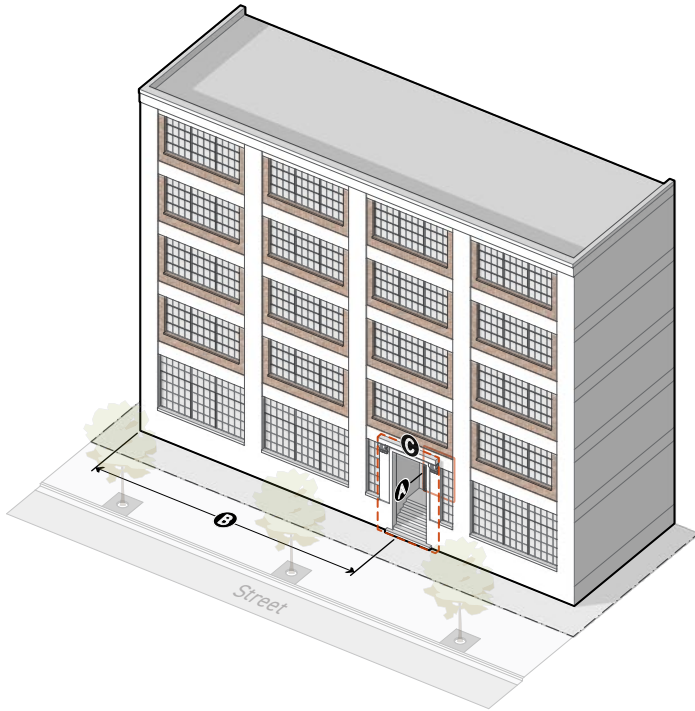
D. Facade



	Primary	Side
ARTICULATION	<i>Div. 3D.6.</i>	
A Vertical bands*	Required	Required
Spacing (min/max)	20'/30'	20'/30'
FEATURES	<i>Div. 3D.7.</i>	
Restricted features *	n/a	n/a

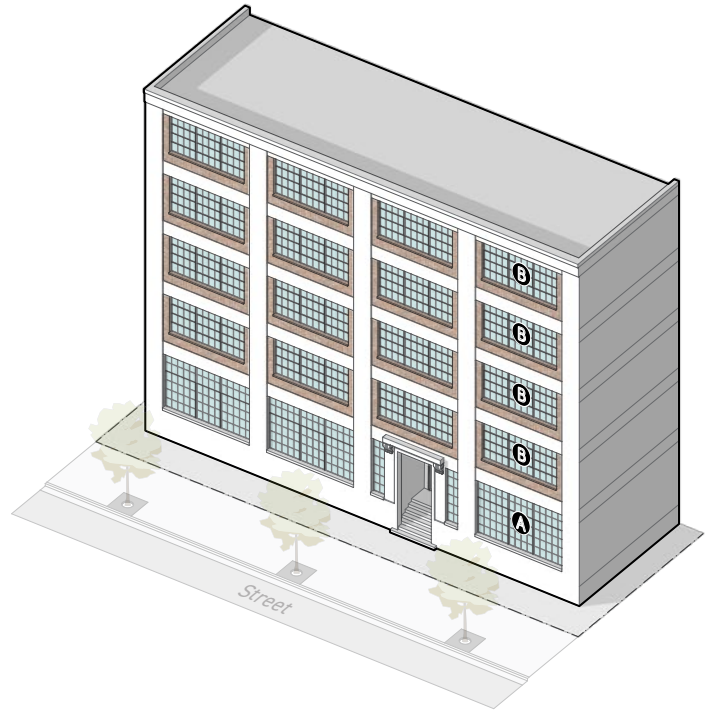
* Applicable for first 3 stories

E. Doors



	Primary	Side
ENTRANCES	<i>Div. 3D.8.</i>	
A Street-facing entrance	Required	Required
B Entrance spacing (max)	100'	100'
Entry feature	Required	Required
Options	<ul style="list-style-type: none"> • Recessed entry • At-grade entry • Storefront bay 	
C Focal entry feature	1	1

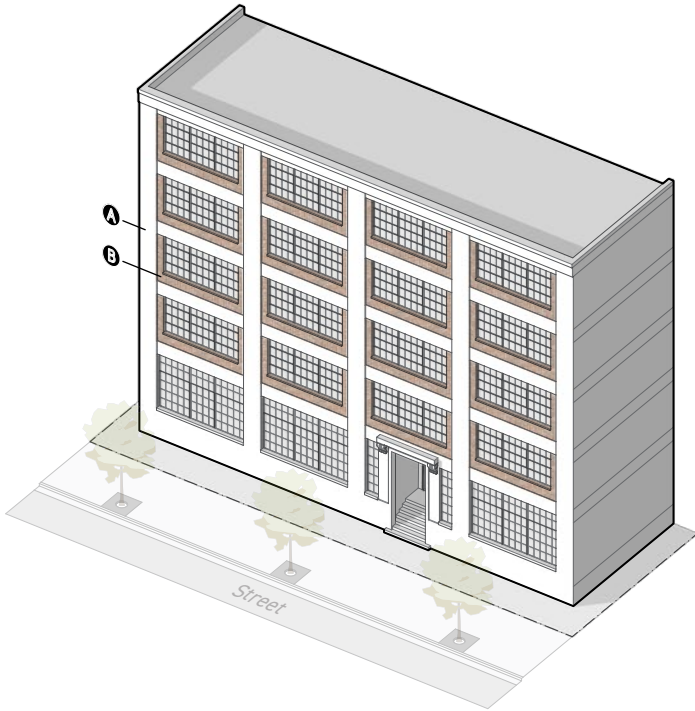
F. Windows



	Primary	Side
TRANSPARENCY	<i>Div. 3D.9.</i>	
A Ground story (min/max)	50%/80%	50%/80%
Active wall spacing (max)	15'	25'
Window recession (min)	9"	9"
Horizontal sliding windows	Prohibited	Prohibited
B Upper stories (min/max) *	40%/70%	30%/70%
Window recession (min)	6"	6"
Sill	Required	Required
Horizontal sliding windows	Prohibited	Prohibited

* Applicable for first 3 stories

G. Cladding



EXTERIOR MATERIALS		<i>Div. 3D.10.</i>
A Principal materials (min) *		70%
Options		<ul style="list-style-type: none"> • Brick • Solid stone • Concrete • Metal • Wood
B Accessory materials (max) *		30%
Options		<ul style="list-style-type: none"> • Brick • Solid stone • Concrete • Metal • Wood
Number of accessory materials (max)		3

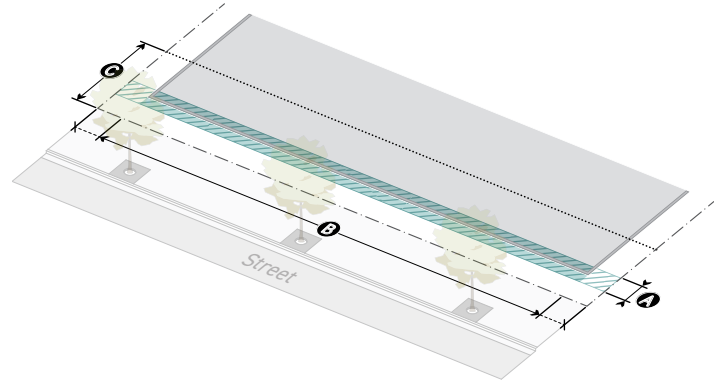
* Applicable for first 3 stories

SEC. 3B.9.3. DAYLIGHT FACTORY / RIVER (CDR1)

A. Intent

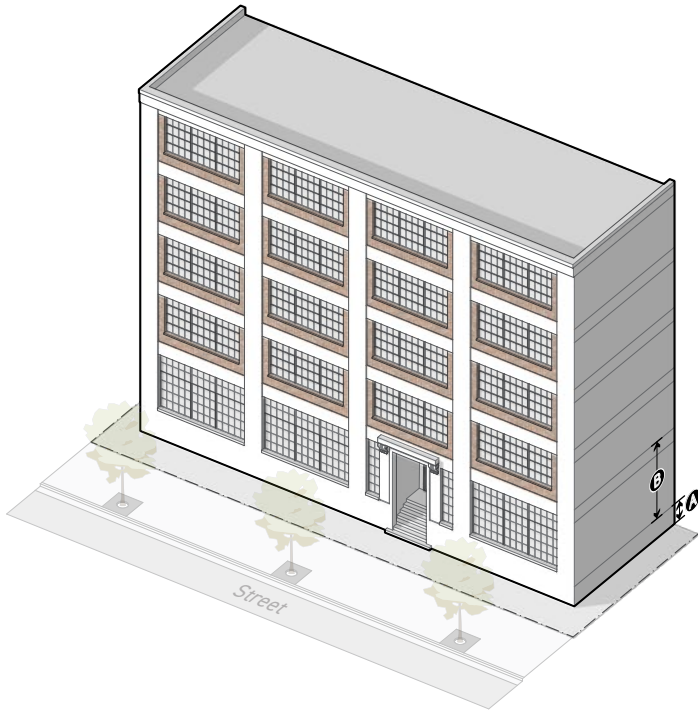
The Daylight Factory / River Character Frontage provides standards intended to support the activation of the Los Angeles River as a public amenity while reinforcing the prevailing architectural characteristics of industrial districts established in the early 20th century along the River, and supporting creative design and contemporary construction practices. Warehouse and factory buildings in these riverside industrial districts are characterized by large, symmetrical windows that extend nearly a full story in height, high ceilings on each story, and brick and masonry facade materials. Facades are articulated to establish uniformity through horizontal repetition.

B. Lot



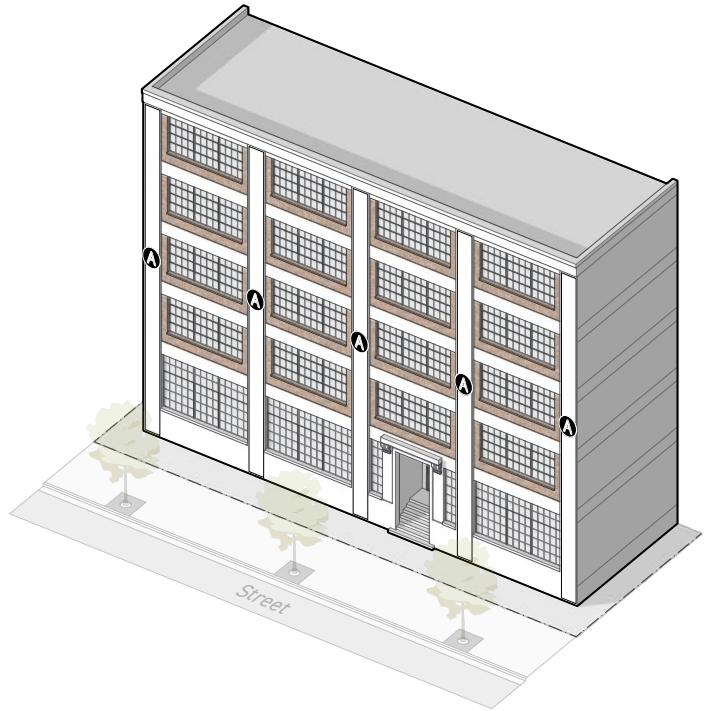
	Primary	Side	River
BUILD-TO <i>Div. 3D.1.</i>			
Applicable stories (min)	3	3	3
A Build-to depth (max)	5'	10'	20'
B Build-to width (min)	90%	70%	70%
Pedestrian amenity allowance (max)	30%	30%	40%
PARKING <i>Div. 3D.2.</i>			
C Parking setback (min)	20'	5'	20'
LANDSCAPING <i>Div. 3D.3.</i>			
Frontage planting area (min)	5%	5%	75%
Frontage yard fence & wall type allowed:	A2	A2	A3

C. Stories



	Primary	Side	River
GROUND FLOOR ELEVATION	<i>Div. 3D.4.</i>		
A Ground floor elevation (min/max)	-2'/5'	-2'/5'	-2'/5'
STORY HEIGHT	<i>Div. 3D.5.</i>		
B Ground story height (min)	16'	16'	16'

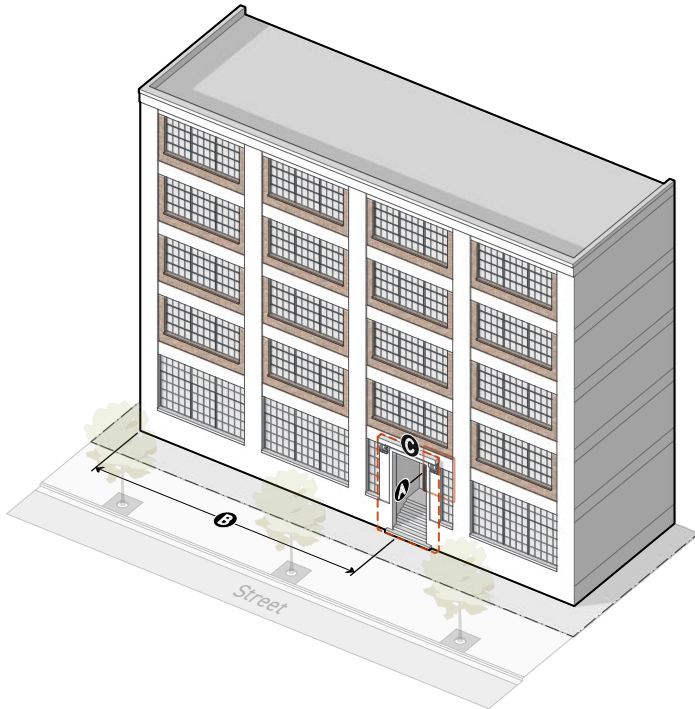
D. Facade



	Primary	Side	River
ARTICULATION	<i>Div. 3D.6.</i>		
A Vertical bands *	Required	Required	Required
Spacing (min/max)	20'/30'	20'/30'	20'/30'
FEATURES	<i>Div. 3D.7.</i>		
Restricted features *	n/a	n/a	n/a

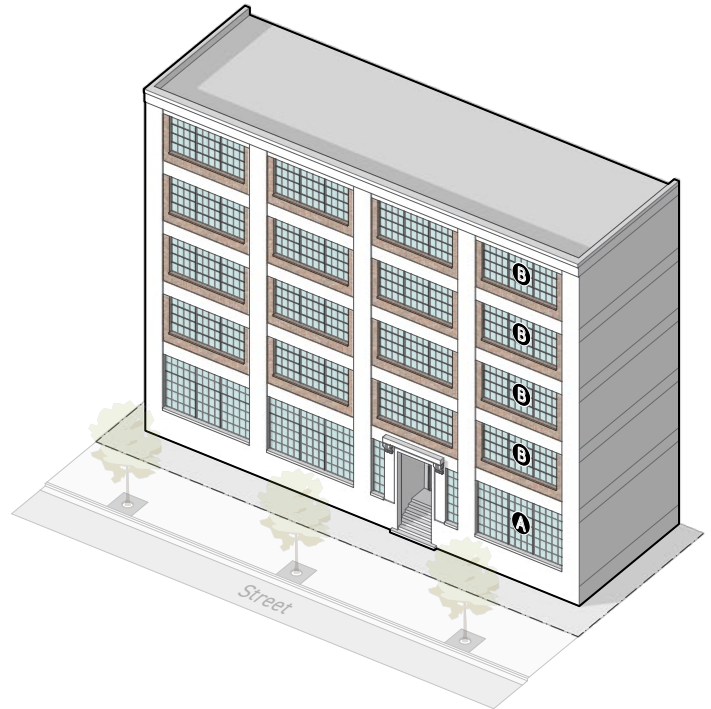
* Applicable for first 3 stories

E. Doors



	Primary	Side	River
ENTRANCES	<i>Div. 3D.8.</i>		
A Street-facing entrance	Required	Required	Required
B Entrance spacing (max)	100'	100'	100'
Entry feature	Required	Required	n/a
Options	<ul style="list-style-type: none"> • Recessed entry • At-grade entry • Storefront bay 		
C Focal entry feature	1	1	n/a

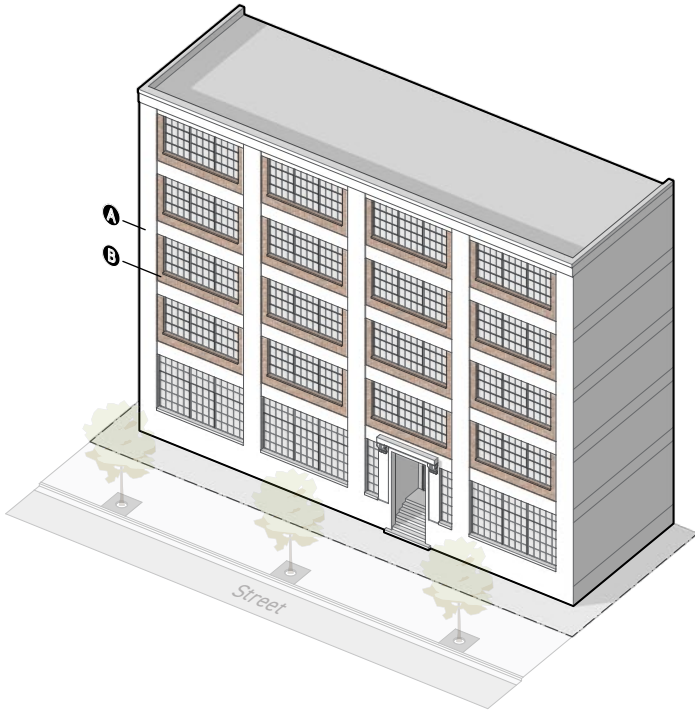
F. Windows



	Primary	Side	River
TRANSPARENCY	<i>Div. 3D.9.</i>		
A Ground story (min/max)	50%/80%	50%/80%	30%/80%
Active wall spacing (max)	15'	25'	25'
Window recession (min)	9"	9"	9"
Horizontal sliding windows	Prohibited	Prohibited	Prohibited
B Upper stories (min/max) *	40%/70%	30%/70%	30%/70%
Window recession (min)	6"	6"	6"
Sill	Required	Required	Required
Horizontal sliding windows	Prohibited	Prohibited	Prohibited

* Applicable for first 3 stories

G. Cladding



EXTERIOR MATERIALS		<i>Div. 3D.10.</i>
A Principal materials (min) *		70%
Options		<ul style="list-style-type: none"> • Brick • Solid stone • Concrete • Metal • Wood
B Accessory materials (max) *		30%
Options		<ul style="list-style-type: none"> • Brick • Solid stone • Concrete • Metal • Wood
Number of accessory materials (max)		3

* Applicable for first 3 stories

PART 3C. GENERAL FRONTAGE RULES

Div. 3C.1. Build-To	3-50
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DIV. 3C.1. **BUILD-TO**

SEC. 3C.1.1. **APPLICABLE STORIES**

The number of stories that are required to meet build-to standards.

A. **Intent**

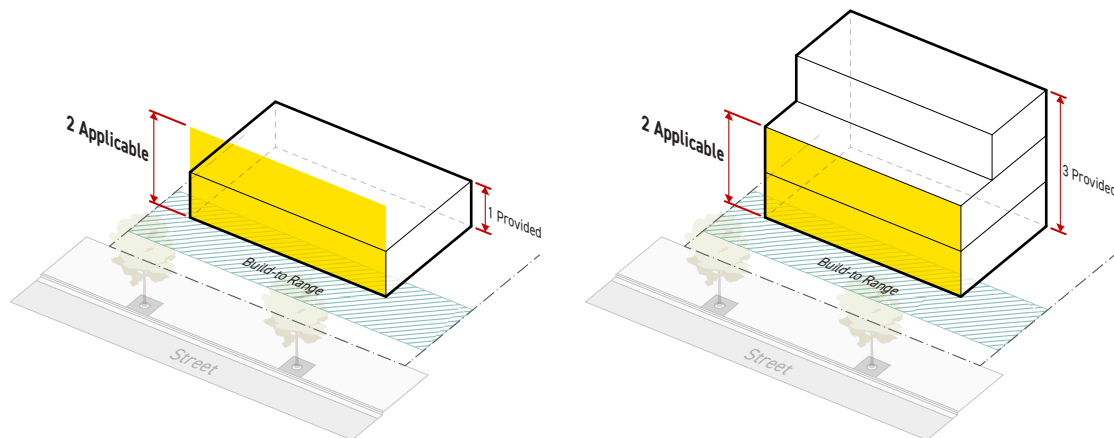
To ensure that multi-story buildings locate both the ground story and a contextually appropriate number of upper stories along the street.

B. **Applicability**

Build-to applicable stories standards apply to all portions of buildings and structures required to satisfy a minimum build-to width requirement.

C. **Standards**

Where minimum applicable stories are required, build-to standards apply to the ground story and any additional story provided on a lot, up to, and including, the minimum build-to applicable stories.



D. **Measurement**

For measuring height in stories, see *Div. 14.1. (General Rules)*.

E. **Relief**

1. A reduction in number of applicable stories of 1 story may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.
2. A reduction in number of applicable stories may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.1.2. BUILD-TO DEPTH

The depth of the build-to zone. The build-to zone is the area on a lot starting at the minimum building setback and continuing inward for the maximum build-to depth for the full width of the lot. A building is required to occupy the build-to zone for the required minimum build-to width.

A. Intent

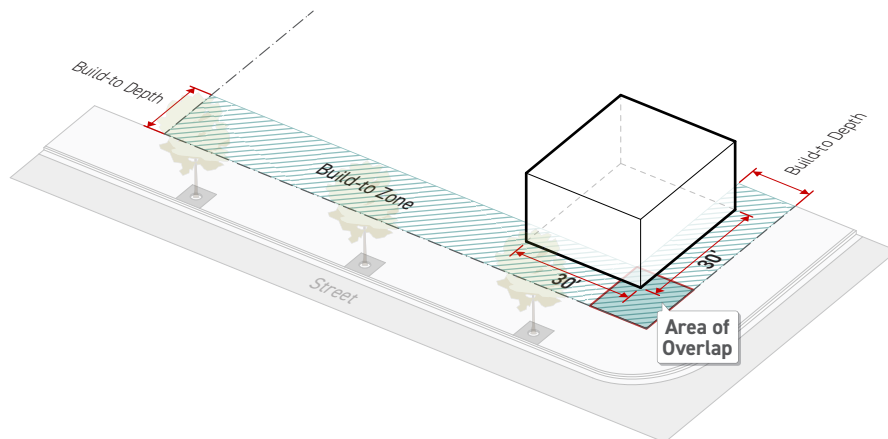
To regulate the placement of buildings along the public realm such that buildings frame the public realm with a consistent street wall.

B. Applicability

Build-to depth standards apply to all portions of buildings and structures required to satisfy minimum build-to width and applicable stories standards.

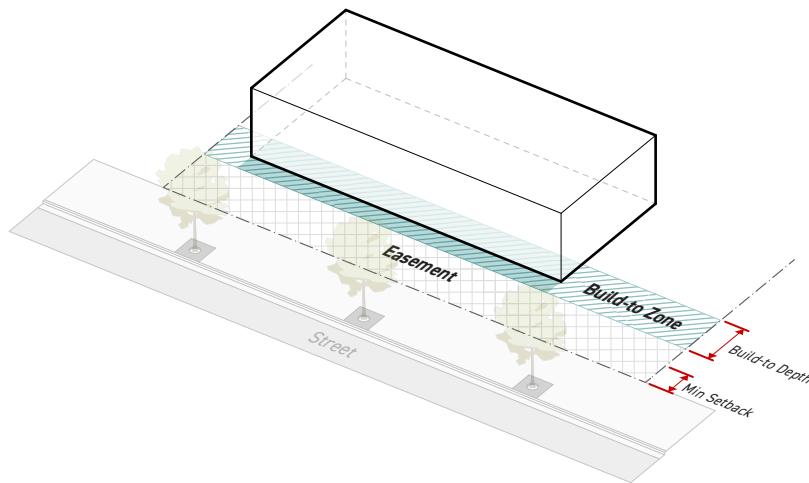
C. Standards

1. The build-to zone shall be no deeper than the maximum build-to depth specified by the applied *Frontage District (Part 3B)*.
2. Buildings shall occupy the build-to zone for at least the minimum required build-to width.
3. Once the minimum build-to width standard has been satisfied, buildings and structures may occupy the area behind the build-to zone.
4. On a corner lot where intersecting frontage lot lines have build-to requirements, a building shall occupy the portion of the lot area where the build-to zones of the two intersecting frontage lot lines overlap, as described below:
 - a. The building shall occupy the build-to zones for both frontage lot lines for a minimum of 30 feet from the corner. Distance is measured away from the corner, starting at the edge of the building occupying the area of overlap, parallel to the frontage lot line. This building width counts toward the required build-to width for both frontage lot lines.
 - b. This standard does not apply when a pedestrian amenity space occupies some portion of the area of overlap and is being used as a pedestrian amenity allowance. See Sec. 3C.2.4. (*Pedestrian Amenity Allowance*).



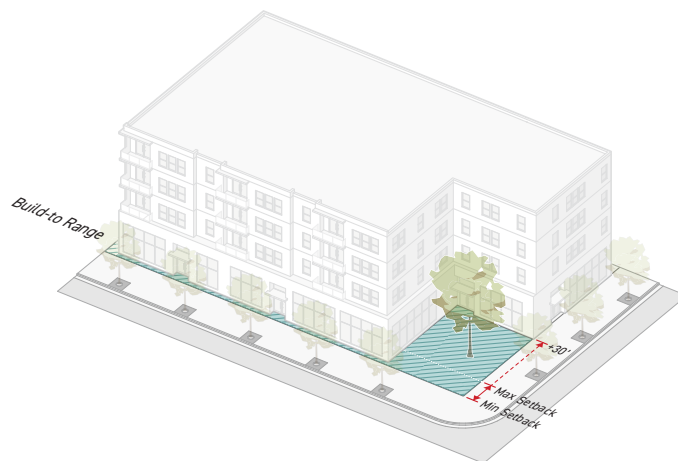
D. Measurement

1. The build-to depth is measured perpendicular to the frontage lot line starting from the minimum building setback and continuing inward away from the frontage lot line.
2. Where a lot includes an easement that abuts the frontage lot line and the easement is deeper than the minimum building setback, the applicant may choose to measure the required build-to depth from the interior edge of the easement rather than the lot line.



E. Exceptions

1. See Sec 3C.1.4. (Pedestrian Amenity Allowance).
2. To preserve existing trees that meet minimum size requirements for a small species tree, the Department may increase the build-to depth beyond the maximum allowed by the applied Frontage District to the minimum depth necessary to protect the tree, but by no more than 30 feet pursuant to Section 13B.3.1. (Administrative Review).



F. **Relief**

1. An increase in build-to depth of 20% may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.
2. A deviation from maximum build-to depth may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.1.3. **BUILD-TO WIDTH**

The cumulative building width that shall occupy the build-to zone, relative to the width of the lot at the frontage lot line.

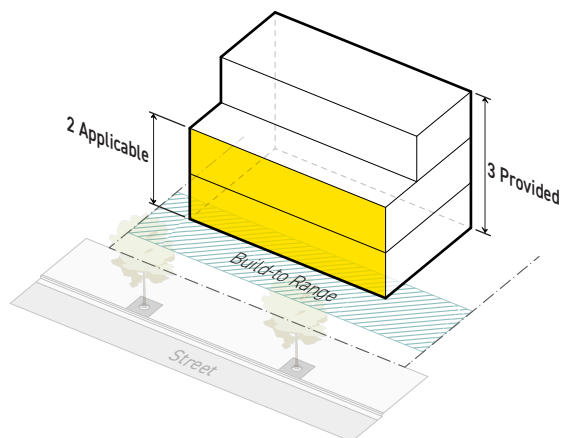
A. **Intent**

To ensure that buildings enclose the public realm with a legible and consistent street wall, spatially defining an outdoor room, and promoting a strong visual and physical connection between uses inside buildings and the public realm.

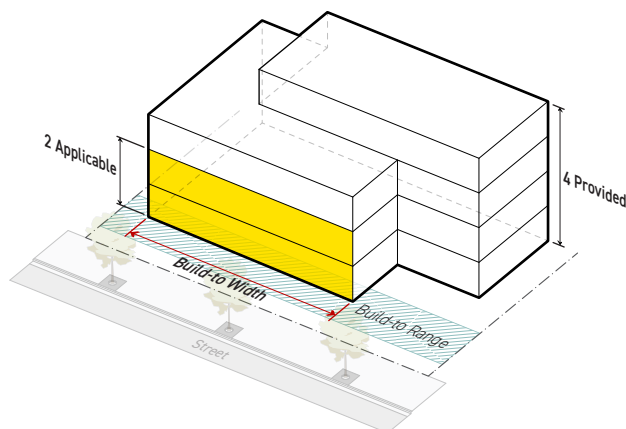
B. **Applicability**

Build-to width standards apply to the following:

1. Where a minimum height is specified in the applied *Form District (Part 2B)*, build-to width applies to all above-grade stories up to the minimum height in stories standard in accordance with Sec. 2C.4.3. (*Height in Stories*).



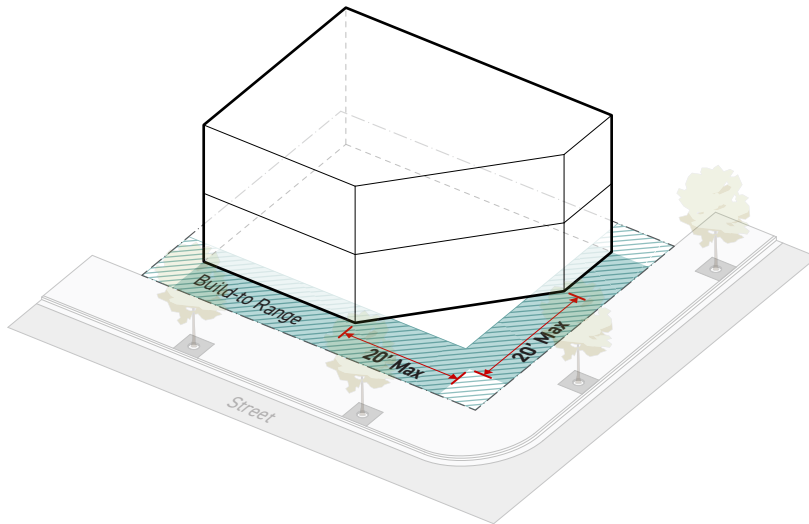
2. Where an applicable stories standard exists, build-to width applies to all stories located above-grade up to the applicable stories.



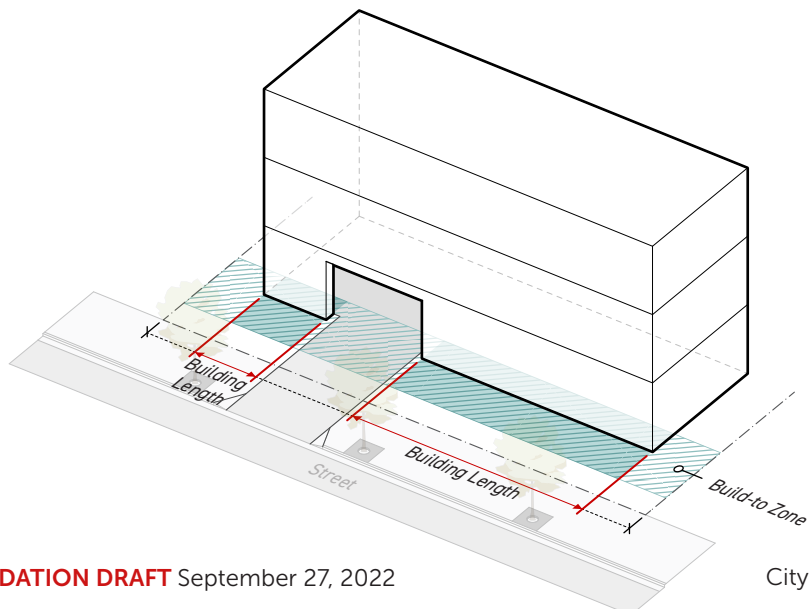
3. Where both an applicable stories standard and a minimum height are specified, build-to width applies to whichever standard requires the greatest number of stories located in the build-to zone.
4. Where no applicable stories standard is specified in the applied *Frontage District (Part 3B)* and no minimum height standard is specified in the applied *Form District (Part 2B)*, build-to width applies only to the ground story.

C. Standards

1. Building(s) shall occupy the build-to zone for a cumulative width no less than that specified by the applied *Frontage District (Part 3B)*.
2. On a corner lot, a chamfered corner no more than 20 feet in width along both street lot lines qualifies as building width in the build-to zone for all applicable stories even where it extends outside of the build-to zone. Chamfered corner width is measured parallel to the frontage lot line.

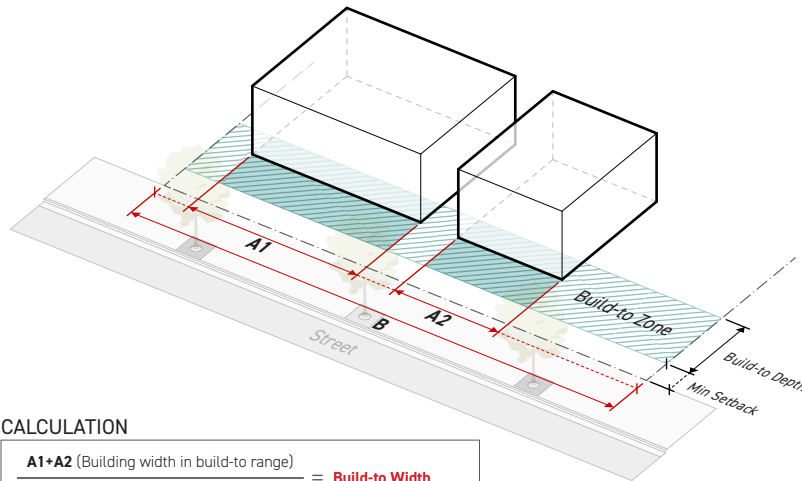


3. Portions of building width providing motor vehicle access to a motor vehicle use area through the ground story of a building do not qualify as building width in the build-to zone.



D. Measurement

The build-to width is a percentage measured as the sum of the widths of all portions of buildings occupying the build-to zone divided by the total lot width.



CALCULATION

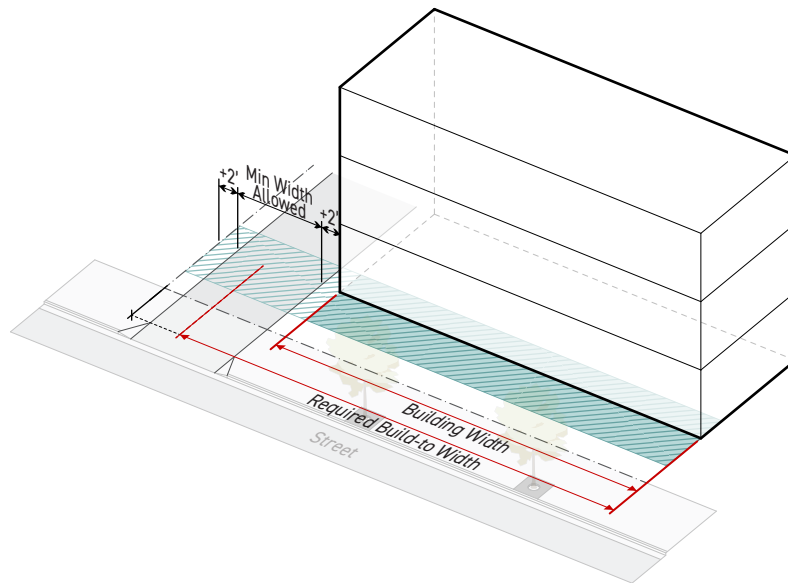
$$\frac{A1 + A2 \text{ (Building width in build-to range)}}{B \text{ (Total Lot Width)}} = \text{Build-to Width}$$

1. Building width is measured parallel to the frontage lot line. For measuring building width on a complex lot, see *Sec. 14.1.14. (Parallel or Perpendicular to Irregular Lot Line)*.
2. Lot width is measured along the frontage lot line. For measuring width of a complex lot, see *Sec. 14.1.14. (Parallel or Perpendicular to Irregular Lot Line)*.

E. Exceptions

1. Outdoor amenity spaces meeting the design standards for *pedestrian amenity space* (*Sec. 2C.3.3.C.2*) count toward required minimum build-to width in accordance with *Sec. 3C.1.4. (Pedestrian Amenity Allowance)*.
2. A building break that includes an open space meeting the design standards for pedestrian amenity space in *Sec. 2C.3.3.C.2 (Pedestrian Amenity Space)* counts toward the minimum build-to width required by the applied *Frontage District (Part 3B)* according to *Sec. 3C.1.4. (Pedestrian Amenity Allowance)*.

3. Where vehicle access is permitted to be taken through the frontage lot line based on the vehicle access package in Sec. 4C.2.1. (*Automobile Access Packages*) specified by the applied *Development Standards District (Part 4B)* and providing access prevents a building from achieving the required build-to width, a reduced build-to width may be allowed, provided the portion of the lot in the build-to zone used for vehicle access is no wider than the minimum required drive aisle width plus an additional 4 feet of width for clearance. See Div. 4C.2. (*Automobile Access*).



F. Relief

1. Up to a 10% reduction to the total required width of building occupying the build-to zone may be requested in accordance with Sec. 13B.5.2. (*Adjustment*).
2. A reduced minimum build-to width may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

SEC. 3C.1.4. **PEDESTRIAN AMENITY ALLOWANCE**

The width of pedestrian amenity space in the build-to zone that is allowed to count toward the build-to width requirement.

A. **Intent**

To promote the creation of active, human-scale outdoor spaces as an extension of the sidewalk, providing visual interest and vitality to the amenity space as well as the public realm. The pedestrian amenity allowance provides flexibility to building and site design while maintaining standards essential for ensuring all projects contribute to defining a consistent and legible street wall.

B. **Applicability**

Pedestrian amenity build-to modification standards apply to the following:

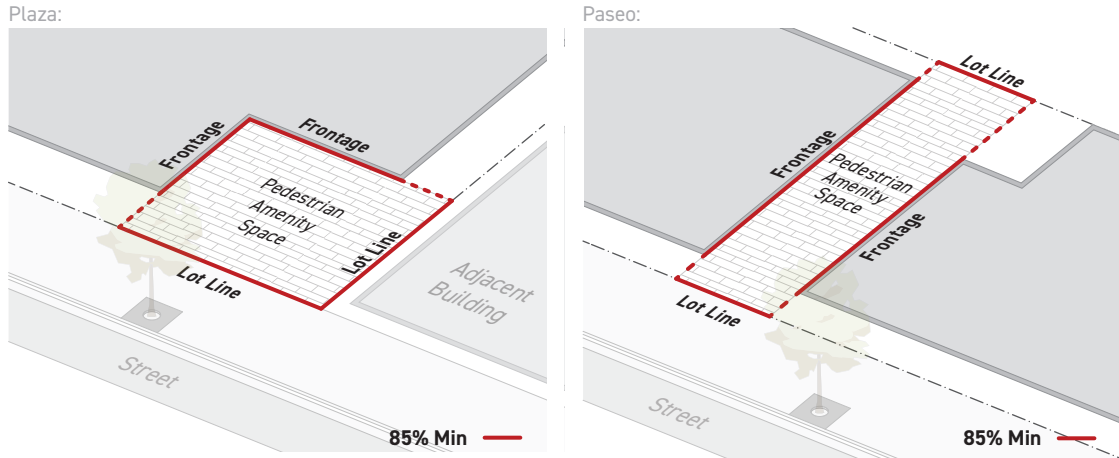
1. Portions of buildings or structures required to meet the build-to width standard in Sec. 3C.1.3. (*Build-To Width*), including all build-to applicable stories;
2. *Pedestrian amenity space facing facades (Sec. 14.1.6.C.); and*
3. Portions of the lot between the building and the frontage lot line for the width of the pedestrian amenity space provided.

C. **Standards**

Where allowed, pedestrian amenity spaces may be provided as a substitute for a portion of the required build-to width for the maximum percentage of the lot width allowed by the applied Frontage District (Part 3B), provided they meet the following standards:

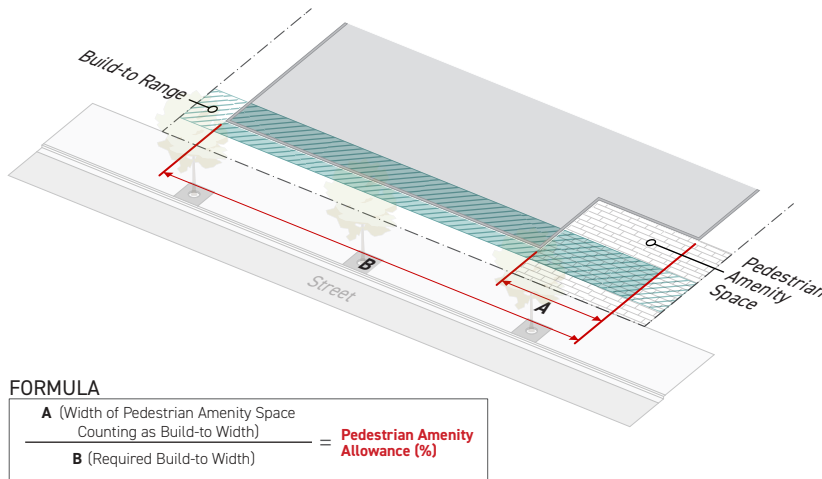
1. Meets the standards of Sec. 2C.3.3.C. (*Pedestrian Amenity Space*).
2. Pedestrian amenity spaces may be wider than the maximum allowed pedestrian amenity allowance, however, any part of the pedestrian amenity space width that exceeds the allowed pedestrian amenity allowance does not count toward the required building width in the build-to zone.

3. A minimum of 85% of the pedestrian amenity space perimeter shall abut either a lot line or a facade meeting the standards of the applied *Frontage District (Part 3B)* specified for the abutting frontage lot line. Where the pedestrian amenity space abuts multiple frontage lot lines, the standards specified for the frontage lot line that abuts the pedestrian amenity space for the greatest length applies.



D. Measurement

Pedestrian amenity allowance is measured as the cumulative width of pedestrian amenity spaces occupying the build-to zone provided as a substitute for required building width in the build-to zone, divided by the required build-to width.



1. Pedestrian amenity space width is measured parallel to the frontage lot line. For measuring width of a complex pedestrian amenity space, see *Sec. 14.1.14. (Parallel or Perpendicular to Irregular Lot Line)*.
2. For measuring the required build-to width, see *Sec. 3C.1.3. (Build-To Width)*.

E. Relief

1. Up to a 10% increase to the allowed total width of pedestrian amenity space provided as a substitute for a portion of a building occupying the build-to zone may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
2. A deviation from any pedestrian amenity allowance dimensional standard of 10% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
3. A reduced minimum build-to width may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3C.2. PARKING

SEC. 3C.2.1. PARKING SETBACK

An area on a lot along a frontage lot line where motor vehicle use areas are prohibited, including primary street parking setbacks, side street parking setbacks, and special lot line parking setbacks.

A. Intent

To minimize the impact of motor vehicle dominated areas on the public realm and to promote a comfortable, safe, engaging, and attractive streetscape with active uses and landscaping along the public realm.

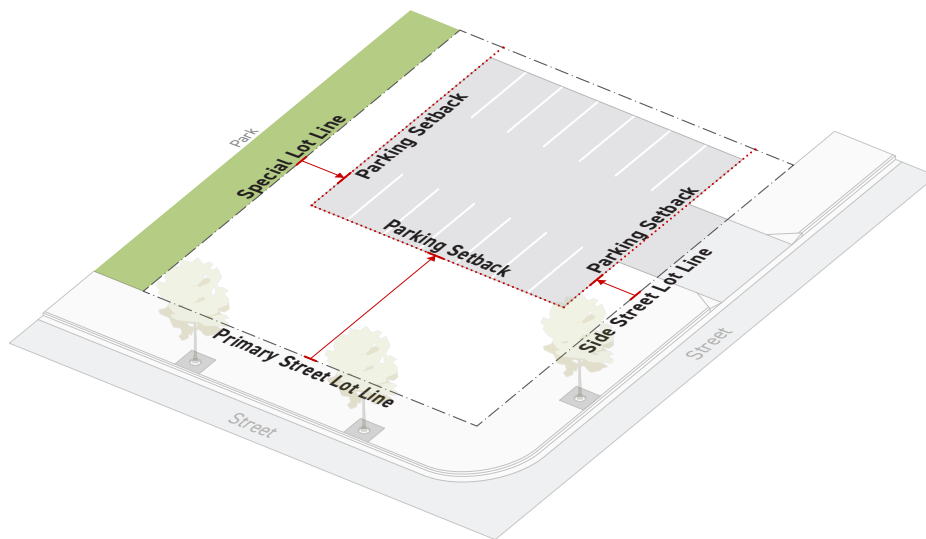
B. Applicability

Parking setback requirements apply to the ground story portions of structures and portions of lots designed or designated for motor vehicle uses; including but not limited to parking structures, parking stalls, driveways, loading, vehicular circulation areas, and drive-thru facilities.

C. Standards

All applicable areas designated for motor vehicle use shall be located at or behind the required parking setback unless specifically stated as an exception below.

D. Measurement



All parking setbacks are measured perpendicular to the frontage lot line.

1. A primary street parking setback is measured from the minimum primary street setback and continues inward away from the frontage lot line.
2. A side street parking setback is measured from the minimum side street setback and continues inward away from the frontage lot line.

3. A special parking setback is measured from the minimum setback associated with a special lot line and continuing inward away from the special lot line.

E. **Exceptions**

A driveway providing access through a parking setback may be allowed provided the following:

1. Where the automobile access package (Sec. 4C.2.1) specified by the applied *Development Standards District (Part 4B)* allows automobile access to be taken through the frontage lot line associated with a parking setback, a driveway may be permitted in the parking setback.
2. The driveway is no wider than the minimum required width. See *Div. 4C.2. (Automobile Access)*.

F. **Relief**

1. A reduction in required parking setback of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
2. A reduction in required parking setback may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3C.3. LANDSCAPING

SEC. 3C.3.1. FRONTAGE PLANTING AREA

The area in a frontage yard designated and designed for plants.

A. Intent

To support a comfortable, attractive, and contextually appropriate streetscape along the public realm, while promoting infiltration, slowing stormwater runoff, and offsetting urban heat island effect.

B. Applicability

1. Frontage planting area standards apply to frontage yards see *Sec. 14.1.16. (Yards)*.
2. Where there is less than 3 feet between the building and the frontage lot line, planting area standards are not applicable.

C. Standards

1. Each Frontage yard shall provide a cumulative area of no less than the planting area required by the applied *Frontage District (Part 3B)*.
2. All required planting areas shall meet *Sec. 4C.6.4.C.2. (Planting Area)*.
3. All provided plants shall meet *Sec. 4C.6.5. (Plant Design & Installation)*.

D. Measurement

1. Frontage planting area is measured as a percentage calculated as the cumulative planting area located in a frontage yard divided by the total frontage yard area.
2. For frontage yard designation, see *Sec. 14.1.16. (Yards)*.

E. Relief

1. Frontage planting area standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. Up to a 20% reduction to the total required planting area may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
3. A reduction in required planting area may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.3.2. **FRONTAGE YARD FENCE & WALL**

Fences, walls, and hedges allowed in a frontage yard.

A. **Intent**

To balance the needs for human-scale activation and visual interest along the public realm, and to provide security and privacy for private ground story uses in a manner appropriate to context.

B. **Applicability**

All fences, walls or hedges located in a frontage yard. For retaining walls see *Sec. 4C.9.2. (Retaining Walls)*.

C. **Standards**

1. **General**

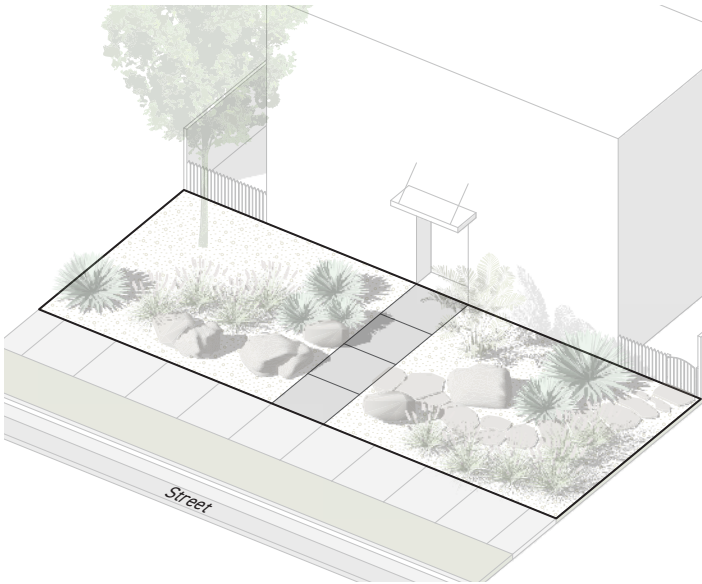
- a. Allowed *frontage yard fence and wall types (Sec. 3C.3.C.2.)* are hierarchical. Where a frontage yard fence and wall type with a higher number designator is allowed by the applied *Frontage District (Part 3B)*, all frontage yard fence and wall types having a lower number designator are also allowed. For example, if a Type A2 is allowed a Type A1 is also allowed.
- b. No frontage yard fence and wall type with a greater number designator than the allowed frontage yard fence and wall type may be located in the frontage yard. For example, if an A3 is allowed, an A4 is not allowed.
- c. Where a required *frontage screen (Sec. 4C.8.1.)* includes a wall or fence, the required fence or wall may only be located in the frontage yard if the wall or fence complies with the allowed frontage yard fence and wall standards specified by the applied *Frontage District (Part 3B)*.
- d. All fences and walls including their sub-grade elements, such as footings or foundation, shall be located on-site.
- e. All fences and walls provided shall include the necessary gates or openings to comply with the applicable pedestrian access package standards in *Sec. 4C.1.1. (Pedestrian Access Packages)*.
- f. Pools, ponds, and other bodies of water requiring protecting barriers according to *Sec. 91.6109 (Swimming Pools and Other Bodies of Water - Protective Devices Required) of Chapter 9 (Building Regulations) of the LAMC*, are only allowed in a frontage yard where the required protective barrier can be designed to conform with the Frontage fence & wall standards specified by the applied *Frontage District (Part 3B)*.
- g. All fences and walls provided shall comply with *Sec. 4C.7.3. (Fence/Wall Design and Installation)*.
- h. All hedges provided shall comply with *Sec. 4C.6.4 (Plant Design & Installation)*.

2. Frontage Yard Fence & Wall Types

A package of standards, specified by the applied Frontage District (Part 3B), that applies to fences, walls, and hedges located in a frontage yard.

a. Type A1

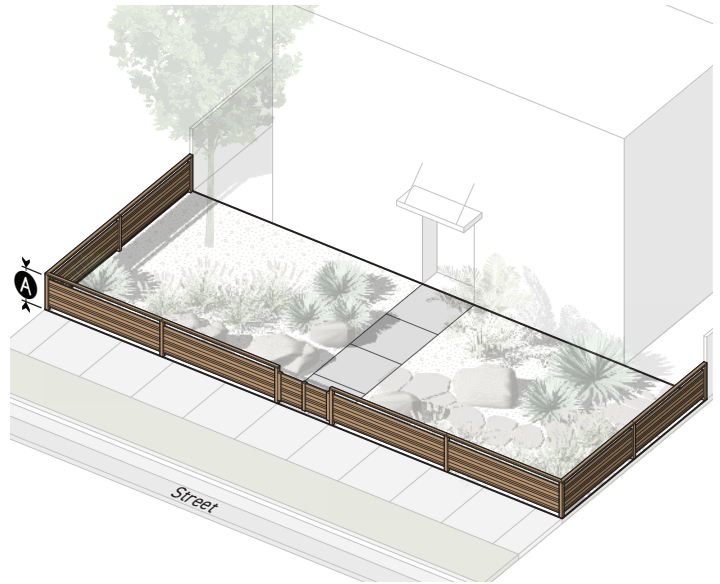
Intended for frontage yards where buildings should engage directly with the public realm to provide visual interest and activation, especially where ground story uses are commercial or non-fenced frontage yards are predominant.



DIMENSIONAL STANDARDS	Sec. 3.C.3.2.D.
Hedge height (max)	Not Allowed
Fence/wall height (max)	Not Allowed

b. Type A2

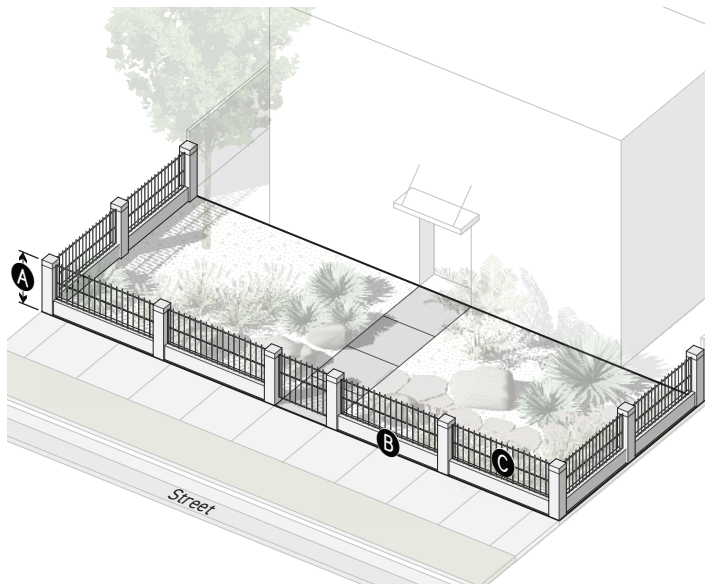
Intended for frontage yards where the need for visual interest and activation along the public realm shall be balanced with the need for separation between private ground story uses and the public realm.



DIMENSIONAL STANDARDS	Sec. 3.C.3.2.D.
Hedge height (max)	3.5'
Fence/wall height (max)	3.5'

c. Type A3

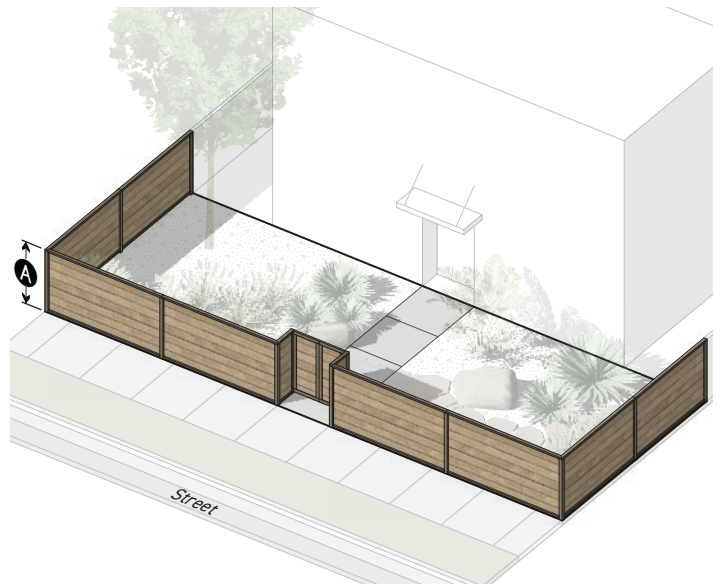
Intended for frontage yards where the need for visual interest and activation along the public realm shall be balanced with the need for security between private ground story uses and the public realm.



DIMENSIONAL STANDARDS		Sec. 3.C.3.2.D.
	Hedge height (max)	3.5'
	Fence/wall	
A	Height (max)	6'
B	Opacity below 3.5' in height (max)	100%
C	Opacity 3.5' and above in height (max)	50%

d. Type A4

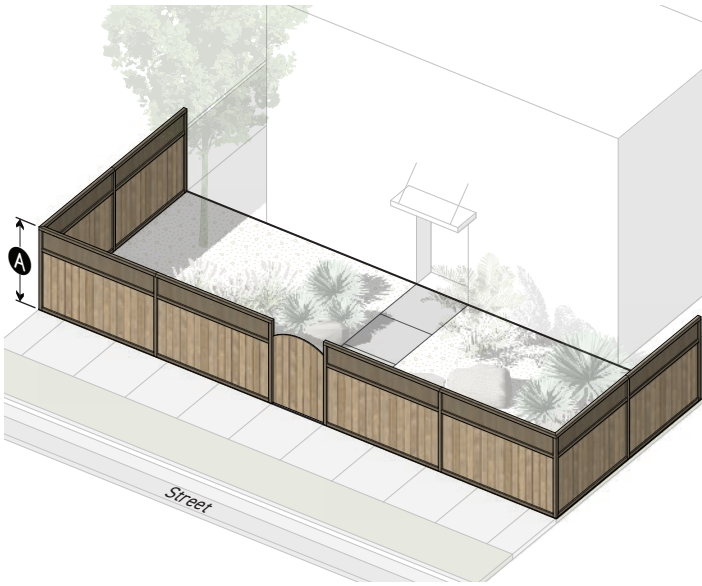
Intended for frontage yards in areas with high pedestrian and automobile traffic, where visual interest and activation along the public realm is less critical than the need to mitigate impacts from the public realm on private ground story uses.



DIMENSIONAL STANDARDS		Sec. 3.C.3.2.D.
	Hedge height (max)	6'
A	Fence/wall height (max)	6'

e. Type A5

Intended for frontage yards in areas with high pedestrian and automobile traffic, where visual interest and activation along the public realm is less critical than the need to mitigate intrusions from the public realm on private ground story uses.



DIMENSIONAL STANDARDS		Sec. 3.C.3.2.D.
Hedge height (max)		8'
Fence/wall height (max)		8'

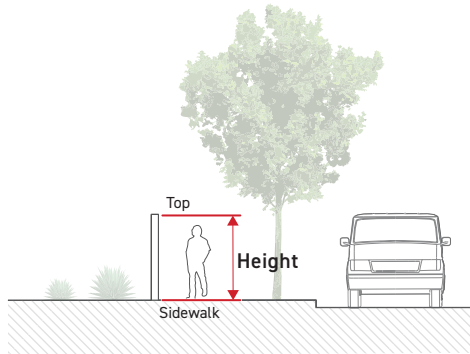
D. Measurement

1. Frontage yard

For frontage yard designation see *Sec. 14.1.16. (Yards)*.

2. Fence & Wall Height

- a. Where a public sidewalk is located within 5 feet of a wall or fence, height is measured vertically from the topmost point of the wall or fence to the adjacent public sidewalk.



- b. Where no sidewalk exists within 5 feet of a wall or fence, height is measured vertically from the topmost point of the wall or fence to the finished grade at the base of the wall or fence on the side that faces outward from the lot.
- c. For the measurement of retaining walls see *Sec. 4C.9.2. (Retaining Walls)*.

3. Hedge Height

Hedge height is measured according to *Sec. 4C.6.5.D.11 (Height at Maturity)*.

4. Opacity

For measurement of opacity, see *Sec. 14.1.13. (Opacity %)*.

E. Exceptions

Fences and walls located in a frontage yard may integrate outdoor lighting, entry arbors, and other accessory encroaching elements that exceed the maximum fence/wall height specified by the applicable frontage yard fence and wall type, provided the following:

1. The cumulative length of fence or wall that includes encroaching elements is no more than 10% of the total fence length located in the frontage yard.
2. No individual encroaching element may be wider than 6 feet, measured along the length of the fence or wall.
3. One encroaching element for each 40 feet of fence length may exceed the maximum fence and wall height by up to 40 inches. All other encroaching elements shall only exceed the maximum fence and wall height up to 18 inches.

F. Relief

1. A deviation from any allowed frontage yard fence and wall type dimensional standard of 15% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustments)*.
2. A deviation from any allowed frontage yard fence and wall type standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3C.4. **TRANSPARENCY**

SEC. 3C.4.1. **TRANSPARENT AREA**

The amount of transparent area on a building facade.

A. **Intent**

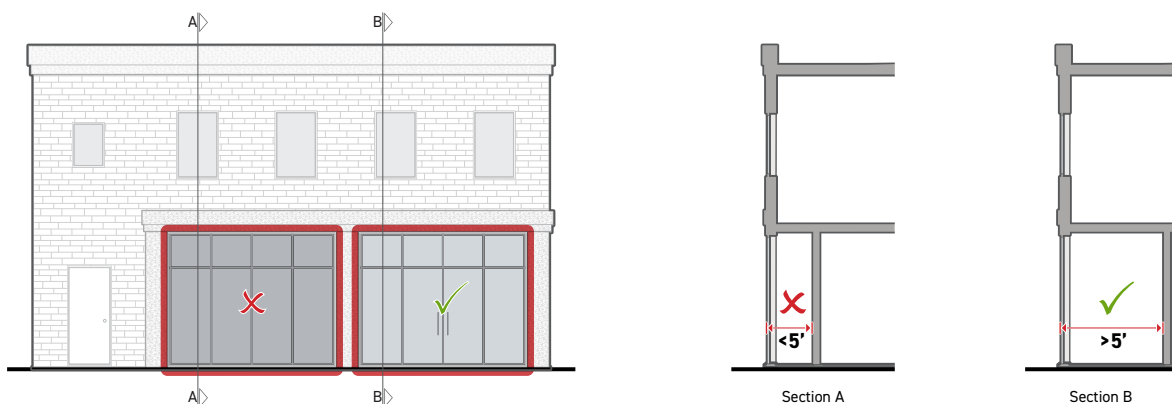
To provide visual interest along the public realm by encouraging visual connections between the public realm and the interior of a building.

B. **Applicability**

1. Transparency standards apply to *Frontage applicable facades (Sec. 3A.2.2.C.2.)* and *Frontage applicable building depth (Sec. 3A.2.2.C.4.)*.
2. Transparency standards do not apply to portions of building facades enclosing a parking structure except where parking structures are required to be wrapped by the applied *Development Standards District (Part 4B)*.

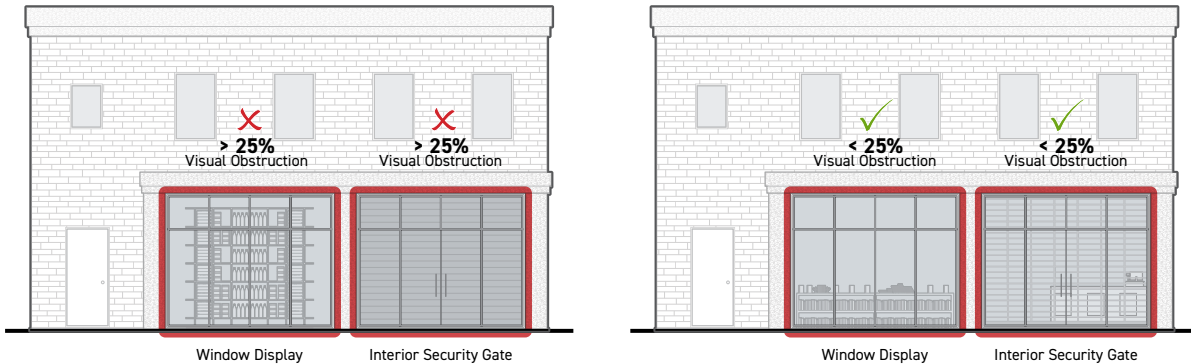
C. **Standards**

1. Each applicable facade shall provide no less than the minimum transparency specified by the applied *Frontage District (Part 3B)*.
2. Window and door openings meeting the following requirements count toward transparent area:
 - a. No walls, shelving, facade screens, or other interior or exterior visual obstructions may be located within 5 feet of any ground story transparent area. Exterior visual obstructions shall not be located within 5 feet of any upper story transparent area. Distance from transparent area is measured perpendicular to the exterior face of the transparent area. Visual obstructions may be located five feet or greater from facade area counting toward transparent area, with the exception of those visual obstructions allowed in *Sec 3C.4.1.C.2.b*.



b. The following visual obstructions may be located less than 5 feet from facade area counting toward transparent area:

i. Windows obscured by interior security gates and window displays may count toward transparent area, provided no more than 25% of the transparent area of any individual window is visually obstructed for any individual window counting toward transparent area. For measuring visual obstruction, see *Sec 14.1.13. (Opacity)*.



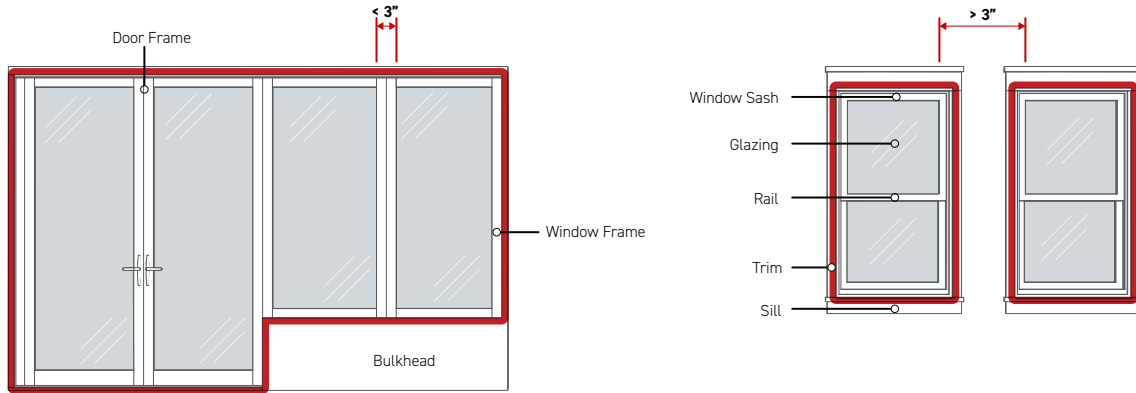
- ii. Windows obscured by fixed exterior facade screens may count toward transparent area, provided no more than 25% of the total transparent area is visually obstructed for any individual window opening counting toward transparent area. Percentage of visual obstruction is measured as *opacity* (*Sec 14.1.13.*).
- iii. Transparent area covered by window signs may count toward transparent area provided the window signs are permitted by Development Standard District.
- iv. Areas of transparency may be made temporarily opaque by operable window treatments, such as curtains or blinds, located within the conditioned space.

c. To be considered transparent, window and door glazing shall meet the following requirements:

TRANSPARENT AREA STANDARDS		
	Visible Light Transmittance	External Reflectance
Ground story	More than 60%	Less than 20%
Upper stories	More than 30%	Less than 40%

- Transparency -

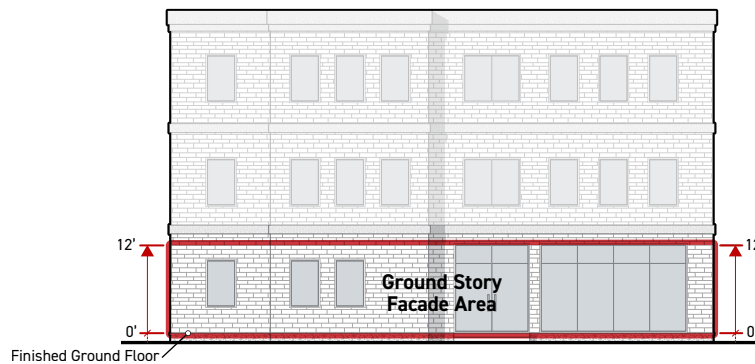
- d. Muntins, mullions, window sashes, window frames, and door frames, no more than 3 inches wide may be considered transparent area when contained within a window opening or door opening occupied by a window or glazed door assembly where all included glazing meets the transparent area requirements above.



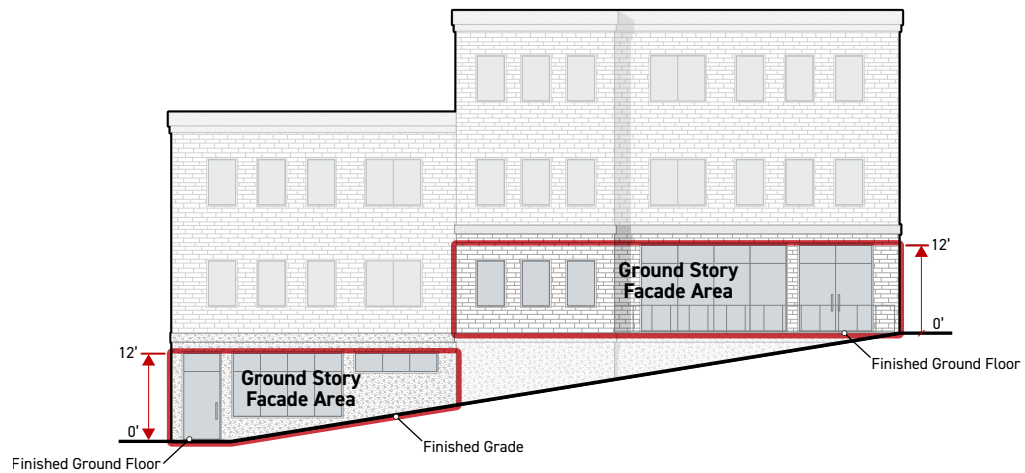
D. Measurement

1. Ground Story

- a. Ground story transparency is measured as a percentage, calculated as the sum of all ground story facade area meeting the standards for transparent area divided by the total ground story facade area.
- b. For the purpose of calculating ground story transparency, ground story facade area is measured in the following ways:
 - i. Ground story facade area is measured as the above-grade facade area between 0 and 12 feet above the top of the finished floor of the ground story.

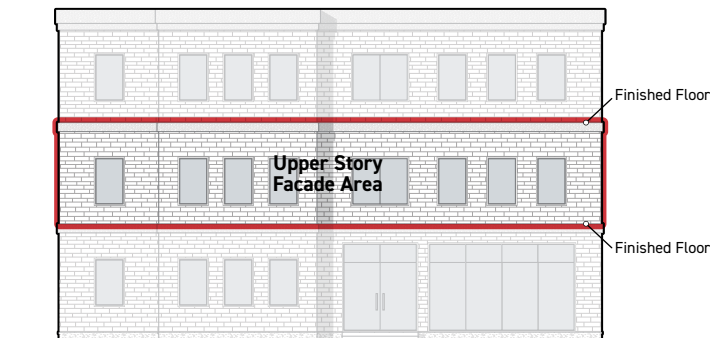


- ii. If the ground story height is less than 12 feet, the ground story facade area is measured as the total above-grade portion of a facade between the top of the finished floor of the ground story and the top of the finished floor above. When there is no story above, ground story height is measured to the top of the uppermost surface of the ceiling structure above.
- iii. No portion of a ground story located below finished grade is included in ground story facade area.



2. Upper Stories

- a. Each upper story facade shall meet the required transparency standard independently. All facade area associated with an upper story having the same story designation (for example: 4th story) is considered part of the same upper story facade.
- b. Upper story transparency is measured as a percentage, calculated as the sum of all facade area meeting the standards for transparency divided by the total applicable facade area for each story.
- c. For the purpose of calculating upper story transparency, upper story facade area is measured as the portion of a facade area between the top of the finished floor for that story to the top of the finished floor above, regardless of story height. When there is no story above, it is measured to the top of the uppermost surface of the ceiling structure above.



E. Relief

1. Up to a 10% reduction to the total required transparent area may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
2. A deviation from required transparency standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.4.2. ACTIVE WALL SPACING

The distance between widths of ground story facade and foundation wall with window or door openings.

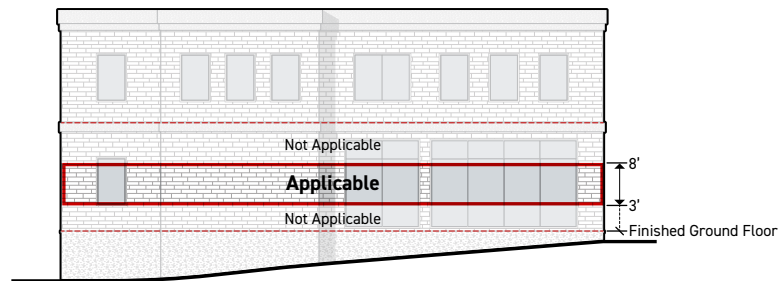
A. Intent

To provide visual interest and activation along the public realm by limiting the area without visual or physical connections between the public realm and the interior of a building.

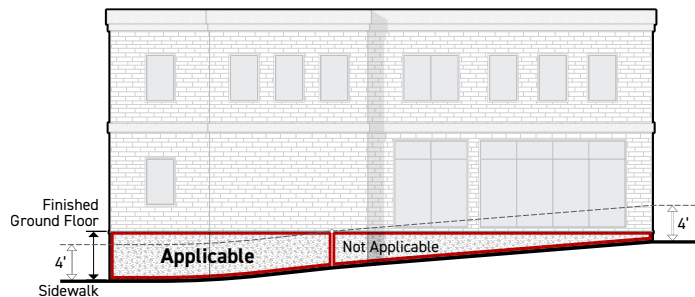
B. Applicability

Active wall spacing standards apply to the following facades:

1. All portions of ground story *frontage applicable facades* (Sec. 3A.2.2.C.2.) located between 3 feet and 8 feet from the ground floor elevation measured vertically.



2. All portions of foundation walls on *frontage applicable facades* (Sec. 3A.2.2.C.2.) that are exposed 4 feet in height or greater above sidewalk grade are applicable. If foundation walls are set back more than 10 feet from a sidewalk, exposed height is measured from the lowest elevation of finished grade within 5 feet, measured from and perpendicular to the foundation wall.



3. Active wall spacing standards do not apply to upper story facades.
4. Active wall spacing standards do not apply to parking structure facades except for wrapped parking structures.

C. Standards

1. Active Wall Spacing on Ground Story Facade

Window and door openings meeting *Sec. 3C.4.1. (Transparent Area)* on ground story facades shall be separated by a distance no greater than the maximum active wall spacing. For exceptions to this standard, see *Sec. 3C.4.2.E. (Active Wall Spacing Exceptions)*.

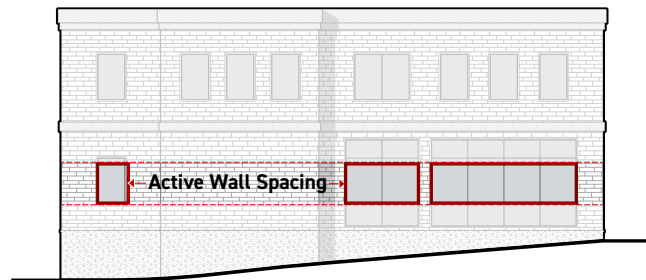
2. Active Wall Spacing on Foundation Wall

Applicable portions of foundation walls shall be no wider than the maximum active wall spacing. For exceptions to this standard, see *Sec. 3C.4.2.E. (Active Wall Spacing Exceptions)*.

D. Measurement

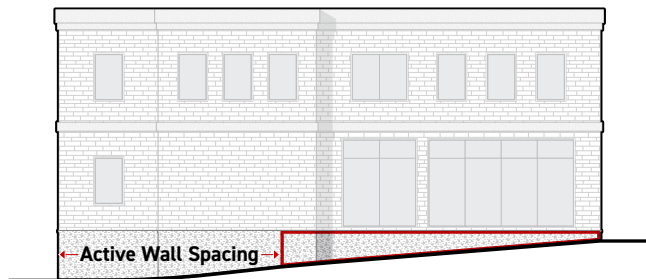
1. Active Wall Spacing on Ground Story Facade

Active wall spacing is measured horizontally and parallel to the frontage lot line from edge of transparent area to edge of transparent area, and edge of transparent area to edge of ground story facade.



2. Active Wall Spacing on Foundation Wall

Active wall spacing is measured horizontally for any individual width of applicable foundation wall that does not include transparent area.



E. Exceptions

1. General

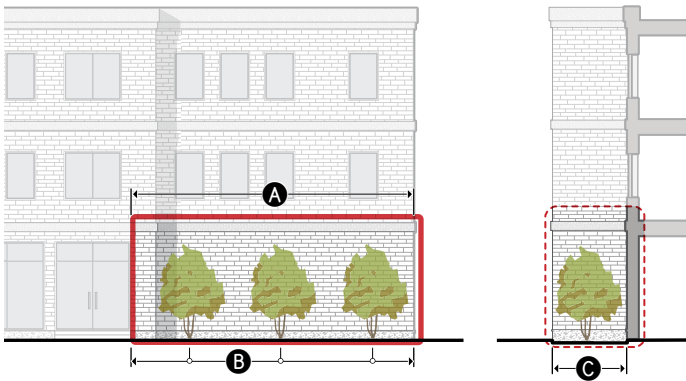
- a. Ground story facades that exceed the maximum allowed active wall spacing may apply one or more ground story inactive wall treatment options to the applicable facade area between door or window openings and increase the active wall spacing by 50%. See *Sec.3C.4.2.E.2. (Ground Story Inactive Wall Treatment Options)*.
- b. Facades designed with foundation walls that exceed the maximum allowed active wall spacing may apply one or more inactive foundation wall treatments to the facade area between active foundation walls and double the allowed active wall spacing. See *Sec.3C.4.2.E.3. (Foundation Inactive Wall Treatment Options)*.
- c. All required plants shall meet the requirements in the following tables and also comply with *Div. 4C.6. (Plants)*.

2. Ground Story Inactive Wall Treatment Options

Permanent design improvements located between segments of ground story active wall and the public realm, designed to improve visual interest and the pedestrian experience.

a. Small Trees

Small trees planted between a ground story facade with no window or door openings and the public realm.

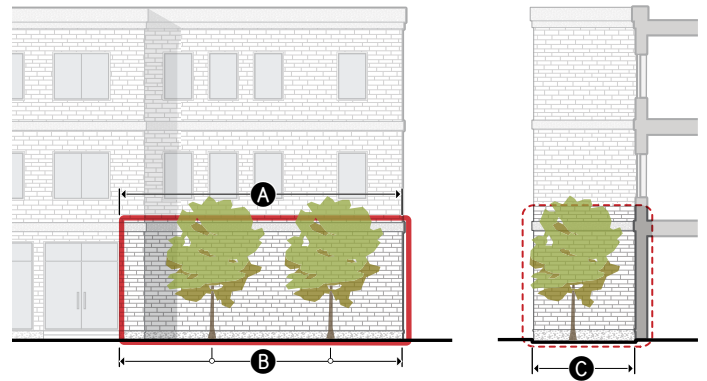


DIMENSIONAL STANDARDS		Sec. 3.C.4.2.E.4.
A	Treatment width (min portion of inactive wall)	100%
	Tree type	Small species
B	Planting frequency (min avg.)	5 per 100'
C	Planting area depth (min)	7'

See Div. 4C.6. (Plants) for additional standards

b. Large Trees

Large trees planted between a ground story facade with no window or door openings and the public realm.



DIMENSIONAL STANDARDS		Sec. 3.C.4.2.E.4.
A	Treatment width (min portion of inactive wall)	100%
	Tree type	Large species
B	Planting frequency (min avg.)	3 per 100'
C	Planting area depth (min)	15'

See Div. 4C.6. (Plants) for additional standards

c. Living Wall

A permanently fixed assembly located between a ground story facade with no window or door openings and the public realm that supports plants, their growing medium, and irrigation.

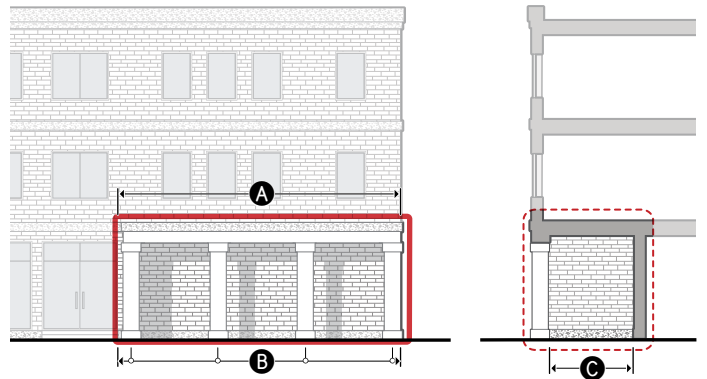


DIMENSIONAL STANDARDS	Sec. 3.C.4.2.E.4.
A Treatment area (min % of ground story facade with inactive walls)	75%
Planting area depth (min)	n/a

See Div. 4C.6. (Plants) for additional standards

d. Colonnade

A sequence of columns located between a ground story facade with no window or door openings and the public realm, providing an exterior occupiable space along the inactive wall.



DIMENSIONAL STANDARDS	Sec. 3.C.4.2.E.4.
A Treatment width (min portion of inactive wall)	100%
B Column frequency (min avg.)	1 per 20'
C Clear depth (min)	6'
Enclosure (max)	60%

3. Foundation Inactive Wall Treatment Options

Permanent design improvements located between exposed foundation walls and the public realm, designed to improve visual interest and the pedestrian experience.

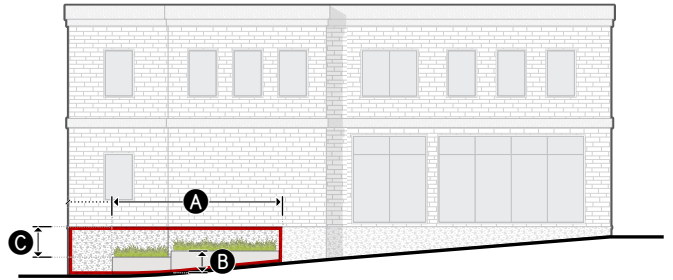
a. Foundation Planting

Screening plants located between a foundation wall with no window or door openings and the public realm.



b. Planter

Permanent structure containing plants and their growing medium located between a foundation wall with no window or door openings and the public realm.



DIMENSIONAL STANDARDS		Sec. 3.C.4.2.E.4.
A Treatment width (min portion of inactive wall)		75%
Plant type		Screening Plant
Planting frequency (min avg.)		3 per 10'
Planting area depth (min)		3'

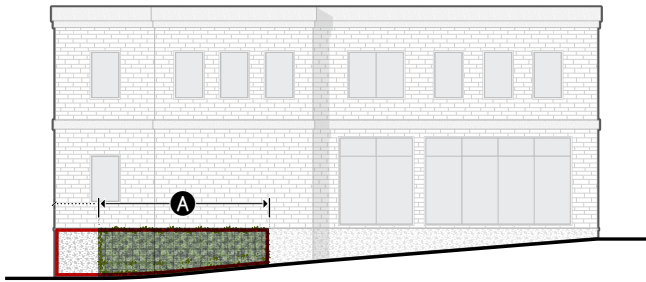
See Div. 4C.6. (Plants) for additional standards

DIMENSIONAL STANDARDS		Sec. 3.C.4.2.E.4.
A Treatment width (min)		75%
Plant coverage (min)		75%
Planting area depth (min)		2.5'
B Height above sidewalk (max)		4'
C Foundation wall reveal (max)		2'

See Div. 4C.6. (Plants) for additional standards

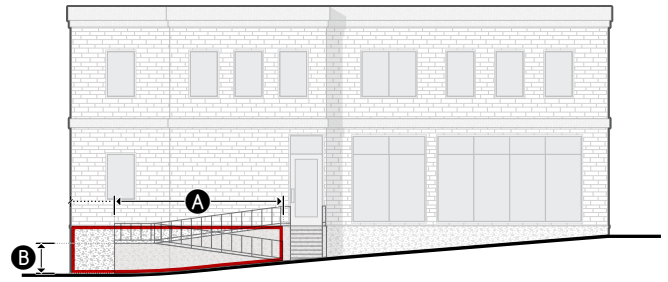
c. Green wall

A structure permanently attached to a foundation wall with no window or door openings that supports climbing plants.



d. Pedestrian Access

Stairs or ramps providing pedestrian access to a street-facing entrance located between a foundation wall with no window or door openings and the public realm.



DIMENSIONAL STANDARDS		Sec. 3.C.4.2.E.4.
Ⓐ Treatment area (min)		75%
Planting area depth (min)		1.5'

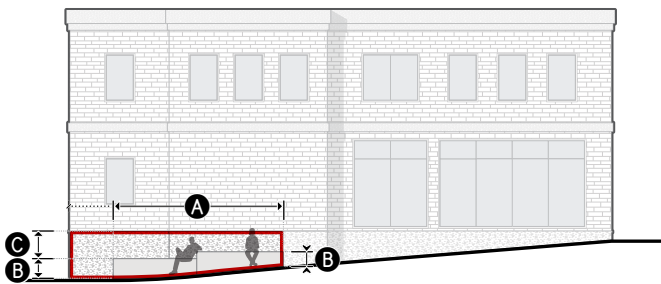
See Div. 4C.6. (Plants) for additional standards

DIMENSIONAL STANDARDS		Sec. 3.C.4.2.E.4.
Ⓐ Treatment width (min)		75%
Ⓑ Height above sidewalk (max)		4'
Additional access standards		See Div. 4C.1.

See Div. 4C.1. (Access) for additional standards

e. Seating

A permanent structure designed and intended for public seating located between a foundation wall with no window or door openings and the public realm.



DIMENSIONAL STANDARDS		<i>Sec. 3.C.4.2.E.4.</i>
A	Treatment width (min)	75%
B	Height above sidewalk (min/max)	1.5'/3'
C	Foundation wall reveal (max)	3'
	Seat depth (min)	2'

4. **Inactive Wall Treatment Measurement**

a. **Treatment Width**

Minimum treatment width is measured as a percentage, calculated as the cumulative width of the provided inactive wall treatments divided by the total width of the provided active wall spacing.

b. **Treatment Area**

Minimum treatment area is measured as a percentage, calculated as the cumulative area of the provided inactive wall treatments divided by the total applicable facade area within the provided active wall spacing.

c. **Tree type**

Tree type is measured as small species or large species according to *Sec. 4C.6.4.C.3.a.i. (Tree Types)*.

d. **Plant type**

Plant type is measured as screening plants, groundcover, and turf plants, hedges, living walls, or climbing plants according to *Sec. 4C.6.4. (Plant Design & Installation)*.

e. **Plant Coverage**

Minimum plant coverage is measured according to *Sec. 4C.6.4.D.2. (Plant Coverage)*.

f. **Planting Frequency**

Planting frequency is measured as a ratio of the minimum number of plants required over a specified width of active wall spacing. A minimum of one plant of the required plant type shall be provided regardless of the width of inactive wall treatment.

g. **Column Frequency**

Minimum column frequency is measured as a ratio of the minimum number of columns required over a specified width of treated inactive wall treatment. A minimum of two columns shall be provided regardless of the inactive wall treatment width.

h. **Planting Area Depth**

Minimum planting area depth is measured as the horizontal dimension of growing medium at the narrowest point, measured perpendicular to the applicable street lot line. The planting area shall be open to the sky for at least the required planting area depth.

i. **Clear Depth**

Minimum clear depth is measured as the horizontal dimension of the occupiable portion of an architectural element at the narrowest point.

j. **Height Above Sidewalk**

- i. Height above sidewalk is measured vertically from adjacent sidewalk grade to the topmost point of the inactive wall treatment.
- ii. For foundation walls located more than 10 feet from a sidewalk, maximum height above sidewalk is measured from the lowest elevation of finished grade within 5 feet, measured from and perpendicular to the foundation wall, to the topmost point of the inactive wall treatment.

k. **Foundation Wall Reveal**

Foundation wall reveal is measured vertically from the top of an inactive wall treatment to the ground floor elevation along the entire treated portion of an inactive foundation wall.

l. **Seat Depth**

Minimum seat depth is measured as the narrowest horizontal dimension of the area designed for public seating.

m. **Enclosure**

Maximum enclosure is measured according to *Sec. 14.1.4. (Enclosure)*.

F. **Relief**

1. Deviation from inactive wall treatment standards may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. An increase in allowed active wall spacing of 20% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
3. An increase in allowed active wall spacing and inactive wall treatment standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3C.5. **ENTRANCES**

SEC. 3C.5.1. **STREET-FACING ENTRANCE**

A door providing access from the public realm to the interior of a building.

A. **Intent**

To provide visual interest along the public realm, orient buildings to the public realm, and promote greater use and activation of the public sidewalk by limiting the width of frontage without physical connections between the public realm and the interior of a building.

B. **Applicability**

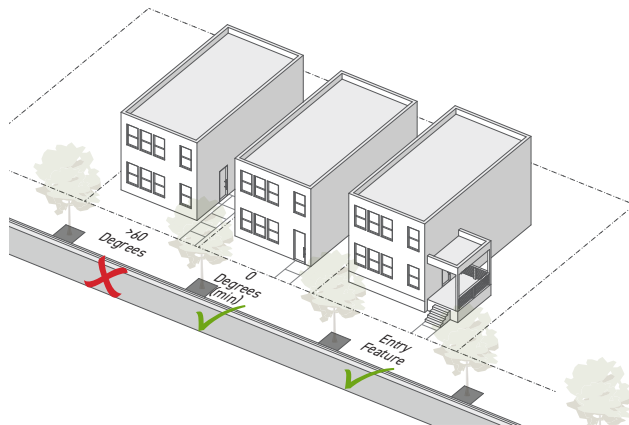
Street-facing entrance standards apply to all portions of buildings and structures where frontage standards apply. See *Sec. 3A.2.2.C. (Applicable Components of Lots, Buildings, and Structures)*.

C. **Standards**

1. **General**

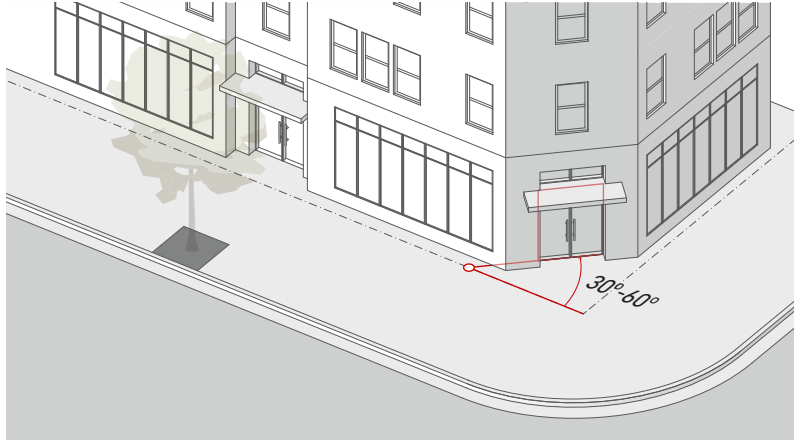
To qualify as a street-facing entrance, building entrances shall meet the following standards:

- a. Located on the ground story facade.
- b. Provide both ingress and egress pedestrian access to the ground story of the building.
- c. Remain operable at all times. Access may be controlled and limited to residents or tenants.
- d. Shall not provide access directly to motor vehicle use areas, utility areas or fire stairs.
- e. The exterior door surface shall be angled between 0 to 60 degrees, measured parallel to the frontage lot line or the door shall have direct access from an entry feature allowed by the applied *Frontage District (Part 3B)* having a pedestrian access point which faces the frontage lot line.



- Entrances -

- f. On a corner lot or a lot with a *Dual Frontage District (Div. 3B.8.)* applied, having intersecting frontage lot lines, an entrance facing both intersecting frontage lot lines and angled between 30 to 60 degrees, measured parallel to each of those frontage lot lines, may be used to meet the requirement for a street-facing entrance along both frontages.



- g. Non-required entrances are allowed in addition to required entrances.

2. Entrance Spacing

The distance between street-facing entrances meeting the standards of Sec. 3C.5.1.C.1. (Street-Facing Entrance General Standards).

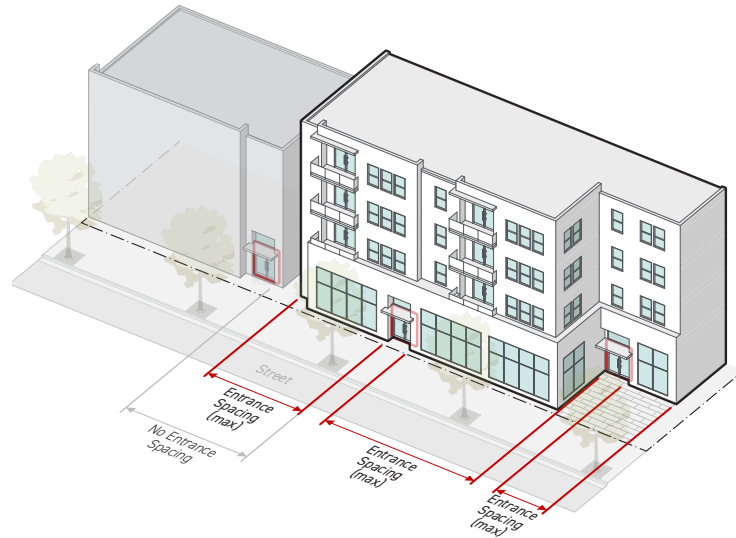
a. Measurement

Maximum entrance spacing is the greatest horizontal distance from edge of door to edge of door, and edge of door to edge of building, measured parallel to the frontage lot line.

b. Standards

- i. Street-facing entrances shall not be separated by a distance greater than the maximum allowed entrance spacing.
- ii. The maximum entrance spacing requirements shall be met for each building individually, but are not applicable to adjacent or abutting buildings.

- iii. When the applied Frontage District specifies that a street-facing entrance is 'not required' but does specify a maximum entrance spacing, a street-facing entrance shall only be required if the building width along the indicated frontage lot line is greater than the specified entrance spacing. Street facing entrances shall then be required in accordance with the maximum entrance spacing requirement specified.



D. Measurement

Street-facing entrance is measured as provided or not provided based on the presence of entrances meeting Sec. 3C.5.1.C. (Standards).

E. Relief

1. Deviation from street facing entrance standards may be requested in accordance with Sec. 13B.5.1. (Alternative Compliance).
2. An increase in entrance spacing of 20% or less may be requested in accordance with Sec. 13B.5.2. (Adjustment).
3. Deviation from street-facing entrance and entrance spacing standards may be requested as a variance in accordance with Sec. 13B.5.3. (Variance).

SEC. 3C.5.2. **ENTRY FEATURE**

Improved design standards applied to each entrance along the public realm.

A. **Intent**

To provide architectural embellishment of entrances to promote inconspicuous wayfinding in the public realm, provide greater shelter and comfort to users, promote visual interest along the public realm, and highlight the connection between the public and private realm to improve walkability.

B. **Applicability**

Entry feature standards apply to all required street-facing entrances where entry features are required by the applied *Frontage District (Part 3B)*.

C. **Standards**

1. **General**

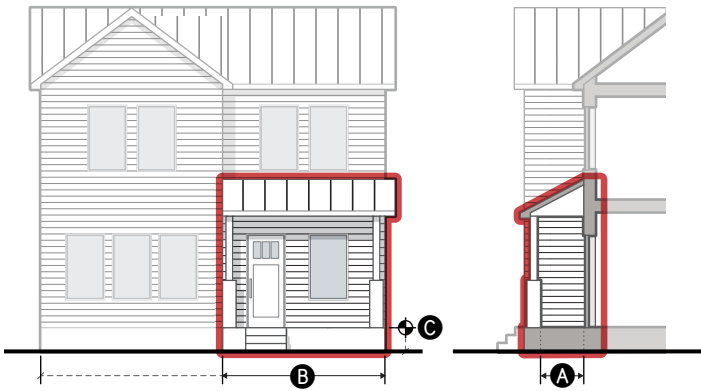
- a. Each required street-facing entrance shall include an entry feature meeting the standards for one of the allowed entry features options specified by the applied *Frontage District (Part 3B)*.
- b. Required entry features shall abut and provide direct access to a street-facing entrance.
- c. Required entry features shall provide direct access from the public realm associated with the frontage lot line.
- d. For street setback encroachment regulations, see *Sec. 2C.2.2.E. (Exceptions)*.
- e. For encroachments into the public right-of-way, see *Sec. 91.32 (Encroachments into the Public Right-of-Way) of Chapter 9 (Building Regulations) of the LAMC*.

2. Entry Feature Options

Packages of design standards applied to each entrance along the public realm.

a. Porch

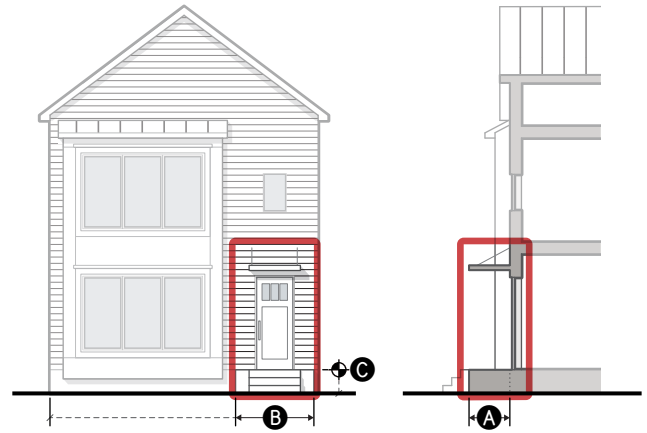
A wide, raised platform, projecting in front of a street-facing entrance, that is entirely covered but not enclosed.



DIMENSIONAL STANDARDS	Sec. 3.C.5.2.D.
Ⓐ Depth (min)	4.5'
Ⓑ Width (min)	30%
Covered area (min)	100%
Ⓓ Finished floor elevation (min/max)	2'/5'
Enclosure (max)	50%

b. Raised Entry

A raised platform accessed from an exterior staircase, providing covered access to a street-facing entrance.



DIMENSIONAL STANDARDS	Sec. 3.C.5.2.D.
Ⓐ Depth (min)	3'
Ⓑ Width (min)	4'
Covered entrance	Required
Ⓓ Finished floor elevation (min/max)	2'/5'
Enclosure (max)	50%

c. Forecourt

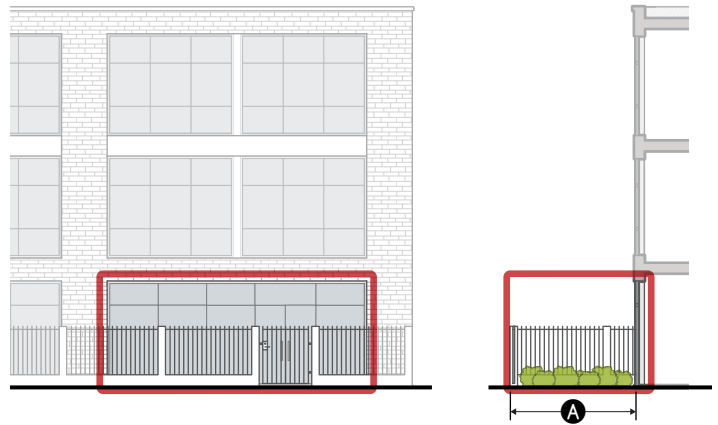
A yard screened with a short wall, fence or hedge that provides significant privacy for tenants located on the ground story, near sidewalk grade.



DIMENSIONAL STANDARDS	Sec. 3.C.5.2.D.
Ⓐ Depth (min)	8'
Ⓑ Width (min)	10'
Covered entrance	Required
Ⓒ Finished floor elevation (min/max)	-2'/5'
Fence or wall height (min/max)	2.5'/4'

d. River Yard

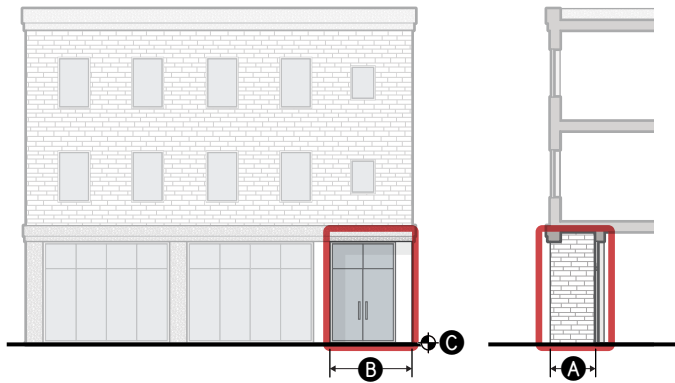
A yard located between a building and a river trail with direct pedestrian access from inside the building to the river trail.



DIMENSIONAL STANDARDS	Sec. 3.C.5.2.D.
Ⓐ Depth (min)	15'
Width (min)	15'
Fence or wall height (max)	6'

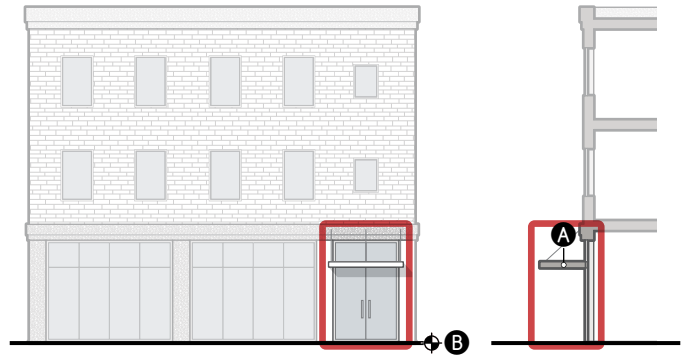
e. Recessed Entry

A space set behind the building face plane providing sheltered access to a street-facing entrance.



f. Covered Entry

A space that provides sheltered access to an at-grade street-facing entrance with an overhead projecting structure.



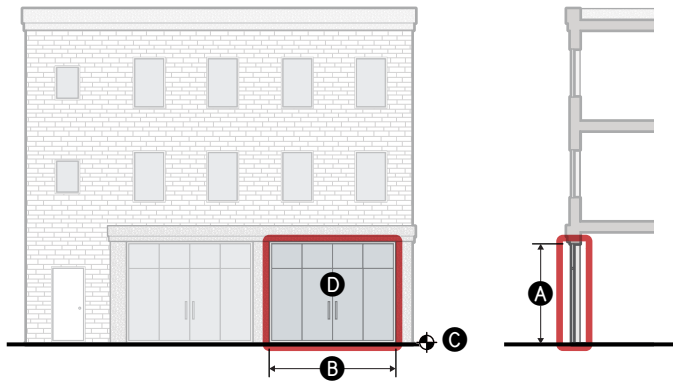
DIMENSIONAL STANDARDS		Sec. 3.C.5.2.D.
Ⓐ	Depth (min/max)	3'/15'
Ⓑ	Width (min)	5'
	Covered entrance	Required
Ⓒ	Finished floor elevation (min/max)	-2'/5'
	Enclosure (max)	75%

DIMENSIONAL STANDARDS		Sec. 3.C.5.2.D.
Ⓐ	Covered entrance	Required
Ⓑ	Finished floor elevation (min/max)	-2'/2'
	Enclosure (max)	50%

For encroachments into the public right-of-way, see Sec. 91.32 (*Encroachments into the Public Right-of-Way*) of Chapter 9 (*Building Regulations*) of the LAMC.

g. Storefront Bay

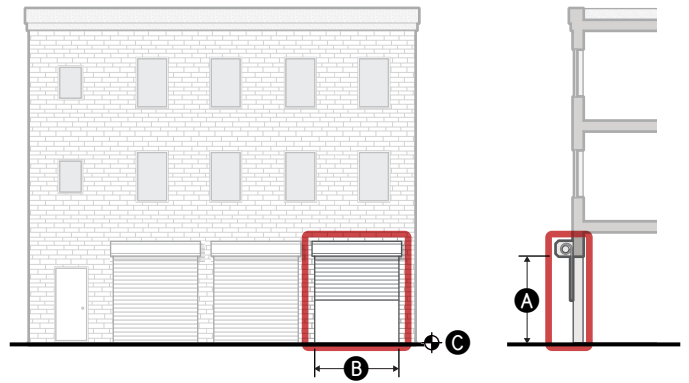
A facade area with a high level of contiguous transparency accentuating an at-grade street-facing entrance.



DIMENSIONAL STANDARDS		Sec. 3.C.5.2.D.
A	Height (min)	9'
B	Width (min)	8'
C	Finished floor elevation (min/max)	-2'/2'
D	Transparency (min)	90%
	Fence or wall height (max)	0'

h. Market Stall

A facade area equipped with an overhead door or operable facade that is open to the public realm during hours of operation.



DIMENSIONAL STANDARDS		Sec. 3.C.5.2.D.
A	Height (min)	7'
B	Width (min)	6'
C	Finished floor elevation (min/max)	-2'/5'
	Fence or wall height (max)	0'

A market stall does not count toward transparency unless it meets the standards for transparency area when shut.

D. Measurement

1. General

- a. Entry feature is measured as provided or not provided for each required street-facing entrance based on whether the design of a street-facing entrance meets the standards of an allowed entry feature specified by the applied *Frontage District (Part 3B)*.
- b. For the purpose of complying with entry feature standards, outdoor spaces like landings and yards required by an entry feature count as occupiable space.

2. Depth

Minimum depth is measured as the horizontal dimension where the occupiable portion of the entry feature is at its narrowest, measured perpendicular to the applicable frontage lot line.

3. Width

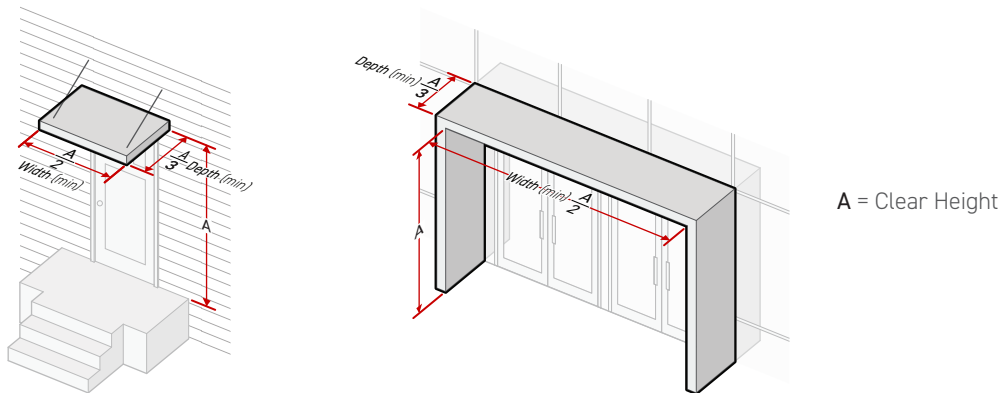
- a. When specified in feet, width is measured as the width the facade area meeting the applicable entry feature standards or the clear width of the occupiable exterior area immediately abutting the associated street-facing entrance, whichever is narrowest, as measured parallel to the applicable street lot line.
- b. When specified as a percentage, width is measured as the total width of the entry feature divided by the total width of the building that the entry provides access to, measured parallel to the applicable street lot line. For measuring building width, see *Sec. 2C.6.1.D. (Building Width Measurement)*.
- c. Where a minimum width and height are specified, the entry feature standards shall be met for a rectangular portion of a facade having a width no less than the minimum width and a height no less than the minimum height.
- d. Where a minimum width and depth are specified, the entry feature standards shall be met for a rectangular area of occupiable space having a width no less than the minimum width and a depth no less than the minimum depth.

4. Height

- a. Height is measured vertically from the finished floor elevation or the finished grade to the top of the facade area meeting the applicable entry feature standards or the clear height of the occupiable exterior area immediately abutting the associated street-facing entrance, whichever is shortest.
- b. Where a minimum width and height are specified, the entry feature standards shall be met for a rectangular portion of a facade having a width no less than the minimum width and a height no less than the minimum height.

5. Covered Entrance

- a. When required as a part of an entry feature; a canopy, roof or other sheltering structure shall cover the occupiable exterior area immediately abutting the associated street-facing entrance.
- b. The minimum depth of the covered area shall be the clear height of the covered area divided by 3.
- c. The minimum width of the covered area shall be the clear height of the covered area divided by 2.



6. Covered Area

Covered area is measured as the occupiable area of an entry feature that is covered by a canopy, roof or other sheltering structure, divided by the total occupiable entry feature area. For the measurement of covered area, see Sec. 14.1.2. (Covered Area (%)).

7. Finished Floor Elevation

Finished floor elevation is measured from the average sidewalk grade along the adjacent sidewalk to the top of the finished floor surface or ground surface of the entry feature. Where no sidewalk exists within 10 feet of the entry feature, finished floor elevation is measured from the average finished grade within 5 feet of the entry feature, measured perpendicular to the entry feature area.

8. Transparency

Transparency is measured as a percentage calculated as ground story transparency only for the portion of ground story facade area abutting the entry feature. For the measurement of ground story transparency, see Sec. 3C.4.1.D.1. (Ground Story).

9. Enclosure

For the measurement of enclosure, see Sec. 14.1.4. (Enclosure).

10. Fence or Wall Height

Fence or wall height is measured according to *Sec. 4C.7.1.D. (Measurement)*.

E. Relief

1. A deviation from entry feature dimensional standard of 15% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
2. Deviation from any entry feature standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3C.6. **GROUND STORY**

SEC. 3C.6.1. **GROUND STORY HEIGHT**

The floor-to-floor height of the story of a building having its finished floor elevation nearest to the finished grade.

A. **Intent**

To promote active uses that are directly connected the public realm, and ensure high-quality ground-story spaces that are adaptable and appropriate to their context.

B. **Applicability**

Ground story height standards apply to all portions of the ground story of a structure located within the first 15 feet of a frontage applicable facade, measured inward and perpendicular to the facade.

C. **Standards**

All occupiable space located in applicable portions of the ground story shall have floor-to-floor height of no less than the ground story height minimum.

D. **Measurement**

1. Ground story height is measured vertically from the top of the finished ground story to the top of the finished floor above.
2. Where no story exists above, ground story height is the shortest vertical distance from the top of the ground floor elevation to the top of the ceiling or roof structure above.
3. For determining the ground story, see *Sec. 14.10.A. (Ground Story)*.

E. **Relief**

1. A reduction in required ground story height of 1 foot or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
2. Deviation from ground story height standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3C.6.2. **GROUND FLOOR ELEVATION**

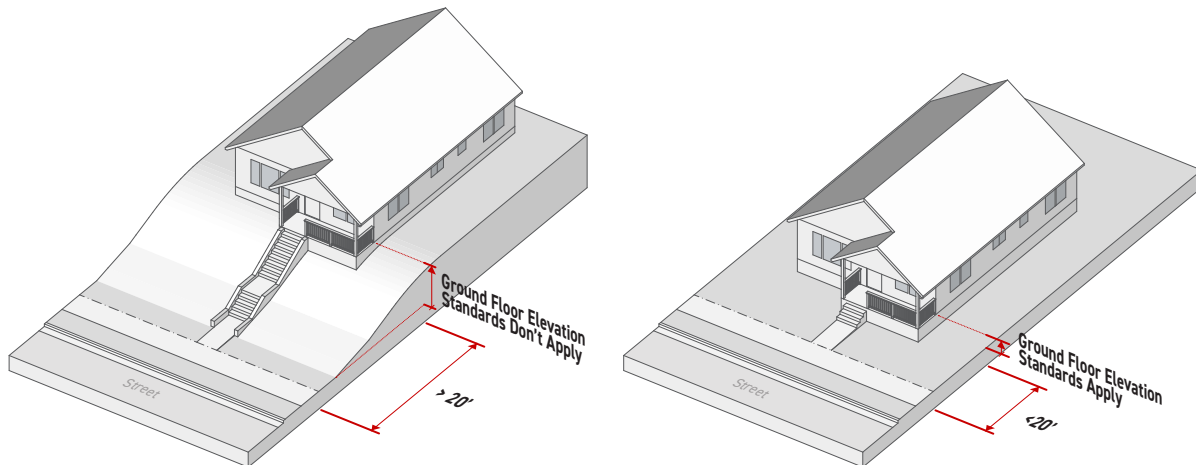
The finished floor height associated with the story of a building having its finished floor elevation nearest to the finished grade.

A. **Intent**

To promote active uses that are directly connected the public realm, and ensure high-quality ground-story spaces that are adaptable and appropriate to their context.

B. **Applicability**

1. For structures located less than 20 feet from the frontage lot line, all portions of the ground story located within the first 15 feet of a *frontage applicable facade* (Sec. 3A.2.2.C.2.), measured inward and perpendicular to the frontage lot line, shall comply with ground floor elevation standards.
2. Ground floor elevation standards do not apply to structures located 20 feet or greater from the frontage lot line.

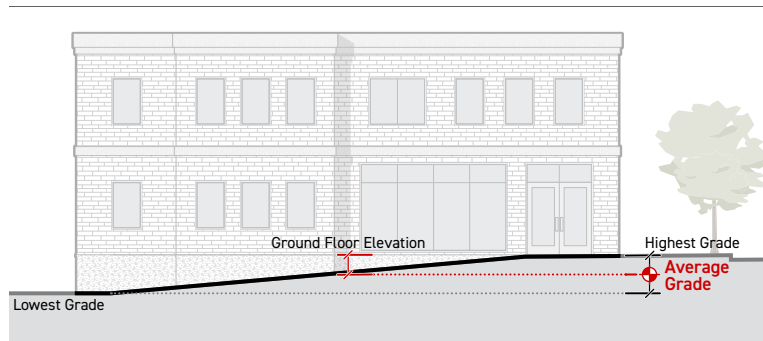


C. **Standards**

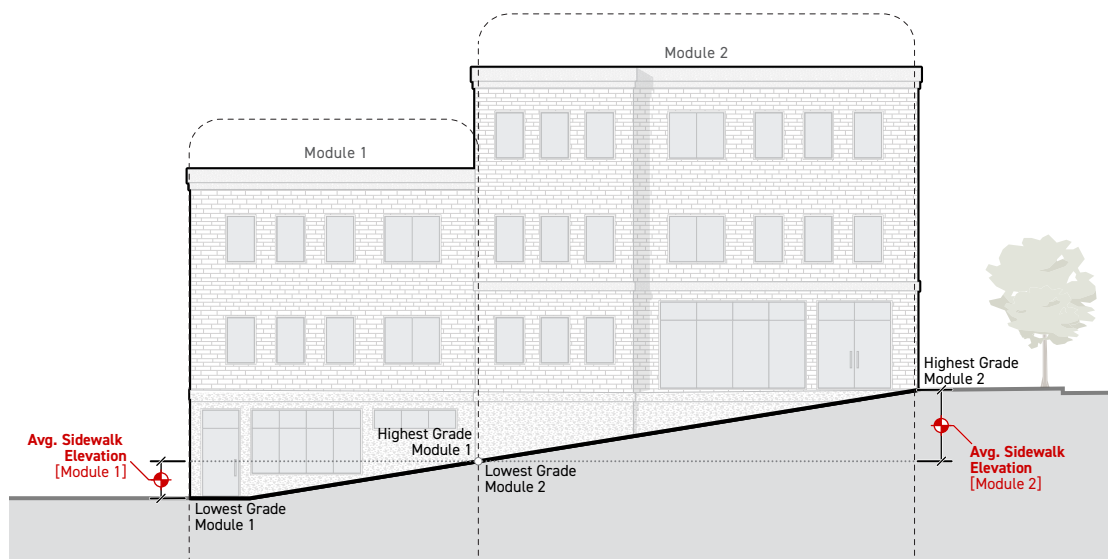
1. All occupiable space located in applicable portions of the ground story shall have a ground floor elevation no higher than the maximum ground floor elevation specified by the applied *Frontage District (Part 3B)*.
2. All occupiable space located in applicable portions of the ground story shall have a ground floor elevation no lower than the minimum ground floor elevation specified by the applied *Frontage District (Part 3B)*.

D. Measurement

1. Where a building is located greater than 10 feet from a public sidewalk, ground story height is measured vertically from the average finished grade within 5 feet of the frontage lot line-facing building perimeter to the finished floor elevation of the ground story.
2. Where a building is located 10 feet or less from a public sidewalk, ground floor elevation is measured vertically from the average sidewalk grade to the finished floor elevation of the ground story. Average sidewalk grade is measured as the average of the highest and lowest sidewalk elevation for the portion of the sidewalk located in front of the building.



3. Ground floor elevation may be measured independently for different modules of the building width. The ground floor elevation for each module shall be measured from either average sidewalk grade for the portion of the sidewalk in front of the module or from average finished grade within 5 feet of the frontage lot line-facing building perimeter based on the distance of the building module from a public sidewalk according to Sec. 3C.6.2.D.1. and Sec. 3C.6.2.D.2. above.
 - a. For sloped lots, average elevation along the sidewalk may be measured individually for each module and calculated as the average of the highest and lowest sidewalk elevation for the portion of the sidewalk located in front of the building module.



E. **Relief**

1. A deviation in minimum or maximum ground floor elevation of 10% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
2. Deviation from ground floor elevation standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

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DIV. 3D.1. **BUILD-TO**

See Div. 3C.1. (Build-To).

DIV. 3D.2. **PARKING**

See Div. 3C.2. (Parking).

DIV. 3D.3. **LANDSCAPING**

See Div. 3C.3. (Landscaping).

DIV. 3D.4. **FINISHED FLOOR ELEVATION OF THE
GROUND STORY**

See Sec. 3C.6.2. (Ground Floor Elevation).

DIV. 3D.5. **STORY HEIGHT**

SEC. 3D.5.1. **GROUND STORY HEIGHT**

See Sec. 3C.6.1.

SEC. 3D.5.2. **UPPER STORY HEIGHT**

The floor-to-floor height of any story of a building located above the ground story.

A. **Intent**

To ensure upper story spaces and their associated facades are scaled and proportioned to contribute to the established architectural character of surrounding neighborhoods or districts.

B. **Applicability**

1. Upper story height standards apply to each story located above the ground story and all build-to applicable stories specified by the applied *Frontage District (Part 3B)*.
2. Only portions of upper stories located within the first 15 feet of a frontage applicable facade, measured inward and perpendicular to the facade, shall meet upper story height standards.

C. **Standards**

All occupiable space located in applicable portions of upper stories shall have a floor-to-floor height of no less than the upper story height minimum.

D. **Measurement**

1. Upper story height is measured vertically from the top of the finished floor to the top of the finished floor above.
2. Where no story exists above, upper story height is the shortest vertical distance from the top of the finished floor to the top of the ceiling or roof structure above.

E. **Relief**

1. A reduction in required upper story height of 1 foot or less may be requested in accordance with Sec. 13B.5.2. (*Adjustment*).
2. Deviation from upper story height standards may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

DIV. 3D.6. **ARTICULATION**

SEC. 3D.6.1. **BASE, MIDDLE & TOP**

The base, middle, & top articulation requirement is composed of three separate and coordinated articulating elements designed to visually break a building facade up into three separately legible layers.

A. **Intent**

To visually break a building facade up into three separately legible building layers.

B. **Applicability**

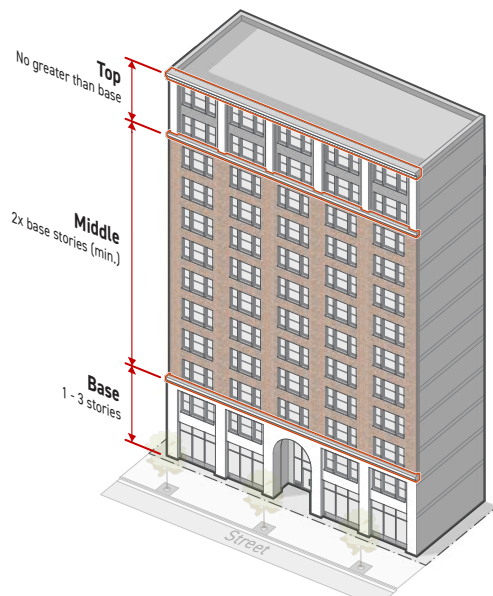
1. When required by the applied *Character Frontage District (Div. 3B.9.)*, base, middle, and top articulation standards apply to frontage applicable facades located on all build-to applicable stories specified by the applied Frontage District (Part 3B). See *Sec. 3A.2.2.C.2. (Frontage Applicable Facades)*.
2. Where the applied *Character Frontage District (Div. 3B.9)* requires base, middle, and top articulation, and a proposed building is less than 5 stories, the building shall meet the standards of *Sec. 3D.6.2. (Base-Top Articulation)*.

C. **Standards**

1. **General**

One articulating element option shall be provided for each building layer in accordance with the building layer standards below.

2. **Building Layers**



a. **Base**

- i. The base building layer shall include no less than 1 and no more than 3 contiguous stories starting with the ground story and continuing upward.
- ii. At least one of the following articulating elements shall be applied along the top of the base layer, creating a transition between the base and middle layers:
 - a) *Sec. 3D.6.5.C.1. (Material Change);*
 - b) *Sec. 3D.6.5.C.2. (Belt Course); or*
 - c) *Sec. 3D.6.5.C.3. (Shopfront Cornice).*
- iii. The articulating element shall extend for the full width of the building and be located no higher than the top of the uppermost story included in the layer.

b. **Middle**

- i. The middle building layer shall include no less than twice as many contiguous stories than the base building layer, starting at the top of the base layer and continuing upward.
- ii. At least one of the following articulating elements shall be applied along the top of the middle layer, creating a transition between the middle and top layers:
 - a) *Sec. 3D.6.5.C.1. (Material Change); or*
 - b) *Sec. 3D.6.5.C.2. (Belt Course).*
- iii. The articulating element shall extend for the full width of the building and be located no higher than the top of the uppermost story included in the layer.

c. **Top**

- i. The top building layer shall include at least 1 story and shall not include more stories than the base building layer.
- ii. All stories located in the top building layer shall be contiguous and include, at minimum, all stories between the top of the middle layer and the top of the highest of the build-to applicable stories specified by the applied *Frontage District (Part 3B)*.
- iii. A roofline cornice articulating element shall be applied to the top building layer when the top building layer is the topmost story of the building or the topmost story before a street step-back. See *Sec. 3D.6.5.C.4 (Roofline Cornice)*.
- iv. The roofline cornice shall extend for the full width of the building and be located along the top of the topmost story included in the building layer.

- Articulation -

- v. When the top building layer does not include the topmost story of the building or the topmost story before a street step-back, at least one of the following articulating elements shall be applied along the top of the top layer, creating a transition between the top building layer and any story above:
 - a) *Sec. 3D.6.5.C.1. (Material Change); or*
 - b) *Sec. 3D.6.5.C.2. (Belt Course).*
- vi. The articulating element shall extend for the full width of the building and be located along the top of the topmost story included in the building layer.

D. **Measurement**

For measurement of stories see *Sec. 2C.4.3. (Height in Stories)*.

E. **Exceptions**

Where the applied *Form District (Part 2B)* requires a street step-back depth of 10 feet or greater, the top building layer may terminate at the topmost story below the street step-back. No articulating element is required above the top building layer.

F. **Relief**

1. Base, middle & top standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. A deviation from number of stories in building layers of 1 story may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
3. Deviation from any base, middle, and top standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.6.2. **BASE-TOP**

The base-top articulation requirement is composed of two separate and coordinated articulating elements designed to visually break a building facade up into two separately legible layers.

A. **Intent**

To visually break a building facade up into two separately legible building layers.

B. **Applicability**

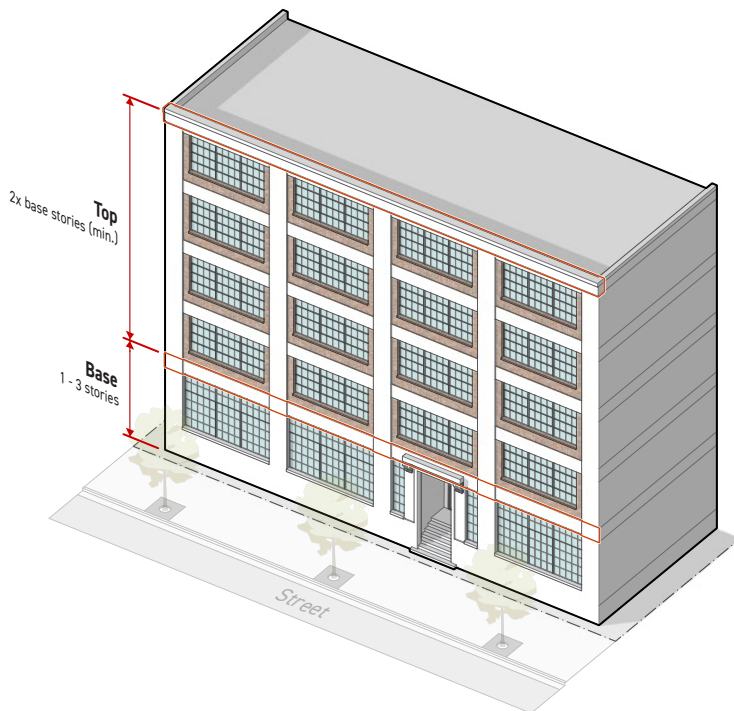
Base-top standards apply to all frontage applicable facades located on all build-to applicable stories specified by the applied *Frontage District (Part 3B)*. See *Sec. 3A.2.2.C.2. (Frontage Applicable Facades)*.

C. **Standards**

1. **General**

One articulating element option shall be provided for each building layer in accordance with the building layer standards below. See *Sec. 3D.6.5. (Articulating Elements)*.

2. **Building Layers**



- Articulation -

a. **Base**

- i. The base building layer shall include between 1 and 3 contiguous stories starting with the ground story and continuing upward.
- ii. At least one of the following articulating elements shall be applied along the top of the base layer, creating a transition between the base and top layers:
 - a) *Sec. 3D.6.5.C.1. (Material Change);*
 - b) *Sec. 3D.6.5.C.2. (Belt Course); or*
 - c) *Sec. 3D.6.5.C.3. (Shopfront Cornice).*
- iii. The articulating element shall extend for the full width of the facade and be located no higher than the top of the uppermost story included in the layer.

b. **Top**

- i. The top building layer shall include at least twice as many stories as the base building layer and include all remaining above-grade stories not included in the base building layer.
- ii. A roofline cornice articulating element shall be applied to the top building layer when the top building layer is the topmost story of the building or the topmost story before a street step-back. See *Sec. 3D.6.5.C.4 (Roofline Cornice)*.
- iii. The roofline cornice shall extend for the full width of the facade and be located along the top of the topmost story included in the building layer.
- iv. When the top building layer does not include the topmost story of the building or the topmost story before a street step-back, at least one of the following articulating elements shall be applied along the top of the top layer, creating a transition between the top building layer and any story above:
 - a) *Sec. 3D.6.5.C.1. (Material Change); or*
 - b) *Sec. 3D.6.5.C.2. (Belt Course).*
- v. The articulating element shall extend for the full width of the building and be located along the top of the topmost story included in the building layer.

D. **Measurement**

For measurement of stories see *Sec. 2C.4.3. (Height in Stories)*.

E. **Exceptions**

Where the applied *Form District (Part 2B)* requires a street setback depth of 10 feet or greater, the top building layer may terminate at the topmost story below the street setback. No articulating element is required above the top building layer.

F. **Relief**

1. Base-top standards may be met through alternative compliance in accordance with Sec. *13B.5.1. (Alternative Compliance)*.
2. A deviation from number of stories in building layers of 1 story may be requested in accordance with Sec. *13B.5.2. (Adjustment)*.
3. Deviation from any base-top standard may be requested as a variance in accordance with Sec. *13B.5.3. (Variance)*.

SEC. 3D.6.3. **HORIZONTAL BANDS**

A continuous band of material running horizontally across a facade.

A. **Intent**

To separate and align windows on a building facade in a way that contributes to the established architectural character of surrounding neighborhoods or districts.

B. **Applicability**

Horizontal band standards apply to all frontage applicable facades located on all build-to-applicable stories specified by the applied *Frontage District (Part 3B)*. See *Sec. 3A.1.2.B.2. (Frontage Applicable Facades)*.

C. **Standards**

Horizontal bands shall meet the following standards:

1. Shall be no less than 8 inches in height,
2. Shall extend for the full width of the facade, interrupted only by required *articulating elements (Sec. 3D.6.5.)* or architectural features. Architectural features that interrupt either required vertical bands or required horizontal bands shall cover cumulatively no more than 30% of the total facade area. A maximum of 5 architectural features that interrupt required vertical or horizontal bands are allowed on the facade area of any individual building width.

D. **Measurement**

1. Horizontal band height is measured vertically from the lowest point to the highest point of a horizontal band meeting the standards above.
2. The facade area covered by an architectural feature that interrupts horizontal or vertical bands is measured as the area of the smallest rectangle that fully circumscribes the architectural feature.

E. **Relief**

1. Horizontal band standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. A deviation from horizontal band dimensional standards of 15% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
3. Deviation from any horizontal band standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.6.4. **VERTICAL BANDS**

A continuous band of material running vertically up a facade.

A. **Intent**

To separate and align windows on a building facade in a way that contributes to the established architectural character of surrounding neighborhoods or districts.

B. **Applicability**

Vertical band standards apply to all frontage applicable facades located on all build-to applicable stories specified by the applied *Frontage District (Part 3B)*. See *Sec. 3A.2.2.C.2. (Frontage Applicable Facades)*.

C. **Standards**

Vertical bands shall meet the following standards:

1. Shall be no less than 8 inches in width, and
2. Shall extend uninterrupted for the full height of all build-to applicable stories, only interrupted by horizontal bands, required *articulating elements (Sec. 3D.6.5.)* or architectural features. Architectural features that interrupt either required vertical bands or required horizontal bands shall cover cumulatively no more than 30% of the total facade area. A maximum of 5 architectural features that interrupt required vertical or horizontal bands are allowed on the facade of any individual building width.

D. **Spacing**

1. Vertical bands shall be applied across the full width of a facade separated by no more than the maximum spacing and no less than the minimum spacing specified by the applied *Frontage District (Part 3B)*.
2. Vertical bands shall also be located at each corner of a building facade.

E. **Measurement**

1. Vertical band width is measured parallel to the applicable facade and horizontally from one end of a vertical band meeting the standards above to the opposite end.
2. Vertical band spacing is measured horizontally and perpendicular to the applicable building facade from edge of vertical band to edge of vertical band.
3. The facade area covered by an architectural feature that interrupts horizontal or vertical bands is measured as the area of the smallest rectangle that fully circumscribes the architectural feature.

F. **Relief**

1. Vertical band standards may be met through alternative compliance in accordance with Sec. *13B.5.1. (Alternative Compliance)*.
2. A deviation from vertical band dimensional standards of 15% or less may be requested in accordance with Sec. *13B.5.2. (Adjustment)*.
3. Deviation from any vertical band standard may be requested as a variance in accordance with Sec. *13B.5.3. (Variance)*.

SEC. 3D.6.5. **ARTICULATING ELEMENTS**

Permanent architectural details used to embellish a facade design in order to accentuate an articulation technique or facade composition.

A. **Intent**

To provide visual interest to the public realm and break a building facade up with visually separate building layers in a way that contributes to the established architectural character of surrounding neighborhoods or districts.

B. **Applicability**

Articulating element standards apply to any architectural element used to meet an articulation standard required by the applied *Character Frontage District (Div. 3B.9)*.

C. **Articulating Element Options**

1. **Material Change**

a. **Standards**

- i. The principal exterior material applied to the building layer shall be different from the principal siding treatment applied to the abutting building layers.
- ii. The principal exterior material shall be limited to those allowed by the applied *Frontage District (Part 3B)*.
- iii. One of the following architectural details must be provided between building layers applying the material change articulating element:
 - a) A belt course located at the transition from one principal exterior material to the next. See *Sec. 3D.6.5.C.2 (Belt Course)*; or
 - b) The building layer applying a material change articulating element shall be recessed or project from the abutting building layers at least 3 inches.

b. **Measurement**

- i. For the purpose of measuring material change, principal exterior materials are considered different if they are entirely different materials, products having the same base material where the unit size or finish surface texture is visibly contrasting.
- ii. Recessed building layers are measured horizontally from and perpendicular to the immediately surrounding facade to the outermost point of the recessed building layer facade.
- iii. Projecting building layers are measured horizontally and perpendicular from the immediately surrounding facade to the innermost point of the projecting building layer facade.

2. **Belt Course**

A horizontal course projecting beyond the face of the surrounding building facade often shaped to mark a division in the facade wall.

a. **Standards**

A belt course shall meet the following standards:

- i. Extend uninterrupted for the full width of the building layer.
- ii. Have a consistent profile across the width of the building,
- iii. Project a minimum of 2 inches from the immediately surrounding facade for some portion of the top 2 inches and the bottom 2 inches of the belt course profile,
- iv. Have a height of no less than 12 inches if located on the first story. An additional 2 inches in height are required for each story that the belt course is located about the first story. The greatest required minimum height is 48 inches.

b. **Measurement**

- i. Belt course height is measured vertically from the lowest point to the highest point of the belt course profile meeting the standards above.
- ii. Projection is measured perpendicularly from the immediately surrounding facade to the outermost point of a belt course meeting the standards above.

3. **Shopfront Cornice**

A continuous molded projection located above a series of display windows on the ground story facade.

a. **Standards**

A shopfront cornice shall meet the following standards:

- i. Extend uninterrupted for the width of the building layer.
- ii. Project a minimum of 4 inches from the immediately surrounding facade for some portion of the top 4 inches and the bottom 4 inches of the cornice profile.
- iii. Have a height of no less than 12 inches.

b. **Measurement**

- i. Shopfront cornice height is measured vertically from the lowest point to the highest point of the cornice profile meeting the standards above.
- ii. Projection is measured perpendicularly from the immediately surrounding facade horizontally to the outermost point of a shopfront cornice meeting the standards above.

4. **Roofline Cornice**

A continuous molded projection that crowns a wall, often as part of a parapet.

a. **Standards**

A roofline cornice shall meet the following standards:

- i. Extend uninterrupted for the full width of the building layer.
- ii. Project a minimum of 4-inches from the immediately surrounding facade for some portion of the top 4 inches of the cornice profile if located on the first, second or third stories. An additional 2 inches of projection are required for each story the roofline cornice is located above the third story. The greatest required minimum projection is 36 inches.
- iii. Have a height of no less than 12 inches if located on the first, second or third story. An additional 2 inches in height are required for each story the roofline cornice is located above the third story. The greatest required minimum height is 48 inches.

b. **Measurement**

- i. Roofline cornice height is measured vertically from the lowest point to the highest point of the cornice profile meeting the standards above.
- ii. Projection is measured perpendicularly from the immediately surrounding facade horizontally to the outermost point of a roofline cornice meeting the standards above.

D. **Measurement**

Articulating elements are measured as provided or not provided based on whether the applicable building layer facade applies an articulating element meeting the standards above.

E. **Relief**

1. Articulating elements standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. A deviation from articulating elements dimensional standards of 10% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
3. Deviation from any articulating elements standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3D.7. **FEATURES**

SEC. 3D.7.1. **RESTRICTED FEATURES**

A. **Intent**

To ensure facades are built in a way that contributes to the established architectural character of surrounding neighborhoods or districts by limiting the use of architectural features that are inappropriate to the historic or desired context.

B. **Applicability**

Restricted features standards apply to frontage applicable facades located on all build-to applicable stories specified by the applied *Frontage District (Part 3B)*. See *Sec. 3A.2.2.C.2. (Frontage Applicable Facades)*. Above the build-to applicable stories, restricted features listed in an applicable Character Frontage are allowed.

C. **Standards**

1. Where the applied *Frontage District (Part 3B)* lists a feature as "prohibited", no applicable facade located on a build-to applicable story specified by the applied *Frontage District (Part 3B)* may include any variety of listed feature.
2. Where the applied *Frontage District (Part 3B)* lists a feature as "allowed" or does not list a feature at all, there are no restricted features standards limiting the use of the listed feature.

D. **Projecting Balcony**

An unenclosed occupiable platform, located at an elevation above the ground story, that is fixed to or integrated with an exterior building facade and projects beyond the floor area of the story immediately below. Balconies include protective barriers such as railings or parapets and may be covered or uncovered.

1. **Standards**

Where the applied *Frontage District (Part 3B)* lists balcony as "prohibited":

- a. No feature meeting the definition for balcony above may be included on an applicable facade.
- b. Roof terraces that meet the definition of balcony may be allowed provided they are uncovered and do not project beyond the story immediately below.

2. **Measurement**

Balconies are identified as present or absent based on whether an applicable facade includes a balcony as described above.

E. **Relief**

1. Deviation from restricted features standards may be met through alternative compliance in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. Deviation from any restricted features standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

DIV. 3D.8. **ENTRANCES**

SEC. 3D.8.1. **STREET-FACING ENTRANCE**

See Sec. 3C.5.1. (*Street-Facing Entrance*).

SEC. 3D.8.2. **ENTRY FEATURE**

See Sec. 3C.5.2. (*Entry Feature*).

SEC. 3D.8.3. **FOCAL ENTRY FEATURE**

Improved design standards applied to the primary entrance along the public realm.

A. **Intent**

To establish a hierarchy of entrances on a building facade where a focal entry feature is the visually dominant entrance supported by secondary entrances designed with entry features.

B. **Applicability**

Where required by the applied *Frontage District (Part 3B)*, Focal Entry standards apply to ground story, frontage lot line-facing facades.

C. **Standards**

1. **General**

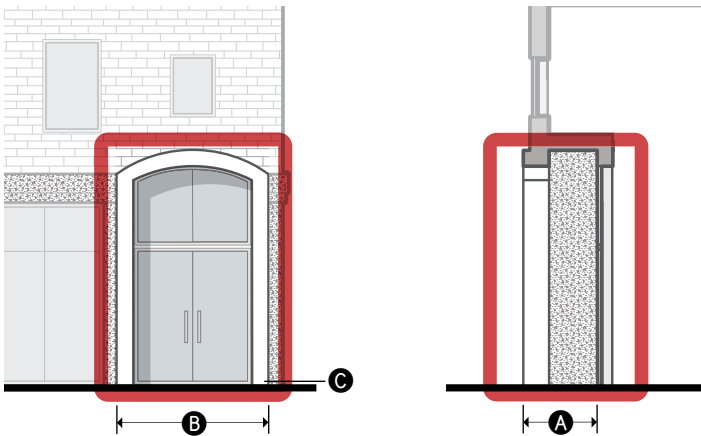
- a. No fewer focal entrances than the minimum specified by the applied *Frontage District (Part 3B)* shall be provided for each building width.
- b. Each required focal entry feature shall meet the standards for one of the focal entry feature options. See Sec. 3D.8.1.C.2. (*Focal Entry Feature Options*).
- c. Required focal entry features shall abut and provide direct access to a street-facing entrance.
- d. Required focal entry features shall provide direct access to the public realm associated with the frontage lot line.
- e. For street setback encroachment regulations, see Sec. 2C.2.2.E. (*Exceptions*).
- f. For encroachments into the public right-of-way, see Sec. 91.32 (*Encroachments into the Public Right-of-Way*) of Chapter 9 (*Building Regulations*) of the LAMC.

2. Focal Entry Feature Options

Packages of design standards applied to the primary entrance along the public realm.

a. Archway

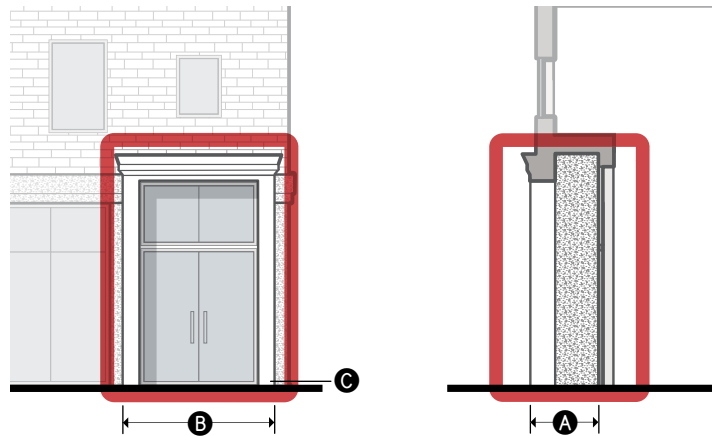
A curved symmetrical architectural detail spanning an opening to an exterior space, set behind the primary facade plane, providing sheltered access to a street-facing entrance.



DIMENSIONAL STANDARDS	Sec. 3C.5.2.D.
Ⓐ Depth (min)	3'
Ⓑ Width (min)	8'
Height (min)	9'
Covered entrance	Required
Covered area (min)	100%
Ⓒ Finished floor elevation (min/max)	-2'/5'
Transparency (min)	80%
Enclosure (max)	75%

b. Architrave

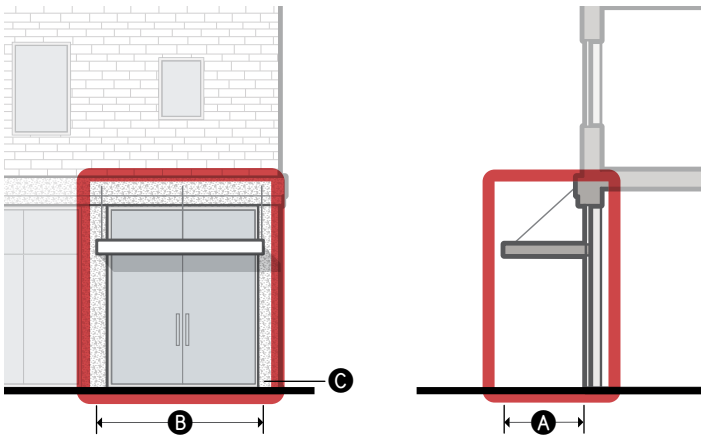
A decorative horizontal band above and connected to vertical bands framing an opening to an exterior space, set behind the primary facade plane, providing sheltered access to a street-facing entrance.



DIMENSIONAL STANDARDS	Sec. 3C.5.2.D.
Ⓐ Depth (min)	3'
Ⓑ Width (min)	8'
Height (min)	9'
Covered entrance	Required
Covered area (min)	100%
Ⓒ Finished floor elevation (min/max)	-2'/5'
Transparency (min)	80%
Enclosure (max)	75%

c. Canopy

A space that provides sheltered access to an at-grade street-facing entrance with an overhead projecting structure.



DIMENSIONAL STANDARDS	Sec. 3C.5.2.D.
Depth (min)	4'
Width (min)	8'
Height (min)	9'
Covered entrance	Required
Covered area (min)	n/a
Ⓒ Finished floor elevation (min/max)	-2'/2'
Transparency (min)	n/a
Enclosure (max)	50%

For encroachments into the public right-of-way, see Sec. 91.32 (*Encroachments into the Public Right-of-Way*) of Chapter 9 (*Building Regulations*) of the LAMC.

D. **Measurement**

See Sec. 3C.5.2.D. (*Entry Feature Measurement*).

E. **Relief**

1. Deviation from focal entry feature option standards may be requested in accordance with Sec. 13B.5.1. (*Alternative Compliance*).
2. A deviation from focal entry feature dimensional standard of 15% or less may be requested in accordance with Sec. 13B.5.2. (*Adjustment*).
3. Deviation from any entry feature standard may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

DIV. 3D.9. **TRANSPARENCY**

SEC. 3D.9.1. **GROUND STORY**

A. **Intent**

To ensure projects are designed with ground story windows that contribute to the established architectural character of surrounding neighborhoods or district.

B. **Applicability**

1. Ground story transparency standards apply to frontage applicable facades located on the ground story and all windows located on the ground story facade. See Sec. 3A.2.2.C.2. (*Frontage Applicable Facades*).
2. Parking structure facades are not applicable, except where required to be wrapped by the applied *Development Standards District (Part 4B)*.

C. **Standards**

1. **General**

a. **Standards**

- i. Applicable ground story facades shall provide no less than the minimum transparency specified in the applied Character Frontage District (*Div. 3B.9.*).
- ii. Applicable ground story facades shall provide no more than the maximum transparency specified in the applied Character Frontage District (*Div. 3B.9.*).
- iii. All transparent area shall meet the standards of Sec. 3C.4.1.C. (*Transparent Area Standards*).

b. **Measurement**

See Sec. 3C.4.1.D. (*Measurement*).

2. **Active Wall Spacing**

See Sec. 3C.4.2. (*Active Wall Spacing*).

3. **Window Recession**

The depth that a window is set back from the surrounding facade.

a. **Standards**

All windows provided on applicable facades shall be recessed no less than the minimum depth specified in the applied *Frontage District (Part 3B)*.

b. Measurement

Window recession depth is measured inward from the immediately surrounding facade surface, exclusive of trim or accessory projecting architectural details, to the outermost element of the window assembly.

4. Bulkhead

A wall located beneath a display window on the ground story facade that serves to elevate a window above the exterior finished grade and the interior finished floor surface.

a. Standards

- i. When listed as "required" in the applied *Frontage District (Part 3B)*, all ground story window openings located on applicable facades shall be elevated above the finished floor of the ground story by no less than 18 inches and no more than 30 inches.
- ii. Ground story window openings located entirely above another ground story window may be located greater than 30 inches from the ground story finished floor provided that no portion of the opening extends beyond the width of the lower window opening.



b. Measurement

Bulkheads are measured as provided or not provided based on the compliance of all applicable windows with the standards above.

5. Symmetrical Lite Pattern

Window panes that are arranged or designed so that the left-side of the window composition is a mirror image of the right-side of the window composition.

a. Standards

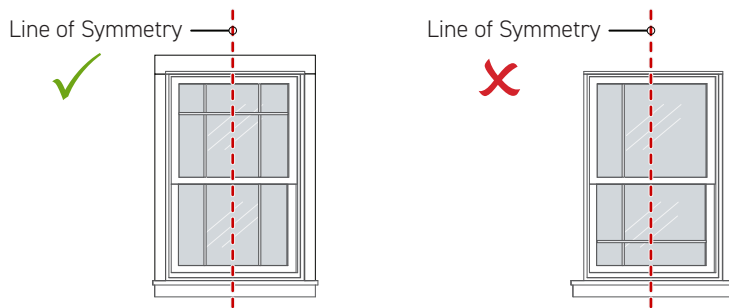
When listed as "required" in the applied *Frontage District (Part 3B)*, all windows provided on applicable facades shall meet the following standards:

- i. Divided-lite and simulated divided-lite windows shall have a composition of muntins or grills that display reflective symmetry.
- ii. Operable windows shall have sashes that are generally reflectively symmetrical.

- iii. Window assemblies sharing a window opening shall be composed in a way that reflective symmetry is displayed over entirety of the window opening.

b. **Measurement**

For the purpose of meeting symmetrical lite pattern standards, if a vertical line can be drawn through the window opening, and the pattern and shape on both sides of the line appear approximately identical, the window or windows are considered in compliance with the symmetrical lite pattern standard.



6. **Horizontal Sliding Windows**

a. **Standards**

When listed as "prohibited" in the applied *Frontage District (Part 3B)*, windows provided on applicable facades shall not include sashes that operate left to right or right to left.

b. **Measurement**

Horizontal sliding windows are measured as either present or absent.

7. **Vinyl Windows**

a. **Standards**

- i. When listed as "prohibited" in the applied *Frontage District (Part 3B)*, window assemblies provided on applicable facades shall not contain frames, sashes, rails, styles, muntins, mullions, or grills with a vinyl exterior finish.
- ii. Other accessory window assembly components may be finished with vinyl products.

b. **Measurement**

Vinyl windows are measured as either present or absent.

D. **Relief**

- 1. Up to a 15% increase to the total allowed ground story transparent area may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
- 2. A deviation from ground story transparency dimensional standard of 15% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.

3. Deviation from any ground story transparency standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.9.2. **UPPER STORIES**

A. **Intent**

To ensure projects are designed with upper story windows that contribute to the established architectural character of surrounding neighborhoods or districts.

B. **Applicability**

1. Upper story minimum transparency standards apply to frontage applicable facades located on upper stories. See Sec. 3A.2.2.C.2. (*Frontage Applicable Facades*).
2. All other upper story transparency standards, including maximum transparency standards, apply to frontage applicable facades located on all build-to applicable stories specified by the applied *Frontage District (Part 3B)* excluding the ground story. See Sec. 3A.2.2.C.2. (*Frontage Applicable Facades*).
3. Parking structure facades are not applicable except where required to be wrapped by the applied *Development Standards District (Part 4B)*.

C. **Standards**

1. **General**

a. **Standards**

- i. Applicable upper story facades shall provide no less than the minimum transparency listed in the applied *Character Frontage District (Div. 3B.9.)*.
- ii. Applicable upper story facades shall provide no more than the maximum transparency specified in the applied *Character Frontage District (Div. 3B.9.)*.
- iii. All transparent area shall meet the standards of Sec. 3C.4.1.C. (*Transparent Area Standards*).

b. **Measurement**

See Sec. 3C.4.1.D.2. (*Transparent Area, Measurement, Upper Story*).

2. **Window Recession**

See Sec. 3D.9.1.C.3. (*Window Recession*).

3. **Symmetrical Lite Pattern**

See Sec. 3D.9.1.C.5. (*Symmetrical Lite Pattern*).

4. **Sill**

The bottommost horizontal exterior surface of a window opening including a ledge or other architectural detail that projects from the surrounding building facade.

a. **Standards**

- i. When required by the applied *Frontage District (Part 3B)*, all windows provided on applicable facades shall include a sill, ledge or comparable architectural detail located at the bottommost exterior surface of a window opening.
- ii. Required sills shall project a minimum of 1 inch beyond the immediately surrounding building facade.
- iii. Required sills shall have a width of no less than the window opening.

b. **Measurement**

Sills are measured as provided or not provided based on the compliance of all applicable windows with the standards above.

5. **Horizontal Sliding Windows**

See Sec. 3D.9.1.C.6. (*Horizontal Sliding Windows*).

6. **Vinyl Windows**

See Sec. 3D.9.1.C.7. (*Vinyl Windows*).

D. **Relief**

1. Up to a 15% increase to the total allowed upper story transparent area may be requested in accordance with Sec. 13B.5.2. (*Adjustment*).
2. A deviation from upper story transparency dimensional standard of 15% or less may be requested in accordance with Sec. 13B.5.2. (*Adjustments*).
3. Deviation from any upper story transparency standard may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

DIV. 3D.10. **EXTERIOR MATERIALS**

SEC. 3D.10.1. **PRINCIPAL MATERIAL COVERAGE**

Building products used as the exterior wall finish materials for the great majority of the exterior building facade.

A. **Intent**

To visually unify the facade with a dominant material and ensure that building facades are finished with materials that contribute to the established architectural character of surrounding neighborhoods or districts.

B. **Applicability**

Facade area that meets all of the following criteria shall comply with primary material coverage standards:

1. Qualifies as a *frontage applicable facade* (Sec. 3A.2.2.C.2.);
2. Located on a build-to applicable story as specified by the applied *Character Frontage District* (Div. 3B.7) or located above the last provided story where the number of stories provided for any building is less than the specified build-to applicable stories; and
3. Is not a window or door opening.

C. **Standards**

1. **General**

- a. The total percentage of applicable facade area finished in a primary material shall be no less than the minimum primary material coverage specified by the applied *Character Frontage District* (Div. 3B.7).
- b. Only exterior material options specified by the applied *Character Frontage District* (Div. 3B.7) may be used as a primary material.
- c. Only one primary material may be used to meet the primary material coverage standard.

2. **Exterior Material Options**

- a. For exterior material options standards, see Sec. 3D.10.3. (*Exterior Material Options*).

D. **Measurement**

1. Principal material coverage is calculated for each building width separately.
2. Principal material coverage is a percentage calculated by dividing the facade area covered in a principal material by the total applicable facade area.

3. The principal material is measured as compliant or non-compliant based on whether it meets the standards and definition of one of the allowed exterior material options specified by the applied *Frontage District (Part 3B)*.

E. **Relief**

1. Up to a 10% reduction to the total required facade area finished in an allowed primary exterior material may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
2. Deviation from any principal material standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.10.2. **ACCESSORY MATERIAL COVERAGE**

Building products used as an exterior wall finish material to accent or support the principal material.

A. **Intent**

To visually unify the facade with a consistent material palette and ensure that building facades are finished with materials that contribute to the established architectural character of surrounding neighborhoods or districts.

B. **Applicability**

1. Facade area that meets all of the following criteria shall comply with accessory material coverage standards:
 - a. Qualifies as a *frontage applicable facade* (Sec. 3A.2.2.C.2.);
 - b. Located on a build-to applicable story as specified by the applied *Character Frontage District* (Div. 3B.7) or located above the last provided story where the number of stories provided for any building is less than the specified build-to applicable stories; and
 - c. Is not a window or door opening.
2. All exterior materials cumulatively covering between 5% and 30% of the total applicable facade area are considered an accessory material and shall comply with all accessory material coverage, exterior material options, and number of accessory material standards.

C. **Standards**

1. **General**

- a. The total percentage of applicable facade area finished in an accessory material shall be no more than the maximum accessory material coverage specified by the applied *Character Frontage District* (Div. 3B.7).
- b. Only exterior material options specified by the applied *Character Frontage District* (Div. 3B.7) may be used as an accessory material.

2. **Exterior Material Options**

For exterior material options standards, see Sec. 3D.10.3. (*Exterior Material Options*).

3. **Number of Accessory Materials**

No more individual accessory materials than the maximum number of accessory materials specified by the applied *Character Frontage District* (Div. 3B.7) may be provided.

D. **Measurement**

1. Accessory material coverage is calculated for each building width separately.

2. Accessory material coverage is a percentage calculated by dividing the facade area covered in the accessory material product by the total applicable facade area.
3. The accessory material is measured as compliant or non-compliant based on whether it meets the standards and definition of one of the exterior material options specified by the applied *Character Frontage District (Div. 3B.7)*.

E. **Relief**

1. Up to a 10% increase to the total allowed facade area finished in a secondary exterior material may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
2. Deviation from any accessory material standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.10.3. **EXTERIOR MATERIAL OPTIONS**

Building products allowed for use as primary or accessory exterior wall finish material.

A. **Intent**

To ensure that building facades are finished with materials that contribute to the established architectural character of surrounding neighborhoods or districts.

B. **Applicability**

Exterior material options standards apply to all exterior materials provided to comply with *primary material coverage (Sec. 3D.10.1.)* or *accessory material coverage (Sec. 3D.10.2.)* standards as specified by the applied *Character Frontage District (Div. 3B.9)*.

C. **Standards**

1. **General**

Proposed principal and accessory materials shall meet all standards and definitions of one of the exterior material options specified by the applied *Character Frontage District (Div. 3B.7)* in order to comply with principal material coverage and accessory material coverage standards.

2. Exterior Material Options

Building products allowed for use as primary or accessory exterior wall finish material.

a. Brickwork

Courses of rectangular masonry units made of hardened clay, laid with mortar exposed between bricks. Examples include solid brick construction, brick veneer and thin brick veneer. Other products required for installation that are visually incidental to the brick are also included.

PLACEHOLDER

INTENT

To provide structures with a human scale, durability, and a connection to local history. The profile of brickwork creates a pattern of channels along the mortar beds and provides shadow line effects and texture reflecting the scale of the individual brick units. The size of the brick units are of a commonly recognized scale related to its manual assembly which naturally helps observers relate to the overall scale of the structure and recognize the building as a result of tangible human activities rather than machined or synthetic installations. Brick assemblies provide lasting durability against weather and wear, reducing maintenance demands. Used as an exterior building material in some of Los Angeles most treasured historic buildings, brickwork connects observers to local history.

DIMENSIONAL STANDARDS

- i. Individual brick units shall have a height of between 1.5 and 8 inches.
- ii. Individual brick units shall have a width of between 3.5 and 16 inches.

b. Stonework

Stacked rocks quarried and worked into a specific size and shape for use as a building material. Solid stone includes mortar and other products required for installation that are visually incidental to the stone product. Examples include solid stone construction, stone veneer, and thin stone veneer. Solid stone excludes heavy aggregate concrete, terrazzo, engineered stone products, and comparable materials.

PLACEHOLDER

INTENT

To provide structures with a human scale, durability, and a connection to nature and local history. The profile of stonework provides dynamic shadow line effects relating to the scale of individual stones, helping observers to relate to the overall scale of the structure. The organic textures and deep natural colors of exposed stone faces provide observers with a connection to nature. Solid stone assemblies provide lasting durability against weather and wear, reducing maintenance demands. Used as an exterior building material in some of Los Angeles most treasured historic buildings, solid stone assemblies connect observers to local history.

DIMENSIONAL STANDARDS

n/a

c. Concrete

A cement based product either poured-in-place or pre-cast in a form or mold. Concrete includes engineered masonry products set in resin or cement such as terrazzo, terracotta, CMU, breeze block, and exposed columns and beams. Other products required for installation that are visually incidental to the concrete product are also included. Concrete excludes fiber cement products, brick, EFIS, and stucco.

PLACEHOLDER

INTENT

To provide structures with the lasting durability and a sense of weight and permanence through use of concrete.

DIMENSIONAL STANDARDS

n/a

d. Metal

Metal products designed and intended for architectural purposes. Examples include exposed structural steel, architectural metal panels, and decorative metal products. Other products required for installation that are visually incidental to the metal product are also included.

PLACEHOLDER

INTENT

To provide structures with the lasting durability and sense of permanence through use of metal.

DIMENSIONAL STANDARDS

n/a

e. Wood

Tree-based products milled into a particular shape and size for use as an exterior building material. Examples include wood panels, structural lumber like cross laminated timber and glulam beams, plank siding, and shingles. Wood excludes products with exposed faces composed substantially of wood chips, particles, and fibers. Examples include structural composite lumber like PSL, LSL, and OSL, and composite panel products like OSB, fiberboard, and particleboard. Wood also excludes faux-wood products such as vinyl, aluminum, and fiber cement siding. Other products required for installation that are visually incidental to the wood product are also included.

PLACEHOLDER

INTENT

To provide structures with a connection to nature and local history through use of wood. The organic patterns and warm natural colors of exposed wood provide observers with a connection to nature. Used as an exterior building material in some of Los Angeles most treasured historic buildings, wood products connect observers to local history.

DIMENSIONAL STANDARDS

n/a

f. Glazed Tile

Ceramic tile having porcelain or natural clay body, glazed for surfacing walls, typically attached to an exterior wall with mortar and finished by filling joints between tiles with a cement- or resin-based grout product. Examples include small or large format tile and structural facing tile. Other products required for installation that are visually subordinate to the tile product are also allowed. Glazed tile excludes terracotta and other non-ceramic tile products.

PLACEHOLDER

INTENT

To provide structures with a human scale, durability, and a connection to local history. The profile of glazed tile assemblies provides a regular pattern of channels along grout joints, creating shadow line effects and texture reflecting the scale of the individual tile units. Glazed tile assemblies provide lasting durability against weather and wear, reducing maintenance demands. Used as an exterior building material in some of Los Angeles most treasured historic buildings, glazed tile assemblies connect observers to local history with their familiar luster and sheen.

DIMENSIONAL STANDARDS

n/a

g. Horizontal Plank Siding

Courses of long, thin horizontal boards, often overlapping or interlocking horizontally but also including open joint systems. Horizontal plank siding includes clapboard, bevel, lap, weatherboard, shiplap, and rain screen siding and may be composed of a wide range of materials including wood, fiber cement products, and vinyl. Horizontal plank cladding excludes textured panel products with unit sizes exceeding 10 inches in height regardless of the pattern or texture.

PLACEHOLDER

h. Vertical Plank Siding

Courses of long, thin vertical boards, often overlapping or interlocking vertically but also including open joint systems. Vertical plank siding includes, board and batten, tongue and groove, shiplap, and rain screen siding and may be composed of a wide range of materials including wood, fiber cement products, and vinyl. Vertical plank cladding excludes textured panel products with continuous reveal dimensions greater than 16 inches in width regardless of the pattern or texture.

PLACEHOLDER

INTENT

To provide a human scale to buildings. The profile of the siding assembly creates a pattern of horizontal channels providing deep shadow line effects and texture reflecting the scale of the individual board units. The scale of the board units are of a commonly recognized scale related to its manual assembly which naturally helps observers to understand and relate to the overall scale of the structure and recognize the building as a result of tangible human activities rather than machined or synthetic installations.

DIMENSIONAL STANDARDS

- i. Individual board units shall have a height of between 2 and 10 inches.
 - ii. Overlapping or interlocking board units may have a height greater than 10 inches provided no board unit is exposed for a continuous height of more than 10 inches.
 - iii. Open joint systems shall not provide a gap greater than 3/4" between board units.
-

INTENT

To provide a human scale to buildings. The profile of the siding assembly creates a pattern of vertical channels providing deep shadow line effects and texture reflecting the scale of the individual board units. The scale of the board units are of a commonly recognized scale related to its manual assembly which naturally helps observers to understand and relate to the overall scale of the structure and recognize the building as a result of tangible human activities rather than machined or synthetic installations.

DIMENSIONAL STANDARDS

- i. Individual board units shall have a width of between 1 and 16 inches.
 - ii. Overlapping or interlocking board units may have a width greater than 16 inches provided no board unit is exposed for a continuous width of more than 16 inches.
 - iii. Open joint systems shall not provide a gap greater than 3/4" between board units.
-

i. Shingle Siding

Courses of short, thin building materials, overlapping horizontally. Shingle siding includes square, round, half-cove, and hexagon, shaped shingles and be composed of a wide range of materials including cedar, cementitious fiberboard, and vinyl. Shingle siding excludes asphalt roofing shingles and textured panel products with continuous reveal dimensions greater than 24 inches in width or 12 inches in height regardless of the pattern or texture.

PLACEHOLDER

INTENT

To provide a human scale to buildings. The profile of the shingle assembly creates a pattern of vertical and horizontal channels providing deep shadow line effects and texture reflecting the scale of the individual shingle units. The scale of the shingle units are of a commonly recognized scale related to its manual assembly which naturally helps observers to understand and relate to the overall scale of the structure and recognize the building as a result of tangible human activities rather than machined or synthetic installations.

DIMENSIONAL STANDARDS

- i. Individual shingle units shall have a width of between 2 and 24 inches.
- ii. Individual shingle units shall have a height of between 2 and 12 inches.
- iii. *Shingle units may have a width greater than 24 inches or a height greater than 12 inches provided no individual shingle is exposed for a continuous width of more than 24 inches or a continuous height of more than 12 inches.*

j. Stucco

A building material composed primarily of Portland cement, finely ground limestone, sand and water, applied directly onto a building over a reinforcing base mesh. Stucco excludes textured panel products and synthetic stucco such as EIFS, elastomeric stucco, and acrylic stucco.

PLACEHOLDER

INTENT

To provide structures with durability and a connection local history. Stucco provides lasting durability against weather and wear, reducing maintenance demands. Used as an exterior building material in some of Los Angeles most treasured historic buildings, stucco connects observers to local history.

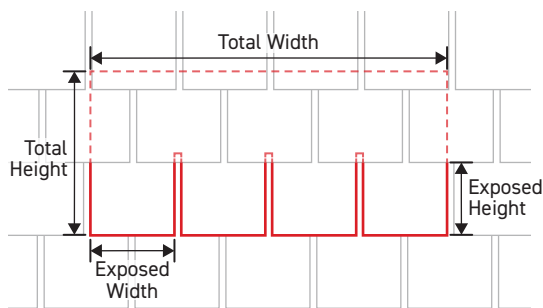
DIMENSIONAL STANDARDS

n/a

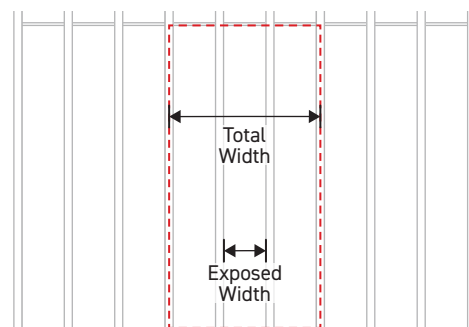
D. Measurement

1. The height of individual board, brick, or shingle unit is measured as the greatest dimension from one end of the unit to the opposite end of the unit, measured vertically and based on the proposed installation pattern.
2. The width of individual board, brick, or shingle unit is measured as the greatest dimension from one end of the unit to the opposite end of the unit, measured horizontally and based on the proposed installation pattern.
3. Exposed width is measured as the largest horizontal dimension of a board or shingle unit that is uninterrupted by either, another board or shingle covering the first unit, or a gap or break in the board or shingle unit, for the full height of the unit.
4. Exposed height is measured as the largest vertical dimension of a board or shingle unit that is uninterrupted by either, another board or shingle covering the first unit, or a gap or break in the board or shingle unit, for the full height of the unit.

SHINGLE SIDING (SQUARE)



VERTICAL PLANK (BOARD & BATTEN)



5. Gap between board units is measured as the distance between board units at the widest point.

E. Relief

1. Deviation from exterior material option standards may be requested in accordance with Sec. 13B.5.1. (*Alternative Compliance*).
2. Up to a 10% modification to any exterior material option dimensional standard may be requested in accordance with Sec. 13B.5.2. (*Adjustment*).
3. Deviation from any exterior material option standard may be requested as a variance in accordance with Sec. 13B.5.3. (*Variance*).

DIV. 3D.11. **ROOF DESIGN**

SEC. 3D.11.1. **ROOF FORM**

The shape of the external upper covering of a building, including the frame for supporting the roofing.

A. **Intent**

To ensure that building forms contribute to the established architectural character of surrounding neighborhoods or districts.

B. **Applicability**

- a. Where specified by the applied *Frontage District (Part 3B)*, roof form standards apply to the roof of all frontage lot line facing buildings and structures on a lot.
- b. A minimum of 70% of the total roof area of each applicable building or structure shall meet roof form standards, measured horizontally.

C. **Standards**

1. **General**

All building and structures shall have a roof form listed as a roof form option in the applied *Frontage District (Part 3B)*.

2. **Roof Form Options**

a. **Flat**

A roof with a maximum pitch of 2:12 (2 inch of vertical rise for every 12 inches of horizontal span) or less. Flat roof forms include roofs with parapets up to 6 feet in height.

D. **Measurement**

1. Roof pitch is measured by calculating a roof's vertical rise in inches divided by a foot of its horizontal span and is represented as a ratio.
2. Roof form is measured as compliant or non-compliant based on whether it meets the standards and definition of one of the roof form options allowed by the applied *Frontage District (Part 3B)*.

E. **Relief**

1. Up to a 10% reduction to the total required roof area having an allowed roof form may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
2. A deviation from roof form dimensional standard of 10% or less may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
3. Deviation from any roof form standard may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 3D.11.2. **ROOF MATERIALS**

A. **Intent**

To ensure that a building's roof finishing materials contribute to the established architectural character of surrounding neighborhoods or districts.

B. **Applicability**

1. Where specified by the applied *Frontage District (Part 3B)*, roof materials standards apply to all portions of a roof used to comply with *Sec. 3D.11.1. (Roof Form)*.
2. A minimum of 70% of the total roof area of each applicable building or structure shall meet roof form standards, measured horizontally.

C. **Standards**

Only roof materials specified by the applied *Frontage District (Part 3B)* shall be used to finish an applicable roof.

D. **Measurement**

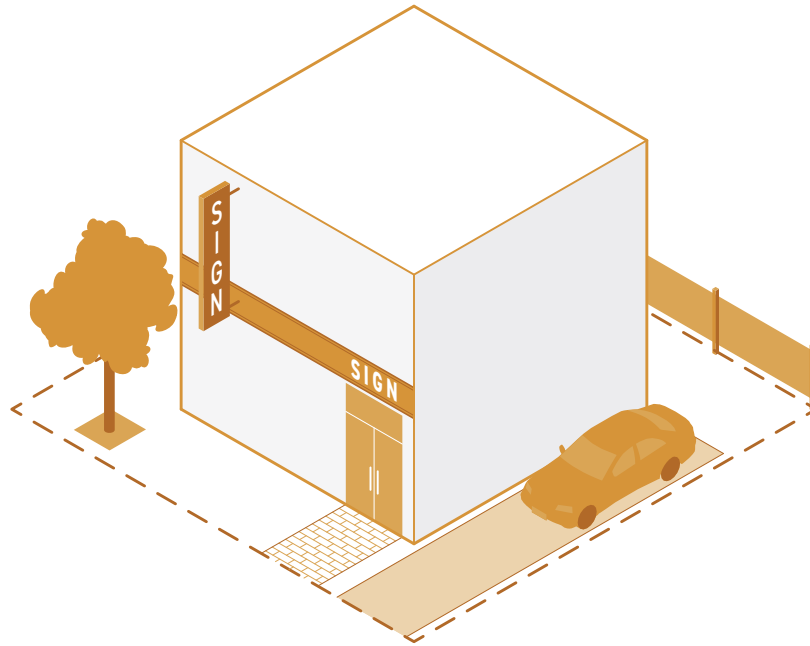
Roof materials are measured as compliant or non-compliant based on whether all applicable roofs meet the roof materials standards.

E. **Exceptions**

Roof material standards do not apply to accessory roof forms.

F. **Relief**

1. Up to a 10% reduction to the total required roof area finished in an allowed roof material may be requested in accordance with *Sec. 13B.5.2. (Adjustment)*.
2. Deviation from roof materials standards may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.



ARTICLE 4. **DEVELOPMENT STANDARDS**

[FORM - FRONTAGE - **STANDARDS**] [USE - DENSITY]

Part 4A. **Introduction**

Part 4B. **Development Standards Districts**

Part 4C. **Development Standards Rules**

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PART 4A. INTRODUCTION

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DIV. 4A.1. **ORIENTATION**

SEC. 4A.1.1. **RELATIONSHIP TO ZONE STRING**

A zone string is composed of the following districts:



The Development Standards District is a separate and independent component of each zone.

SEC. 4A.1.2. **HOW TO USE ARTICLE 4 (DEVELOPMENT STANDARDS)**

A. **Identify the Applied Development Standards District**

The third component in a zone string identifies the Development Standards District applied to a property.

B. **Development Standards District Regulations**

Development Standards District regulations are located in *Part 4B. (Development Standards Districts)*. Each Development Standards District page identifies the requirements specific to that Development Standards District.

C. **Interpreting Development Standards District Regulations**

Each standard or standards package on a Development Standards District page in *Part 4B. (Development Standards Districts)* provides a reference to *Part 4C. (Development Standards Rules)* where the standard or standards package is explained in detail. Additionally, *Part 4C. (Development Standards Rules)* includes general standards that apply across all Development Standards Districts.

Development Standards District Example:

Zone String

[LM2-MU2-**5**] [RG1-FA]

See Rules that Apply in all Districts

Find Your Development Standards District

Part 4B (Development Standards Districts)

DIV. 4B.5. DISTRICT 5

SEC. 4B.5.1. INTENT

Development Standards District 5 prioritizes the pedestrian experience. Development Standards District 5 prioritizes the pedestrian experience. Pedestrian access standards facilitate pedestrian circulation by improving pedestrian access from the public realm to the interior of buildings through frequent, direct and convenient access to building entrances. Parking for automobiles is not mandated, contributing to a dynamic and walkable environment. When parking is provided, it must meet high design standards to ensure pedestrian mobility, safety, and comfort are not hindered. On-site signs are sized and located to support a pedestrian-oriented public realm.

SEC.	Name of Standard	STANDARDS	Specification for Standard
	PEDESTRIAN ACCESS		Div. 4C.1
	Pedestrian access package		Package 1
	AUTOMOBILE ACCESS		Div. 4C.2
	Automobile access package		Package 1
	AUTOMOBILE PARKING		Div. 4C.4
	Required parking stalls		Package A
	Exempt change of use, non residential tenant size (max)		n/a
	Parking structure design		
		Primary St.	Side St.
	Parking Garage		
	• Ground Story	Wrapped	Wrapped
	• Upper Stories	Adaptable	Adaptable
	• Integrated Parking		
	• Ground Story	Wrapped	Wrapped
	• Upper Stories	Wrapped	Adaptable
	SIGNS		Div. 4C.11
	Sign package		2
	DEVELOPMENT REVIEW		Div. 4C.14
	Development review threshold		Package 2

See Part 4C, (Development Standards Rules) for additional development standards that apply.

Link to Rules

Standard Does Not Apply

Frontage Lot Line

Learn More About Your Rules

Part 4C (Development Standards Rules)

Div. 4C.4. AUTOMOBILE PARKING

SEC. 4C.4.1. AUTOMOBILE PARKING STALLS

A. Intent

To accommodate the arrival to a site by automobile at a level appropriate to the demand generated by a particular use within different mobility contexts without creating detrimental effects on surrounding properties or public right-of-way.

B. Applicability

Required automobile parking stall standards apply all uses on a lot.

C. Standards

1. General

- All uses subject to the parking requirements of this Division must provide the minimum number of automobile parking stalls for the applicable parking use - A, B, C, D or E (Part 4B, (Development Standards Districts), specifies the applicable parking use requirement for each zone.
- When a site or lot is used for a combination of uses, the parking requirements are the sum of the requirements for each use, and no parking stall for one use may be included in the calculation of parking requirements for any other use, except as allowed in (Sec. 4C.4.2.C., (Reduction for Shared Parking)).
- For electric vehicle charging space requirements, see the Green Building Code (LAMC, Chapter 9, Article 9).

2. Required Automobile Parking Table

- When the Required Automobile Parking Table lists multiple parking stall requirement options, the greater number of required parking stalls is required.
- Use are defined in Part 5D.0. Use Definitions.

Except for standards specified by the Development Standards District, standards in Part 4C apply to all lots according to the corresponding applicability statement.

SEC. 4A.1.3. **DEVELOPMENT STANDARDS DISTRICT NAMING CONVENTION**

All Development Standards District names are identified as a number. All Development Standards Districts are numbered in the order they fall within this Article.

DIV. 4A.2. OPENING PROVISIONS

SEC. 4A.2.1. DEVELOPMENT STANDARDS INTENT

The intent of Article 4 (Development Standards) is to regulate site design, including location and characteristics of access, parking, landscape and other site features. Development Standards Districts consist of a combination of regulations that are appropriate to a variety of contexts ranging from auto-oriented to pedestrian-oriented.

SEC. 4A.2.2. DEVELOPMENT STANDARDS APPLICABILITY

A. General

All projects filed after the effective date of this Zoning Code (Chapter 1A) shall comply with the Development Standards Districts and Rules in this Article, as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

B. Project Activities

Categories of Development Standards rules apply to a project based on what types of project activities are proposed, as shown in the table below. Typically, more than one project activity will apply to a proposed project (for example, an addition that expands an existing use includes both new construction and a use modification).

DEVELOPMENT STANDARDS RULES CATEGORIES		PROJECT ACTIVITIES								
		New Construction	Major Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Renovation	Maintenance & Repair
<i>Div. 4C.1.</i>	Pedestrian Access	●	●	●	●	●	○	○	○	○
<i>Div. 4C.2.</i>	Automobile Access	●	●	●	●	○	○	○	○	○
<i>Div. 4C.3.</i>	Bicycle Parking	●	●	○	●	○	●	○	○	○
<i>Div. 4C.4.</i>	Automobile Parking	●	●	○	●	○	●	○	○	○
<i>Div. 4C.5.</i>	TDM	●	○	○	●	○	●	○	○	○
<i>Div. 4C.6.</i>	Plants	●	○	●	●	○	○	○	○	○
<i>Div. 4C.7.</i>	Fences & Walls	●	●	●	●	○	●	○	○	○
<i>Div. 4C.8.</i>	Screening	●	●	●	●	○	●	○	○	○
<i>Div. 4C.9.</i>	Grading	●	●	●	●	○	○	○	○	○
<i>Div. 4C.10.</i>	Outdoor Lighting & Glare	●	●	○	●	●	○	○	○	○
<i>Div. 4C.11.</i>	Signs	●	●	●	●	●	●	○	○	○
<i>Div. 4C.12.</i>	Site Elements	●	●	○	●	●	●	○	○	○
<i>Div. 4C.13.</i>	Environmental Protection	●	●	○	●	○	○	○	○	○
<i>Div. 4C.14.</i>	Development Review	●	○	●	●	●	●	○	○	○

● = Rules generally apply to this project activity
 ○ = Rules are not applicable

1. Project activities are defined in *Sec. 14.1.15. (Project Activities)*.
2. Where a category of Development Standards rules is listed as generally applicable in the table above, the project activity shall meet all applicable Development Standards standards within the Division. This general applicability may be further specified for each standard in the applicability provisions in *Part 4C. (Development Standards Rules)*. Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a category of Development Standards rules is listed as not applicable in the table above, no standards from that Development Standards Rule category apply to the project activity.

C. **Nonconformity**

Article 12. (Nonconformity) provides relief from the requirements of Article 4 (Development Standards) for existing lots, site improvements, buildings, structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current district standards or use permissions. No project activity may decrease conformance with any Development Standard regulation unless otherwise specified by *Division 12.4. (Development Standards Exceptions)*. Consider the following examples:

1. Extending a fence in a side yard: Where the existing, legally established fence located in a side yard is taller than the maximum height allowed by the fences and walls type specified by the applicable Frontage District, all new portions of fence built in the front yard have to meet the maximum fence and wall height standard, but no existing fence alteration is required.
2. Converting parking stalls to outdoor dining: Where the proposed site alteration and change of use reduces the amount of parking below the number of parking stalls specified by the applicable Development Standards District, the conversion is not allowed.

D. **Applicable Components of Lots and Structures**

1. Development Standards Districts apply to all portions of a lot.
2. Development Standards Districts apply to all portions of buildings and structures on a lot.
3. Specific Development Standards District standards and rules may further limit which components of structures and lots are required to comply with the rules in *Part 4C. (Development Standards Rules)*.

PART 4B. DEVELOPMENT STANDARDS DISTRICTS

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- Div. 4B.2. District 2 4-10**
- Div. 4B.3. District 3 4-10**
- Div. 4B.4. District 4 4-10**
- Div. 4B.5. District 5 4-11**
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 - Sec. 4B.5.2. Standards. 4-11
- Div. 4B.6. District 6 4-12**
 - Sec. 4B.6.1. Intent 4-12
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- District 1 -

DIV. 4B.1. **DISTRICT 1**

[Reserved]

DIV. 4B.2. **DISTRICT 2**

[Reserved]

DIV. 4B.3. **DISTRICT 3**

[Reserved]

DIV. 4B.4. **DISTRICT 4**

[Reserved]

DIV. 4B.5. DISTRICT 5

SEC. 4B.5.1. INTENT

Development Standards District 5 prioritizes the pedestrian experience. Development Standards District 5 prioritizes the pedestrian experience. Pedestrian access standards facilitate pedestrian circulation by improving pedestrian access from the public realm to the interior of buildings through frequent, direct and convenient access to building entrances. Parking for automobiles is not mandated, contributing to a dynamic and walkable environment. When parking is provided, it must meet high design standards to ensure pedestrian mobility, safety, and comfort are not hindered. On-site signs are sized and located to support a pedestrian-oriented public realm.

SEC. 4B.5.2. STANDARDS

PEDESTRIAN ACCESS	<i>Div. 4C.1.</i>	
Pedestrian access package	Package 1	
AUTOMOBILE ACCESS	<i>Div. 4C.2.</i>	
Automobile access package	Package 1	
AUTOMOBILE PARKING	<i>Div. 4C.4.</i>	
Required parking stalls	Package A	
Change of use parking exemption (max)	n/a	
Parking structure design	Primary St.	Side St.
Parking Garage		
Ground Story	Wrapped	Wrapped
Upper Stories	Adaptable	Adaptable
Integrated Parking		
Ground Story	Wrapped	Wrapped
Upper Stories	Wrapped	Adaptable
SIGNS	<i>Div. 4C.11.</i>	
Sign package	2	
DEVELOPMENT REVIEW	<i>Div. 4C.14.</i>	
Development review threshold	Package 2	

See Part 4C. (Development Standards Rules) for additional development standards that apply.

DIV. 4B.6. DISTRICT 6

SEC. 4B.6.1. INTENT

Development Standards District 6 enables the flexibility needed for a diversity of industries with changing demands. Standards for automobile access are permissive and parking minimums are not mandated.

SEC. 4B.6.2. STANDARDS

PEDESTRIAN ACCESS			<i>Div. 4C.1.</i>
Pedestrian access package			Package 4
AUTOMOBILE ACCESS			<i>Div. 4C.2.</i>
Automobile access package			Package 3
AUTOMOBILE PARKING			<i>Div. 4C.4.</i>
Required parking stalls			Package A
Change of use parking exemption (max)			n/a
Parking structure design			
	Primary St.	Side St.	
Parking Garage			
Ground Story			Concealed
Upper Stories			Concealed
Integrated Parking			
Ground Story			Concealed
Upper Stories			Concealed
SIGNS			<i>Div. 4C.11</i>
Sign package			1
DEVELOPMENT REVIEW			<i>Div. 4C.14.</i>
Development review threshold			Package 1

See Part 4C. (Development Standards Rules) for additional development standards that apply to all Development Standards Districts.

PART 4C. DEVELOPMENT STANDARDS RULES

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DIV. 4C.1. **PEDESTRIAN ACCESS**

SEC. 4C.1.1. **PEDESTRIAN ACCESS PACKAGES**

A. **Intent**

To promote walkability, improve pedestrian access from the public realm to the interior of buildings, ensure that required entrances are conveniently and effectively accessible to pedestrians, and activate the public realm with building access points and improve convenient pedestrian circulation through large sites to an extent and frequency appropriate to the context.

B. **Applicability**

Applicable pedestrian access standards are determined by the pedestrian access package assigned by the applicable Development Standards District.

1. **Site Access**

Site access standards apply to street-facing entrances required by the applicable Frontage District and all frontage yards. Site access standards do not apply to non-required entrances.

2. **Through Access**

- a. Through access standards apply only to projects that include one or more of the following project activities:
 - i. Site modification; and
 - ii. New construction.
- b. Through access standards apply only to lots that meet all of the following conditions:
 - i. Lot area greater than 30,000 square feet,
 - ii. Lot width equal to or greater than the pedestrian passageway spacing minimum required by the pedestrian access package assigned by the applicable Development Standards District, and
 - iii. Lot is a through lot or abuts either a public right-of-way, publicly accessible easement, or a lot zoned with an Open Space Use District on at least two opposing lot lines.

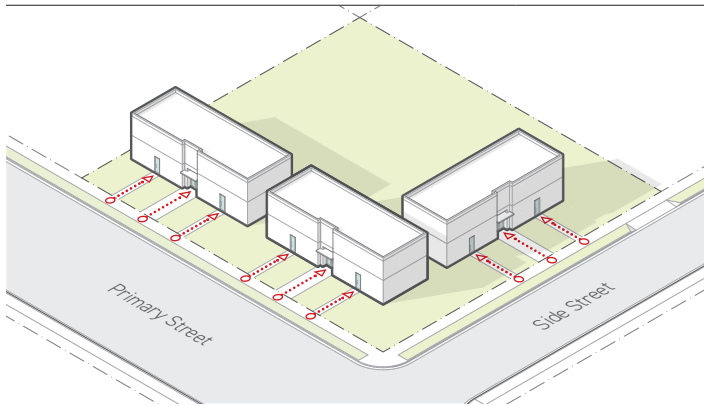
C. **Standards**

1. Pedestrian Access Packages

A combination of standards regulating pedestrian access from the public sidewalk into and through a site.

a. Pedestrian Access Package 1

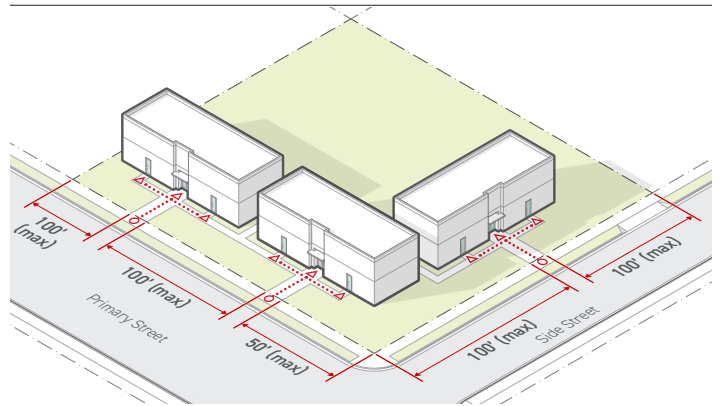
Intended to ensure buildings are highly integrated with the surrounding public realm and promote walking as a safe and convenient mobility option through frequent physical connections between the public realm and the interior of a building and improved porosity through large sites.



SITE ACCESS		Sec. 4C.1.1.C.2.
Pedestrian accessway type	Direct	
Pedestrian accessway spacing (max)	n/a	
Distance from street intersection (max)	n/a	
THROUGH ACCESS		Sec. 4C.1.1.C.3.
Pedestrian passageway	Required	
Pedestrian passageway spacing (max)	350'	

b. Pedestrian Access Package 2

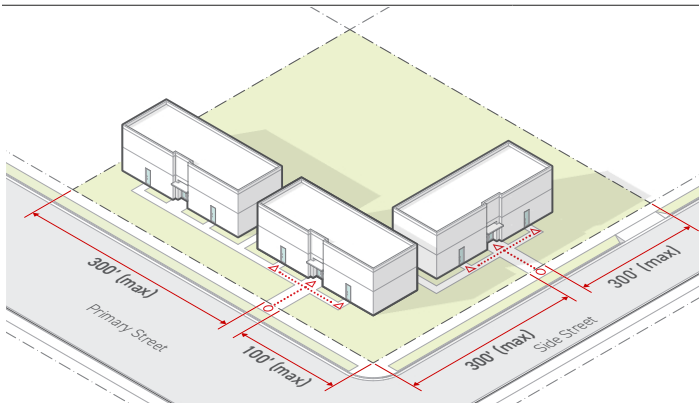
Intended to ensure buildings are conveniently accessible from the public realm and promote walking as a safe and convenient mobility option through regular physical connections between the public realm and the interior of a building and improved porosity through very large sites.



SITE ACCESS		Sec. 4C.1.1.C.2.
Pedestrian accessway type	Linked	
Pedestrian accessway spacing (max)	100'	
Distance from street intersection (max)		
Primary street	50'	
Side street	100'	
THROUGH ACCESS		Sec. 4C.1.1.C.3.
Pedestrian passageway	Required	
Pedestrian passageway spacing (max)	600'	

c. Pedestrian Access Package 3

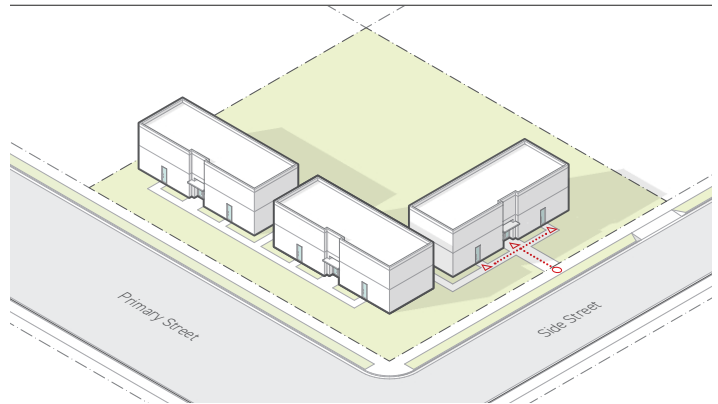
Intended to ensure buildings are accessible from the public realm and promote walking as a safe mobility option through intermittent physical connections between the public realm and the interior of a building.



SITE ACCESS	Sec. 4C.1.1.C.2.
Pedestrian accessway type	Linked
Pedestrian accessway spacing (max)	300'
Distance from street intersection (max)	
Primary street	100'
Side street	300'
THROUGH ACCESS	Sec. 4C.1.1.C.3.
Pedestrian passageway	Not required
Pedestrian passageway spacing (max)	n/a

d. Pedestrian Access Package 4

Intended to ensure buildings are accessible from the public realm by requiring a physical connection between the public realm and the interior of a building.



SITE ACCESS	Sec. 4C.1.1.C.2.
Pedestrian accessway type	Linked
Pedestrian accessway spacing (max)	1 per lot
Distance from street intersection (max)	n/a
THROUGH ACCESS	Sec. 4C.1.1.C.3.
Pedestrian passageway	Not required
Pedestrian passageway spacing (max)	n/a

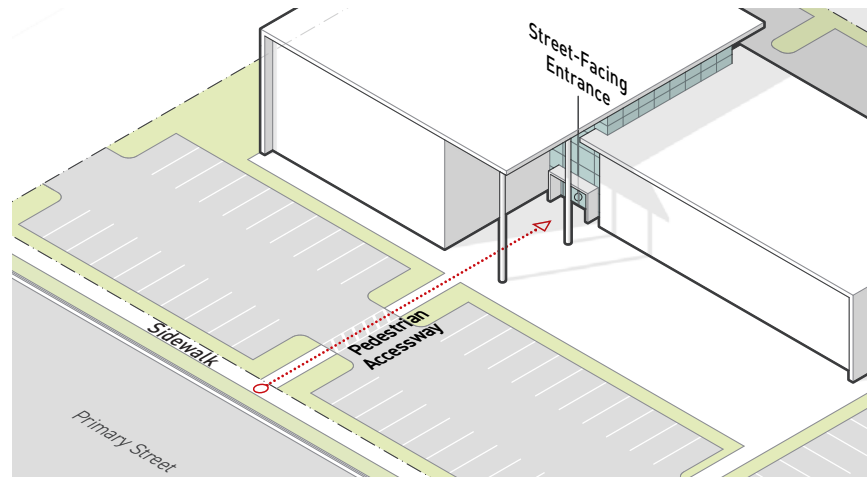
2. Site Access

a. Pedestrian Accessway Type

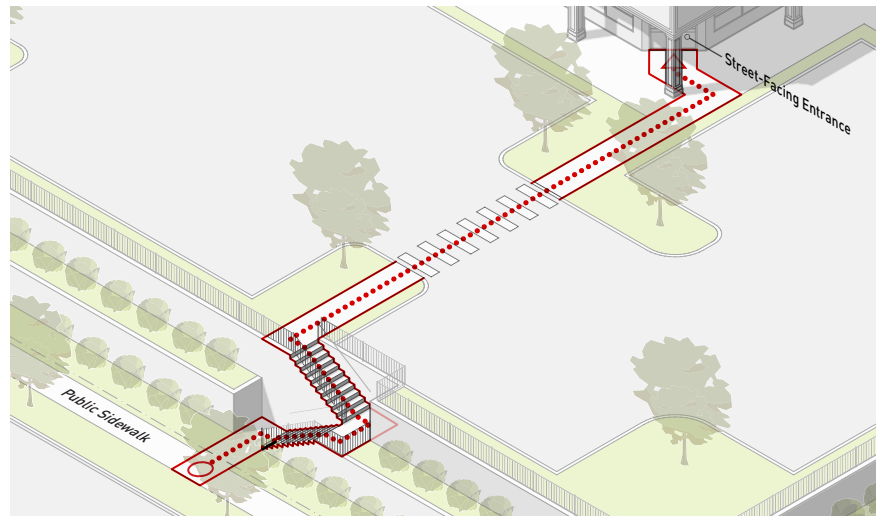
i. Linked

Where the applicable package in *Sec. 4C.1.1.C.1. (Pedestrian Access Package)* specifies linked as the pedestrian accessway type, all required pedestrian accessways shall meet the following standards:

- a) Shall be a minimum width of 4 feet.
- b) Shall connect from the sidewalk, or other publicly accessible pedestrian facility along the applicable frontage lot line, to a street-facing entrance required by the applicable Frontage District within the frontage yard.
- c) Shall be physically separated from and uninterrupted by motor vehicle use areas except where required to cross a drive aisle. Drive aisle crossings shall be no wider than the minimum drive aisle width specified in *Sec. 4C.4.4.C.14. (Parking Bay Dimensions)*. Physical separation methods may include, curbs of no less than 4 inches in height or bollards, walls, raised planters or similar containment methods, no less than 30 inches in height and separated by no more than 5 feet.



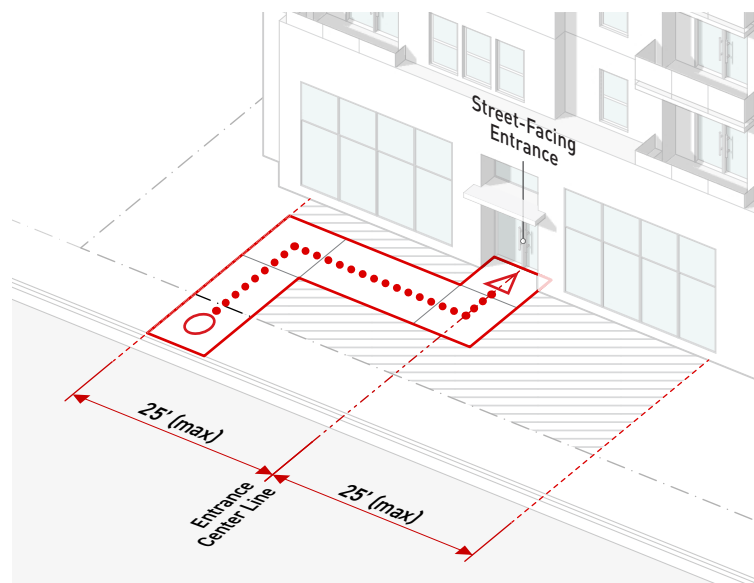
- d) Where a retaining wall, open drainage, or similar obstacle interrupts a required pedestrian accessway, the pedestrian accessway shall be designed to facilitate passage through or over the obstacle.



ii. **Direct**

Direct pedestrian accessways shall meet following standards:

- a) Comply with *Sec. 4C.1.1.C.2.a.i. (Linked Pedestrian Accessway Type)*.
- b) A minimum of one pedestrian accessway shall be provided to each street-facing entrance required by the applied *Frontage District (Part 3B)*.
- c) All portions of the accessway including the connection to the public sidewalk shall be within 25 feet of the center of the street-facing entrance, measured parallel to the frontage lot line.



b. Pedestrian Accessway Spacing

A required pedestrian accessway shall not be separated from another pedestrian accessway or the end of a frontage lot line by a distance greater than the maximum allowed pedestrian accessway spacing standard in *Sec. 4C.1.1.C.1. (Pedestrian Access Package)*.

c. Distance from Street Intersection

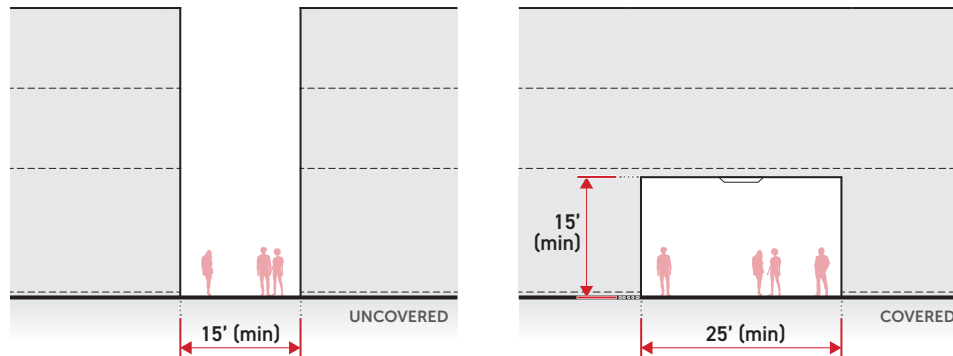
A pedestrian accessway shall not be separated from a street intersection by a distance greater than the maximum allowed distance from intersection standard in *Sec. 4C.1.1.C.1. (Pedestrian Access Package)*.

3. Through Access

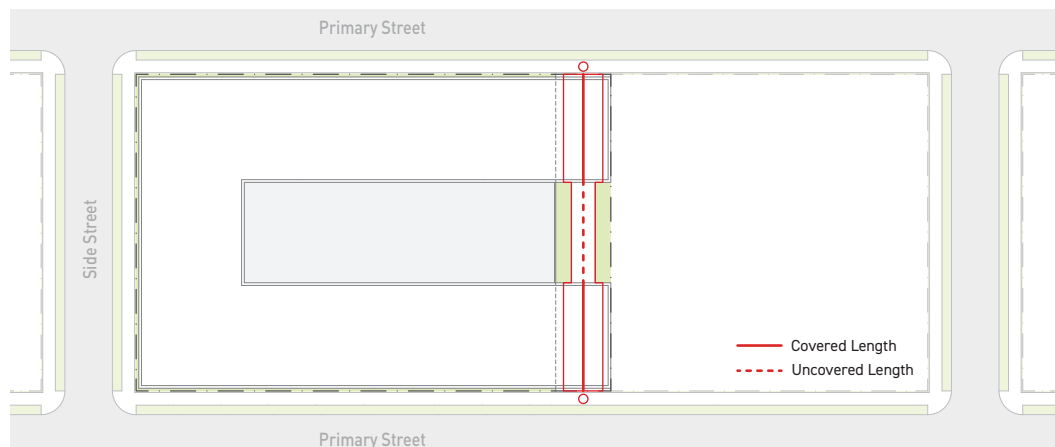
a. Pedestrian Passageway

When a pedestrian passageway is required by *Sec. 4C.1.1.C.1. (Pedestrian Access Package)*, a pedestrian passageway shall provide a passageway meeting the following requirements:

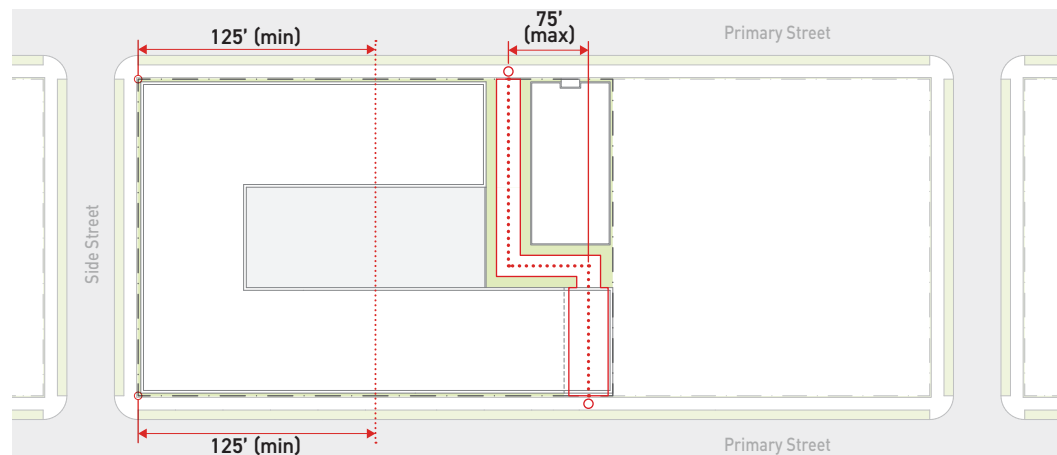
- i. Minimum width of 15 feet for uncovered portions and a minimum width of 25 feet for covered portions.
- ii. Minimum clear height of 15 feet, with the exception of required luminaires.



- iii. For pedestrian passageways having a clear height of less than 30 feet for any portion of its required minimum width, a maximum of 125 linear feet of the total passageway may be covered for any portion of the required minimum width, measured cumulatively.



- iv. For pedestrian passageway having a clear height of 30 to 45 feet or greater for all portions of its required width, a maximum of 350 linear feet of the total passageway may be covered for any portion of the required minimum width, measured cumulatively.
- v. For pedestrian passageway having a clear height greater than 45 feet or greater for all portions of its required minimum width, up to 100% of the pedestrian passageway may be covered.
- vi. Shall connect from the public sidewalk on the primary street through the lot to either the public sidewalk, alley, other public way or easement abutting the opposing lot line, or a lot zoned with an *Open Space Use District (Div. 5B.1.)*
- vii. The centerline of the pedestrian passageway shall be located within 75 feet of the sidewalk access point on the primary street, measured parallel to the primary street lot line.
- viii. Shall take access from the sidewalk along the primary street lot line a minimum of 125 feet from a street intersection.



- ix. Shall be physically separated from and uninterrupted by motor vehicle use areas except where required to cross a drive aisle. Drive aisle crossings shall be no wider than the minimum drive aisle width specified in *Sec. 4C.4.4.C.14. (Parking Bay Dimensions)*. Physical separation methods may include, curbs of no less than 4 inches in height or bollards, walls, raised planters or similar containment methods, no less than 30 inches in height and separated by no more than 5 feet.
- x. The surface of the passageway shall be illuminated in accordance with *Sec. 4C.10.1.C.3. (Pedestrian-Oriented Lighting)*.
- xi. Shall be made permanently available to the general public, at no cost, between sunrise and sunset daily, or during the operating hours of the building, whichever would result in a longer period of time. No gates or other barriers may block any portion of

a pedestrian passageway from pedestrian access during the required available hours, and a sign shall be posted at every public entrance to the pedestrian passageway in accordance with the standards in *Sec. 2C.3.3.D.10.b.ii.*

xii. Each facade facing the pedestrian passageway shall meet the side street transparency and entrance standards of the applied *Frontage District (Part 3B)*. For the purposes of determining which facades shall be considered as facing the pedestrian passageway, the pedestrian passageway shall be considered a pedestrian amenity space and measured in accordance with *Sec. 14.1.6.C. (Pedestrian Amenity-Facing Facade)*.

xiii. Pedestrian passageways may count toward the lot amenity space required by the applied *Form District (Part 2B)* for any portion of the passageway that meets the *Sec. 2C.3.1.C. (Amenity Space Standards)* or may count as pedestrian amenity spaces for any portion of the pedestrian passageway that meets *Sec. 2C.3.1.C. (Lot Amenity Space Standards)*.

4. Pedestrian Passageway Spacing

- a.** Pedestrian passageways shall not be separated from another pedestrian passageway or the end of a primary street lot line by a distance greater than the maximum allowed pedestrian passageway spacing specified by the applicable Development Standards District.
- b.** The maximum pedestrian passageway spacing requirement shall be met for each lot individually and is not applicable to adjacent or abutting lots.

D. Measurement

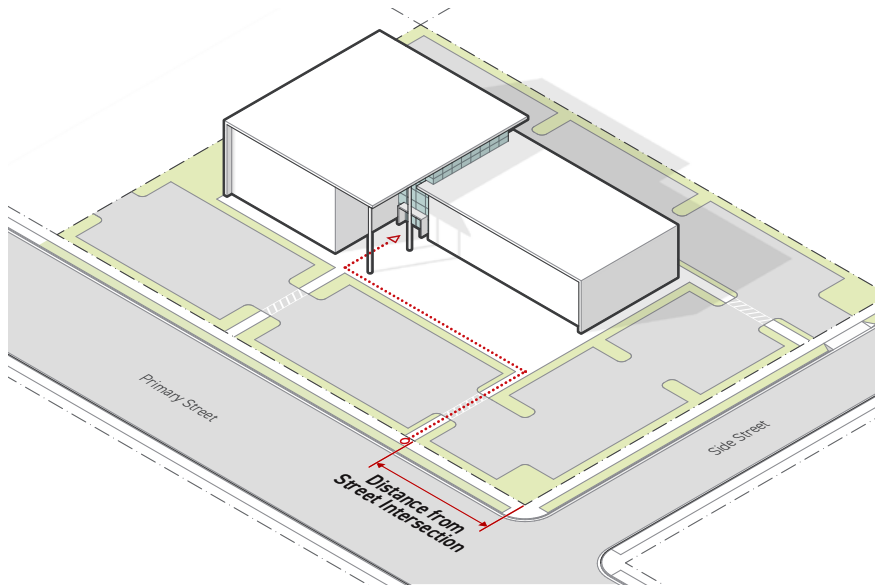
1. General

For frontage lot line, see *Sec. 14.1.12 (Lot Line Determination)*.

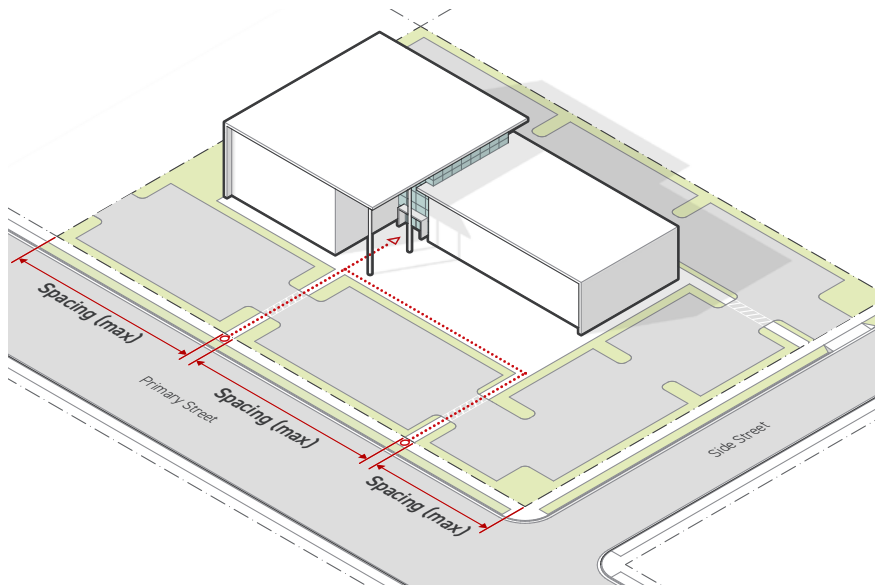
2. Pedestrian Accessways

- a.** Pedestrian accessway spacing is measured as the distance between pedestrian accessways measured following the geometry of the frontage lot line from end of lot line to edge of pedestrian accessway and from edge of pedestrian accessway to edge of pedestrian accessway.

- b. Pedestrian accessway distance from a street intersection is measured from the intersection of two street lot lines to the nearest edge of a pedestrian accessway measured along the applicable frontage lot line.

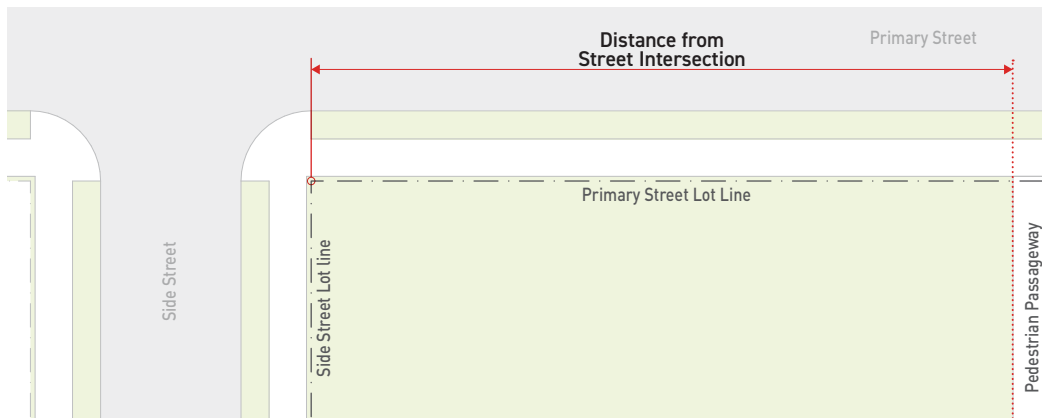


- c. Pedestrian accessway width is measured from one edge of the accessway perpendicularly to the opposite edge.

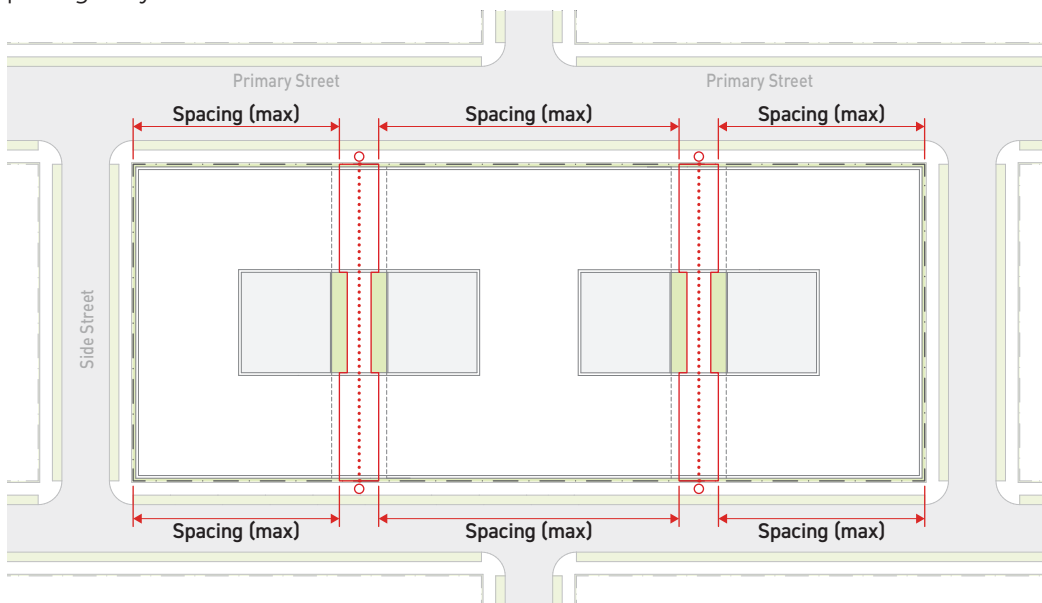


3. Pedestrian Passageways

- a. Pedestrian passageway width is measured from one edge of the designated passageway perpendicularly to the opposite edge of the passageway.
- b. The cumulative linear feet of covered pedestrian passageway is measured along the centerline of the minimum pedestrian passageway width. Where any portion of the minimum width of the pedestrian passageway is not open to the sky, the length of the centerline having covered area perpendicular to it counts as covered length. The total covered length is calculated as the sum of all portions of the centerline considered covered.
- c. Access distance from street intersection is measured from the point where two street lot lines intersect adjacent to a street corner to the nearest edge of a required pedestrian passageway passageway, measured along the primary street lot line.



- d. Pedestrian passageway spacing is measured as the horizontal distance between designated pedestrian passageway passageways measured at the primary street lot line from end of lot line to edge of passageway and from edge of passageway to edge of passageway.



E. Relief

1. A deviation from any pedestrian access standard may be requested in accordance with Sec. 13B.5.1. (*Alternative Compliance*).
2. A deviation from any pedestrian access dimensional standard of up to 10% may be requested in accordance with Sec. 13B.5.2 (*Adjustment*).
3. A deviation from any pedestrian access standard may be allowed as a variance in accordance with Sec. 13B.5.3 (*Variance*).

SEC. 4C.1.2. **PEDESTRIAN BRIDGES & TUNNELS**

A. **Intent**

To limit the creation of new pedestrian bridges and tunnels that create an inhospitable environment for pedestrians at the street level, and to ensure that, in the event pedestrian bridges and tunnels are deemed necessary to the feasibility of a project, that they positively contribute to the public realm and general pedestrian safety.

B. **Applicability**

Pedestrian bridges and tunnels standards are applicable to the new construction of pedestrian bridges and pedestrian tunnels.

C. **Standards**

1. **General**

The construction and operation of a pedestrian bridge or tunnel shall be authorized in accordance with *Sec. 13B.2.5. (Director Determination)*. In addition to the findings otherwise required by *Sec. 13B.2.5. (Director Determination)*, before granting approval, the Director of Planning shall find that the proposed pedestrian bridge or tunnels meets *Sec. 4C.1.2.C.2. (Performance Criteria)* and *Sec. 4C.1.2.C.3. (Justification Criteria)*. Additional conditions of approval may also be applied by the Director of Planning.

2. **Performance Criteria**

The proposed pedestrian bridge or tunnel meets all of the following performance criteria:

- a. The design of the pedestrian bridge or tunnel is visually compatible with buildings involved and the surrounding environment.
- b. The pedestrian bridge or tunnel does not have a detrimental effect on surrounding properties, public right-of-way, or the movement of wildlife.
- c. The pedestrian bridge or tunnel includes features that enhance the streetscape and pedestrian safety.
- d. The pedestrian bridge shall not include exterior signage.
- e. Existing sidewalk widths shall not be reduced.
- f. The pedestrian bridge or tunnel shall not detract from the intended use and activation of the public sidewalk.
- g. The pedestrian bridge or tunnel is not located above any lot zoned with an *Open Space Use District (Div. 5B.1.)*.

3. **Justification Criteria**

The proposed pedestrian bridge or tunnel is justified by one or more of the following criteria:

- a. The pedestrian bridge or tunnel is essential to the viability to one of the following uses:
 - i. Civic
 - ii. School
 - iii. Hospital
 - iv. Convention Center
- b. The pedestrian bridge or tunnel is essential to the health and safety of occupants of the buildings it serves or the general public.
- c. The pedestrian bridge or tunnel is essential to overcome physical constraints, such as grade changes or public infrastructure.

4. **Additional Conditions of Approval**

Additional Conditions of Approval may be imposed by the Director of Planning to ensure pedestrian bridge or tunnel does not detract from the pedestrian experience or have detrimental effect on surrounding properties or public right-of-way.

DIV. 4C.2. **AUTOMOBILE ACCESS**

SEC. 4C.2.1. **AUTOMOBILE ACCESS PACKAGES**

A. **Intent**

To ensure automobile access to sites is designed to support the safety of all users by minimizing conflicts with pedestrians, cyclists, transit vehicles, micro-mobility devices, and automobile traffic on the abutting public right-of-way, and to avoid detrimental effects on the surrounding public realm, while providing sufficient access to automobile parking and motor vehicle use areas.

B. **Applicability**

1. **General**

Automobile access standards are applicable wherever a project provides a driveway from a public right-of-way to a lot. Applicable automobile access standards are in *Sec. 4C.2.1.C.1. (Automobile Access Packages)*, and are assigned by the applicable Development Standards District (Part 4B).

2. **Boulevard or Avenue**

Where Automobile Access Package standards are specified for Boulevard or Avenue, the standards apply to driveways that take access from a street designated as a Boulevard or Avenue, as designated by the applicable community plan circulation map.

3. **Collector or Local**

Where Automobile Access Package standards are specified for Collector or Local, the standards apply to driveways that take access from a street designated as a Collector or Local, as designated by the applicable community plan circulation map.

C. **Standards**

1. Automobile Access Packages

A combination of standards regulating automobile access between the public roadway and a site.

a. Automobile Access Package 1

Intended for areas where walking, bicycling and transit are the prioritized modes of transportation.

	Access Lanes
ACCESS LOCATION	<i>Sec. 4C.2.1.C.3.</i>
Boulevard or Avenue	Limited
Collector or Local	Limited
NUMBER OF ACCESS LANES	<i>Sec. 4C.2.1.C.4.</i>
Boulevard or Avenue	
0'-400' lot width	2
> 400' lot width	4
Collector or Local	
0'-120' lot width	1
120'-400' lot width	2
> 400' lot width	4
Alley	Unlimited
ACCESS LANE WIDTH	<i>Sec. 4C.2.1.C.5.</i>
Boulevard or Avenue (min/max)	9'/12'
Collector or Local (min/max)	8'/12'
DRIVEWAY SEPARATION	<i>Sec. 4C.2.1.C.6.</i>
Boulevard or Avenue	
From intersection (min)	150'
From other driveways (min)	60'
Collector or Local	
From intersection (min)	75'
From other driveways (min)	60'
DRIVE-THROUGHS	<i>Sec. 4C.2.1.C.7.</i>
Drive-through facilities	Not Allowed

See *Sec. 4C.2.2. (Motor Vehicle Use Area Design)* for additional standards that apply.

b. Automobile Access Package 2

Intended for areas where walking, bicycling and transit are balanced with automobiles as the prioritized modes of transportation.

	Access Lanes
ACCESS LOCATION	<i>Sec. 4C.2.1.C.3.</i>
Boulevard or Avenue	Limited
Collector or Local	Limited
NUMBER OF ACCESS LANES	<i>Sec. 4C.2.1.C.4.</i>
Boulevard or Avenue	
0'-200' lot width	2
> 200' lot width	4
Collector or Local	
0'-80' lot width	1
80'-200' lot width	2
> 200' lot width	4
Alley	Unlimited
ACCESS LANE WIDTH	<i>Sec. 4C.2.1.C.5.</i>
Boulevard or Avenue (min/max)	9'/12'
Collector or Local (min/max)	8'/12'
DRIVEWAY SEPARATION	<i>Sec. 4C.2.1.C.6.</i>
Boulevard or Avenue	
From intersection (min)	150'
From other driveways (min)	40'
Collector or Local	
From intersection (min)	75'
From other driveways (min)	40'
DRIVE-THROUGHS	<i>Sec. 4C.2.1.C.7.</i>
Drive-through facilities	Not Allowed

See *Sec. 4C.2.2. (Motor Vehicle Use Area Design)* for additional standards that apply.

c. Automobile Access Package 3

Intended for areas where automobiles are the prioritized mode of transportation.

	Access Lanes
ACCESS LOCATION	<i>Sec. 4C.2.1.C.3.</i>
Boulevard or Avenue	Limited
Collector or Local	Limited
NUMBER OF ACCESS LANES	<i>Sec. 4C.2.1.C.4.</i>
Boulevard or Avenue	
0'-200' lot width	2
> 200' lot width	4
Collector or Local	
0'-200' lot width	2
> 200' lot width	4
Alley	Unlimited
ACCESS LANE WIDTH	<i>Sec. 4C.2.1.C.5.</i>
Boulevard or Avenue (min/max)	9'/16'
Collector or Local (min/max)	8'/16'
DRIVEWAY SEPARATION	<i>Sec. 4C.2.1.C.6.</i>
Boulevard or Avenue	
From intersection (min)	150'
From other driveways (min)	20'
Collector or Local	
From intersection (min)	75'
From other driveways (min)	20'
DRIVE-THROUGHS	<i>Sec. 4C.2.1.C.7.</i>
Drive-through facilities	Allowed

See *Sec. 4C.2.2. (Motor Vehicle Use Area Design)* for additional standards that apply.

2. General

a. Design

All vehicle driveways shall conform to *Sec. 4C.2.2. (Motor Vehicle Use Area Design)*.

b. Access Lane Reservoir Depth

Access lanes designated for ingress traffic shall have a depth no less than the minimum specified in the table below, based on the total number of parking stalls included within the parking facilities that the access lane serves.

DRIVEWAY RESERVOIR DEPTH		
Total Parking Stalls	Driveway Reservoir Depth	
	Boulevard or Avenue	Collector or Local
1-10	20' min	0' min
11-100	20' min	20' min
101-300	40' min	40' min
> 300	60' min	60' min

- i. Vehicle entry restriction devices, such as mechanical gates or ticket dispensers are prohibited within the driveway for the minimum access lane reservoir depth.
- ii. Automobile parking stalls shall not be accessed from the driveway for the minimum access lane reservoir depth.
- iii. Drive aisles shall not be permitted to intersect the driveway within the minimum access lane depth.

3. Access Location

a. Limited

Where an automobile access package specifies "Limited" for any street designation, the following standards apply:

- i. Access lanes shall not take access through primary street lot lines unless the lot does not include a side street lot line or alley lot line through which access can be taken.
- ii. Access lanes shall not take access through side street lot lines unless the lot does not include an alley lot line through which access can be taken.
- iii. For an alley lot line to be considered eligible for automobile access the abutting alley shall have a minimum width of 12 feet.

b. Permitted

Where an automobile access package specifies Permitted for a street designation, access lanes are permitted along the specified street lot line.

4. Number of Access Lanes

The total number of access lanes taking access through a street lot line shall be no greater than the number specified by the assigned *automobile access package* (Sec. 4C.2.1.C.1.) based on the lot width measured along the street lot line abutting the street having the listed street designation.

5. Access Lane Width

Access Lanes shall be no wider than the maximum and no narrower than the minimum width specified by the applicable package in Sec. 4C.2.1.C.1. (*Automobile Access Package*). A driveway may be no wider than the sum of all included access lane widths, excluding gutters of no more than 18 inches wide and curbs.

6. Driveway Separation

a. From Intersection

- i. Driveways shall be separated from all street intersections by a distance no less than the minimum distance specified by the applicable package in Sec. 4C.2.1.C.1. (*Automobile Access Package*), measured parallel to the applicable street lot line.
- ii. Where the intersecting street only interrupts the opposite edge of the subject street right-of-way (ex: 3-way intersection), the following standards apply:
 - a) Where at least one of the intersecting street rights-of-way is not designated as a local street, the driveway shall be located no less than half of the minimum distance specified by the applicable *automobile access package* (Sec. 4C.2.1.C.1.).
 - b) Where both intersecting streets are designated as local streets, no driveway separation from the intersection is required.
- iii. Driveway lanes may only be placed within the minimum street separation from intersection when the lot width is less than 170 feet on a Boulevard or Avenue and 85 feet on a Collector or Local, and driveways are placed along the side lot line located furthest from the street intersection. When there are multiple intersections from which separation is required, driveways shall be placed at the midpoint between the street intersections.

b. From Other Driveways

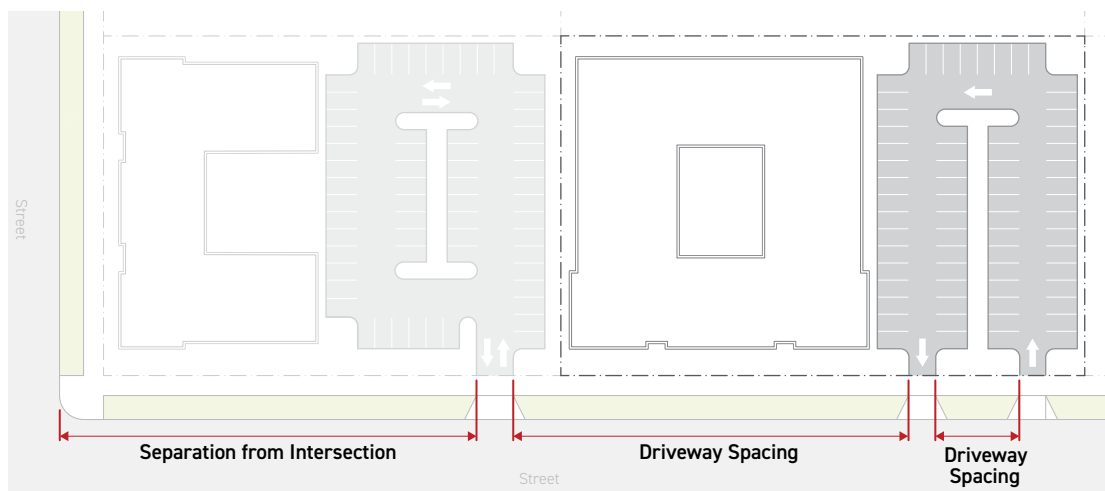
Driveways shall be separated from all other driveways located on the same street lot line by a distance no less than the minimum distance specified by the applicable package in Sec. 4C.2.1.C.1. (*Automobile Access Package*), measured parallel to the applicable street lot line.

7. Drive-Throughs

- a. Where the assigned automobile access package specifies that drive-through facilities are "not allowed", no drive-through facility may be provided on the lot.
- b. Where the assigned automobile access package specifies that drive-through facilities are "allowed", a drive-through facility may be provided on-site provided they meet the standards for drive-through lanes provided in Sec. 4C.2.2.C.2 (Motor Vehicle Use Area).
- c. Where the assigned automobile access package specifies a Drive-Through Alternative Typology, a drive-through facility may be provided on-site provided it meets the standards provided in Div. 7B.4. (Drive Through).

D. Measurement

1. For determining primary and side street lot lines see *Sec. 14.1.12 (Lot Line Determination)*.
2. Street designation is determined by the applicable community plan circulation map.
3. Number of access lanes is calculated as the total number of access lanes providing access to a lot along an individual street lot line.
4. Driveway separation from intersections is measured following the geometry of the street lot line that the driveway takes access through, from the extension of the curb along the intersecting street to the nearest edge of the driveway.
5. Driveway separation from other driveways located on the same street lot line is measured following the geometry of the street lot line that the driveway takes access through, from edge of driveway to edge of driveway. Driveway separation from other driveways only includes driveways providing access to the subject lot and does not include driveways providing access to surrounding lots.



6. Access lane width is measured as the narrowest horizontal dimension from edge of access lane to edge of access lane for the full length of the access lane.
7. Access lane reservoir depth is measured from the applicable street lot line, into the lot and perpendicular to the driveway lane width, to the nearest parking stall, drive aisle or vehicle entry restriction device.

E. Relief

1. A deviation from any automobile access standard may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. A deviation from any driveway separation, width or depth dimensional standard, or driveway separation of up to 20% may be requested in accordance with *Sec. 13.B.5.2. (Adjustment)*.

3. One additional access lane in excess of the maximum number of access lanes permitted may be requested in accordance with *Sec. 13.B.5.2. (Adjustment)*.
4. A deviation from any automobile access standard may be allowed as a variance in accordance with *Sec. 13.B.5.3 (Variance)*.

SEC. 4C.2.2. **MOTOR VEHICLE USE AREA DESIGN**

A. **Intent**

To ensure motor vehicle use areas are designed in a manner that does not detract from the safety, comfort, or enjoyment of users of neighboring lots or the public realm.

B. **Applicability**

1. Motor vehicle use area design standards apply to portions of a lot designed and intended for use by motor vehicles, including areas to be used by motor vehicles for circulation, maneuvering, loading, staging, queuing, service areas and areas to be used for the sale or storage of motor vehicles.
2. Parking lots and parking structures are excluded from motor vehicle use area design standards. For parking lots and parking structure design standards see *Sec. 4C.4.4. (Parking Area Design)*.
3. Freight loading area standards apply to all freight loading areas on-site.
4. Loading space standards do not apply to change-of-use projects.
5. Drive-through standards apply to all proposed drive-through facilities.

C. **Standards**

1. **General**

a. **Location**

- i. Motor vehicle use areas shall not be located in a frontage yard.
- ii. Motor vehicle use areas shall not be located in the area between a frontage lot line and the minimum parking frontage setback specified by the applicable Frontage District.

b. **Screening**

- i. Where a motor vehicle use area faces a frontage lot line, common lot line or an alley lot line the entire length of the motor vehicle use area shall be screened.
 - a) A type *F2 frontage screen* (*Sec. 4C.8.1.C.2.b.*) or a type *F3 frontage screen* (*Sec. 4C.8.1.C.2.c.*) is required between the motor vehicle use area and frontage lot lines for any portion of the length of the motor vehicle use area that faces a frontage lot line.
 - b) A Type *T1 transition screen* (*Sec. 4C.8.2.C.3.a.*) is required between the motor vehicle use area and common lot lines for any portion of the length of the motor vehicle use area that faces a common lot line.

- c) A Type *T1 transition screen* (Sec. 4C.8.2.C.3.a.) is required between the motor vehicle use area and alley lot lines for any portion of the length of the motor vehicle use area that faces an alley lot line.
- ii. Screens may only be located in a frontage yard where they comply with frontage yard fences and wall standards in the applied *Frontage District (Part 3B)*.

c. Containment Perimeter

Motor vehicle use areas shall include a containment perimeter that obstructs motor vehicles from leaving the designated motor vehicle use area. The containment perimeter shall be providing using one or more of the following containment methods around the entire perimeter except for crossings and access points required for driveways, drive aisles, pedestrian accessways, pedestrian passageways:

- i. Continuous curbs of no less than 4 inches in height.
- ii. Permanent bollards, walls, raised planters, or a similar containment method having a height no less than 30 inches and having a clear width of no more than 66 inches.
- iii. A planting area meeting Sec. 4C.6.4.C.2 (*Planting Areas*) with no horizontal dimension less than 5 feet.

d. Surfacing

- i. All automobile parking areas shall be graded and drained to collect, retain and infiltrate surface water on-site by applying Low Impact Development practices and standards in accordance with Section 64.72. (*Stormwater Pollution Control Measures for Development Planning and Construction Activities*) of Chapter 6 (*Public Works and Property*) of the LAMC.
- ii. Motor vehicle use areas shall be surfaced with hard, durable asphaltic paving which has been mixed at a plant and is at least two inches thick after compaction, with portland cement paving at least three inches thick or with an alternative paving material described below.
- iii. Alternative paving materials include the following: porous asphalt, porous concrete, permeable interlocking concrete pavers, permeable pavers, decomposed granite, crushed rock, gravel, and restrained systems (a plastic or concrete grid system confined on all sides to restrict lateral movement, and filled with gravel or grass in the voids.)
- iv. Alternative paving materials are permitted for use in every motor vehicle use area, subject to the following standards:
 - a) Any product installed within areas designated by the Fire Department as a fire lane must be approved by the Fire Department.

- b) Permeable interlocking concrete pavers and permeable pavers shall have a minimum thickness of 80 mm (3.14 inches).
- c) If plantings are an element of the alternative paving material, the irrigation system shall not utilize potable water except for plant establishment.
- d) Products and underlying drainage material shall be installed per manufacturers' specifications. Sub-grade soils shall be compacted as required per the product installation specifications.
- e) Decomposed granite, crushed rock and gravel shall only be allowed for driveways and parking areas serving a maximum of two dwelling units.

2. Freight Loading Areas

Areas designated for the on-site loading and unloading of freight vehicles.

a. General

All freight loading area on-site shall meet the following standards:

- i. Shall meet *Sec. 4C.2.2.C.1. (General, Motor Vehicle Use Area Design)*.
- ii. Shall meet the following dimensional standards:

FREIGHT LOADING AREA DIMENSIONAL STANDARDS	
Area (min)	400 SF
Width (min)	10'
Depth (min)	20'
Clear height (min)	14'

- iii. Freight loading areas shall be located and designed so that vehicles do not occupy any portion of the public right-of-way when stationary during loading and unloading.
- iv. Loading and unloading activities are not permitted in public streets, with the exception of loading areas designated by the City.
- v. Loading and unloading activities may not encroach on or interfere with the use of sidewalks, driveways, drive aisles, automobile queueing spaces, or parking areas.
- vi. All freight loading areas provided shall include one permanent "NO IDLING" sign for every 400 square feet of freight loading area. Signs shall be at least 18 inches by 24 inches in dimension and installed to be facing and located within 10 feet of each freight loading area provided. When multiple signs are required to be facing the same freight loading area signs shall be spaced a minimum of 10 feet apart.

b. Required Freight Loading Areas

Lots that include a tenant space of 10,000 square feet or greater designated for a public & institutional use, general commercial use, heavy commercial use, light industrial use, or heavy industrial use, that abut an alley having a width of 15 feet or greater, and have an alley lot line 50 feet or wider, shall meet the following additional standards.

- i. No less than the required freight loading area meeting the following standards shall be provided on-site for any subject tenant space:

FREIGHT LOADING AREA TOTAL AREA	
Non-Residential Tenant Size	Area (Min)
< 10,000 SF	None required
10,000 - < 50,000 SF	400 SF
50,000 - < 100,000 SF	600 SF
100,000 - < 200,000 SF	800 SF
> 200,000 SF	+200 SF / each additional 200,000 SF over 200,000 SF

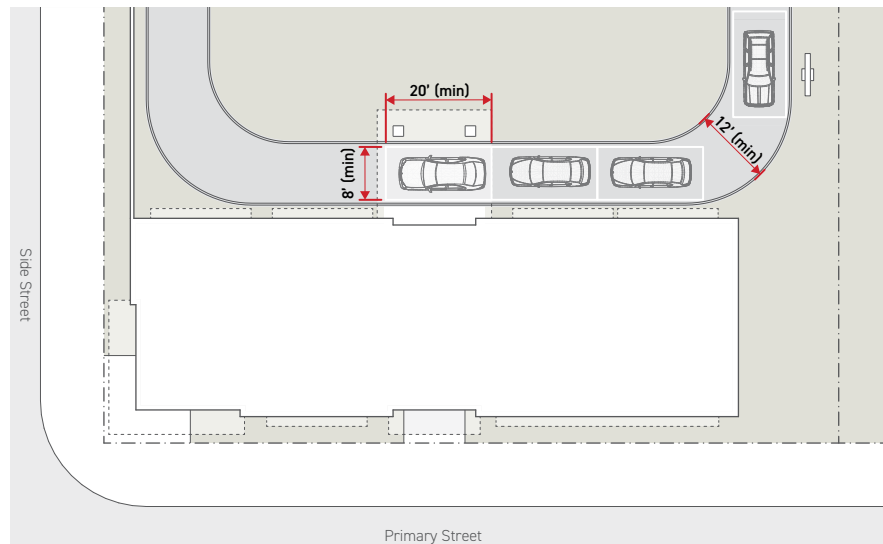
- ii. The total required freight loading area may be provided as a single consolidated loading area or as separated loading spaces that each meet the required minimum dimensions.
- iii. Each required freight loading area shall have direct access to an alley for a minimum width of 12 feet, measured along the alley lot line. Alley access for a freight loading area may be shared among multiple motor vehicle use areas and parking lots.

3. Drive-Through Facilities

Facilities that provide goods or services to drivers in vehicles. Drive-through facilities include drive-through lanes consisting of automobile queuing spaces.

- a. Where the applicable automobile access package specifies that drive-through facilities are not allowed, no drive-through facility may be provided on-site.
- b. Where the applicable Development Standards District specifies that drive-through facilities are allowed, drive-through facility may be provided on-site provided they meet the following standards:
 - i. Shall meet Sec. 4C.2.2.C.1. (General, Motor Vehicle Use Area Design).
 - ii. Shall provide a number of automobile queuing spaces sufficient to accommodate the number of automobiles anticipated to be during peak demand, to the satisfaction of LADOT.
 - iii. Shall not encroach on or interfere with the use of sidewalks, drive aisles, loading areas or parking areas.

- iv. Each queuing space in a drive-through lane shall be a minimum of 20 feet in length and 8 feet in width along straight segments of the drive-through lane. Drive-through lanes shall be a minimum of 12 feet in width along curved segments.



- v. Drive-through lanes that take access directly from the public right-of-way shall be regulated as a driveway and subject to the standards for driveways as specified by the automobile access package assigned by the applied Development Standards District (Part 4B) for the minimum required depth of the driveway reservoir.
- vi. All projects proposing drive-through lanes require additional review and approval by LADOT to ensure the site design does not create detrimental impacts on pedestrians bicyclists, transit vehicles or riders, micro mobility device users, and automobile traffic and circulation on the abutting right-of-way.

D. Measurement

1. For lot line determination see *Sec. 14.1.12 (Lot Line Determination)*.
2. For frontage yard designation see *Sec. 14.1.16.C.1. (Frontage yard)*.
3. For parking setback see *Sec. 3C.2.1. (Parking Setback)*.
4. Freight loading area width is measured as the narrowest horizontal distance between opposite edges of a designated freight loading area.
5. Freight loading area depth is measured as the narrowest horizontal distance measured perpendicular to the freight loading area width from one edge of a designated freight loading area to the opposite edge. A minimum freight loading area depth shall be met for all portions of the freight loading area width.
6. Freight loading area provided area is measured as the total area of all areas designated as freight loading area that meet all applicable requirements of *Sec. 4C.2.2.C.2. (Freight Loading Areas)*.

7. Drive-through queuing space depth is measured parallel to the drive-through lane from one end to the opposite end of the queuing space.
8. Drive-through queuing space width is measured perpendicular to the queuing space length from one end to the opposite end of the queuing space.

E. Relief

1. A deviation from any motor vehicle use area design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
2. A deviation from any motor vehicle use area design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.3. BICYCLE PARKING

SEC. 4C.3.1. BICYCLE PARKING SPACES

A. Intent

To promote bicycling as an alternative to automobile transportation, ensure safe, secure, accessible, and convenient storage of bicycles for all users.

B. Applicability

1. Bicycle parking spaces standards apply to all buildings, structures and all portions of a lot.
2. Adaptive reuse projects in accordance with *Sec. 9.4.5. (Downtown Adaptive Reuse Projects)* and *Sec. 9.4.6. (Downtown Adaptive Reuse Projects)* are not required to provide additional bicycle parking.

C. Standards

The required number of short-term and long-term bicycle parking spaces are determined by use according to the following provisions:

1. Residential

For all residential uses containing more than 3 dwelling units, long-term and short-term bicycle parking shall be provided according to the ratios specified for each marginal increment of dwelling units as specified in the table below.

REQUIRED BICYCLE PARKING		
	SHORT-TERM <i>(Sec. 4C.3.2.)</i>	LONG-TERM <i>(Sec. 4C.3.3.)</i>
RESIDENTIAL		
1st 25 dwelling units	1/10 du, (2 min)	1/du
26th-100th dwelling unit	1/15 du, (2 min)	1/1.5 du
101st-200th dwelling unit	1/20 du, (2 min)	1/2 du
201st + dwelling units	1/40 du, (2 min)	1/4 du

- a. Developments that include individually accessed private garages for each unit shall not be required to provide long-term bicycle parking.
- b. For all medical care and non-medical supportive housing, short-term bicycle parking shall be provided at a rate of 1 space per 10,000 square feet of floor area and long-term bicycle parking shall be provided at a rate of 1 space per 5,000 square feet of floor area. A minimum of 2 short-term and 2 long-term bicycle parking spaces shall be provided.

2. Public and Institutional, Open Space & Recreation, Transportation, General Commercial, Heavy Commercial, and Industrial Uses

Short-term and long-term bicycle parking shall be provided for all public and institutional uses, transportation uses, commercial uses, and industrial uses as specified below, with the exception of *unmanned facilities (Sec. 4C.3.1.C.2.f)*. After the first 100 bicycle parking spaces are provided, additional spaces may be provided at the minimum number required by the *California Green Building Standards Code Section 5.106.4*.

REQUIRED BICYCLE PARKING		
	SHORT-TERM (Sec. 4C.3.2.)	LONG-TERM (Sec. 4C.3.3.)
PUBLIC & INSTITUTIONAL		
Public and Institutional Uses, except as listed below:	1/10,000 SF, (2 min)	1/5,000 SF, (2 min)
Civic: All	1/10 provided automobile parking stalls, (5 min)	1/10 required automobile parking stalls, (5 min)
School, K-12	4/classroom, (2 min)	1/10 classrooms, (2 min)
School, Postsecondary	1/500 SF or 1/50 fixed seats whichever is greater, (2 min)	1/1,000 SF or 1/100 fixed seats whichever is greater, (2 min)
Utilities: All	--	--
OPEN SPACE & RECREATION		
Open space & Recreation, except as listed below:	1/10,000 SF, (2 min)	1/10,000 SF, (2 min)
Nature Reserve	--	--
Open Space, Public	1/10 provided automobile parking stalls, (5 min)	1/10 provided automobile parking stalls, (5 min)
Open Space, Public (< 2 acres and no automobile parking provided)	--	--
Recreation, Public	1/10 provided automobile parking stalls, (5 min)	1/10 provided automobile parking stalls, (5 min)
TRANSPORTATION		
All	--	--
COMMERCIAL		
All Commercial Uses, except as listed below:	1/10,000 SF, (2 min)	1/10,000 SF, (2 min)
Eating & Drinking: All	1/2,000 SF, (2 min)	1/2,000 SF, (2 min)
Entertainment Venue: All	1/350 SF or 1/50 fixed seats whichever is greater, (2 min)	1/700 SF or 1/100 fixed seats whichever is greater, (2 min)
Lodging (containing more than 5 lodging rooms)	1/10 Lodging Rooms, (2 min)	1/10 Lodging Rooms, (2 min)
Office	1/10,000 SF, (2 min)	1/5,000 SF, (2 min)
Retail, except as listed below:	1/2,000 SF, (2 min)	1/2,000 SF, (2 min)
Furniture or Major Appliance	1/10,000 SF, (2 min)	1/10,000 SF, (2 min)
HEAVY COMMERCIAL		
All Heavy Commercial Uses, except as listed below:	1/10,000 SF, (2 min)	1/10,000 SF, (2 min)
Storage: All	--	--
LIGHT & HEAVY INDUSTRIAL		
All	1/10,000 SF, (2 min)	1/10,000 SF, (2 min)

3. City Operated Uses

In all buildings or parking lots used by the City of Los Angeles for government purposes, including government office buildings, both short-term and long-term bicycle parking shall be provided at a rate of 10% of the required parking available on the site. However, no less than 5 short-term bicycle spaces and no less than 5 long-term bicycle parking shall be provided for the lot.

D. Measurement

1. Multiple Uses

Where there is a combination of uses on a lot, the number of bicycle parking spaces required is the sum of the requirements of the various uses. The exceptions provided in *Sec. 4C.4.1.E.* for automobile parking also apply to bicycle parking.

2. Fractions

When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and including one-half may be disregarded, and any fraction over one-half is construed as requiring one bicycle parking space. Rounding shall occur after taking the sum of bicycle parking required across all proposed uses, and shall be calculated separately for long-term and short-term spaces.

E. Exceptions

1. Unmanned Facilities

No bicycle parking is required for unmanned facilities, such as stand-alone public restrooms in parks or unmanned cellular antenna facilities.

F. Relief

1. A deviation from any required bicycle parking dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
2. A deviation from any required bicycle parking standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.3.2. **SHORT-TERM BICYCLE PARKING DESIGN**

A. **Intent**

To promote bicycling as an alternative to automobile transportation, ensure safe, secure, accessible, and convenient storage of bicycles for visitors and other short-term users, improve bicyclist access from the public realm to the interior of buildings, and ensure entrances are conveniently and effectively accessible to bicyclists.

B. **Applicability**

Short-term bicycle parking design standards apply to all short-term bicycle parking spaces required by *Sec. 4C.3.1 (Required Bicycle Parking)*.

C. **Standards**

1. **General**

- a. Adequate lighting shall be provided to ensure safe access to bicycle parking facilities in accordance with *Sec. 4C.10.1 (Outdoor Lighting)*.
- b. No rules that unreasonably interfere with the ability of bicyclists to safely and conveniently access bicycle parking are allowed. Unreasonable rules include shorter operating hours for short-term bicycle parking than for any building or automobile parking, prohibitions on walking of bicycles in pedestrian areas that provide access to bicycle parking, and prohibitions on bicycles in elevators where elevators are used to provide access to bicycle parking. The provisions of this Section do not prohibit property owners from requiring bicycles to be walked in pedestrian-only areas.

2. **Bicycle Parking Space Design**

a. **General**

- i. Required short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Racks that support only the wheel of the bicycle are not permissible.
- ii. Racks shall allow for the bicycle frame and at least 1 wheel to be locked to the racks.
- iii. The bicycle rack shall allow for the use of a cable as well as a U-shaped lock.
- iv. If bicycles can be locked to each side of the rack, each side can be counted toward a required space.
- v. Racks shall be securely anchored to a permanent surface.
- vi. If more than 20 short-term bicycle parking spaces are provided, at least 50% of the bicycle parking spaces shall be 100% covered by a roof or overhang.

- Bicycle Parking -

- vii. Bicycle share station docks counted toward the requirements for short-term bicycle parking spaces as permitted in *Sec. 4C.3.2.C.3. (Siting Requirements)* shall conform to *Sec. 4C.3.2.C.6. (Bicycle Share Station)*.

b. Horizontal Storage

- i. Short-term bicycle parking spaces shall be a minimum of 2 feet wide and 6 feet long.
- ii. Individual racks installed beside each other that allow bicycles to be locked to either side of the rack shall be spaced a minimum of 30 inches on center.
- iii. Racks installed parallel to walls shall be a minimum of 30 inches from the wall, except that bicycle parking spaces providing a tray or channel for insertion of bicycle wheels shall be placed a minimum of 20 inches from the wall.
- iv. Bicycle parking spaces arranged in a vertically staggered layout that permits bicycles to be placed in and removed from each individual space without interference from bicycles in adjoining spaces shall be spaced a minimum of 16 inches on center.

c. Stacked Storage

- i. Short-term bicycle parking may be mounted so that bicycles are stored in a stacked, two-tier layout, provided such parking is an attended bicycle facility where facility staff parks the bicycles, or such racks provide mechanical assistance for lifting the bicycle. If stacked bicycle storage is provided as an attended bicycle service, the service must meet the standards outlined in *Sec. 4C.3.2.C.7. (Attended Bicycle Parking Service)*.
- ii. Racks installed parallel to walls shall be a minimum of 14 inches from the wall if such spaces are on the upper level of a stacked, two-tier rack.

3. Siting Requirements

- a. Required short-term bicycle parking shall be provided in one of the following locations:
 - i. On the same lot as the use for which it is intended to serve.
 - ii. In a parking facility serving that use.
 - iii. Immediately in front of a lot within the public right-of-way in accordance with *Sec. 4C.3.2.C.4 (Bicycle Parking in the Public Right-of-Way)*.
 - iv. In a city-funded bicycle corral in accordance with *Sec. 4C.3.2.C.5 (Bicycle Corrals)*.
 - v. In a bicycle share station in accordance with *Sec. 4C.3.2.C.6 (Bicycle Share Stations)*.
- b. Bicycle parking shall be located so as to allow bicyclists safe and convenient access to and from the site.
- c. Bicyclists shall not be required to rely on stairways or escalators for access or to share access with automobiles or other motor vehicles.

- d. Elevators providing access for bicyclists shall be sized to accommodate standard adult bicycle dimensions with both wheels on the floor (at least 6 feet by 2 feet).
- e. Short-term bicycle parking shall be located so as to provide safe and convenient access to visitors.
- f. For new construction, at least 50% of short-term bicycle parking shall be located outside buildings or parking structures; however, no more than 8 short-term bicycle parking spaces per 100 linear feet of street frontage are required to be outside.
- g. All short-term bicycle parking spaces located inside the building or parking structure shall be located on the ground story with a direct pedestrian accessway to a public street.
- h. For new construction, addition, site alteration or major renovation, short-term bicycle parking shall be located to maximize visibility from a pedestrian entrance.
- i. All short-term bicycle parking areas located within buildings or parking garages require signs meeting the following standards:
 - i. Permanently posted at the street entrance to each site.
 - ii. Legible and reflectorized.
 - iii. Indicate the availability and location of bicycle parking within the site.
 - iv. All signs shall comply with *Div. 4C.12 (Signs)*.
- j. Short-term bicycle parking spaces may be located no farther than 100 feet of walking distance from a pedestrian entrance that provides access to uses that require the bicycle parking spaces.
- k. For buildings with more than one pedestrian entrance, short-term bicycle parking, with the exception of bicycle share stations, shall be distributed in approximately equal proportions among all pedestrian entrances. In buildings with 3 or more pedestrian entrances, no more than 50% of all short-term bicycle parking spaces shall be assigned to a single pedestrian entrance.

4. **Bicycle Parking in the Public Right-of-Way**

- a. Business operators or property owners may install their own racks within the public right-of-way unless a City owned rack already exists.
- b. Business operators or property owners are responsible for applying for a permit with the Bureau of Engineering to install short-term bicycle parking within the public right-of-way. A Bureau of Engineering permit may be issued only after the business operator or property owner receives issuance of plan approval or a permit by LADOT pursuant to *LAMC Section 85.04 (Bicycle Infrastructure Zones)*.

- Bicycle Parking -

- c. All bicycle parking provided in the public right-of-way shall meet the rules and regulations set out by the *Bureau of Engineering Standard Plan S-671*.
- d. Business operators or property owners who choose to install bicycle parking within the public right-of-way are responsible for maintaining the racks according to the standards set forth in a Covenant Maintenance Agreement with LADOT.

5. Bicycle Corrals**a. City-Funded Bicycle Corrals**

Any site located within 500 feet of a City-funded bicycle corral may count up to 4 bicycle parking spaces within the bicycle corral towards their required short-term bicycle parking spaces.

b. Bicycle Corral Parking Incentive Program

- i. Business operators or property owners may submit an application to LADOT to install and maintain their own bicycle corrals immediately in front of their property in the public right-of-way.
- ii. Businesses or property owners who do so may count all the bicycle parking within the bicycle corral toward their required number of short-term bicycle parking spaces. In such cases, short-term bicycle parking installed in such a manner cannot be counted towards the bicycle parking requirements of surrounding businesses.
- iii. Business operators or property owners shall pay the construction and maintenance costs of building said bicycle corrals.
- iv. Multiple businesses or property owners may submit an application to LADOT as a group and split the costs to construct and maintain the corral.
 - a) In such cases, a single property owner is responsible for assuming the maintenance responsibilities detailed in a Covenant Maintenance Agreement as outlined below.
 - b) The property owner named in the covenant who is responsible for maintaining the bicycle corral may count the full amount of bicycle parking in the corral towards its short-term bicycle parking requirements.
 - c) All other businesses may count up to half of the bicycle parking spaces in the corral towards their required short-term bicycle parking spaces so long as they provide a financial contribution.
- v. Business operators or property owners are responsible for applying for a permit with the Bureau of Engineering to install bicycle corrals within the public right-of-way.

- vi. Business operators or property owners who choose to install bicycle corrals within the public right-of-way are responsible for maintaining the racks according to the standards set forth in a Covenant Maintenance Agreement with LADOT.
- vii. If, for any reason, the responsibility for maintaining a bicycle corral is returned to the City of Los Angeles, it will be considered a City-funded bicycle corral.
- viii. If, for any reason, the City determines that a bicycle corral must be removed, business owners shall no longer be able to count the spaces removed toward their required bicycle parking. In such cases, said businesses shall be required to provide any bicycle parking spaces lost in the removal of the bicycle corral. Failure to comply may result in the revocation of a business's certificate of occupancy and a fine for code violation.

6. Bicycle Share Stations

- a. Bicycle share stations shall conform to *Sec. 4C.3.2.C.3. (Siting Requirements)*.
- b. Business operators or property owners may allow a bicycle share service provider to install one or more bicycle share stations on their property, provided that such bicycle share station is part of a bicycle share system approved by LADOT and complies with all location criteria established by LADOT for bicycle share stations.
- c. Any site within 500 feet of a bicycle share station may count up to 4 bicycle share docks toward the required number of short-term bicycle parking spaces for a building or buildings on the same lot. In all cases, the number of bicycle share docks counted toward the required number of short-term bicycle parking spaces cannot exceed 10% of the total number of short-term bicycle parking spaces required for the subject site.
- d. Where bicycle share docks are counted toward the required number of short-term bicycle parking spaces, residential and nonresidential uses may replace a percentage of the required automobile parking spaces with bicycle share docks in a manner consistent with the limitations and replacement ratio established in *Sec. 4C.4.1.C.4. (Substituting Required Automobile Parking with Bicycle Parking)*.
- e. If, for any reason, bicycle share docks are removed, the associated land uses may no longer count the docks removed toward required bicycle parking and shall be required to replace the number of docks formerly counted toward required bicycle parking with an equivalent number of bicycle parking spaces.

7. Attended Bicycle Parking Service

- a. Pick-up and drop-off location shall either comply with *Sec. 4C.3.3.C.3. (Siting Requirements)* or be co-located with a valet automobile parking pick-up or drop-off location provided on the same site for the subject use.
- b. If some or all required short-term bicycle parking spaces are provided by means of an attended bicycle parking service, the service shall be available to building occupants at all times during the hours the building is in operation.

- Bicycle Parking -

- c. If, for any reason, an attended bicycle parking service is discontinued, the associated land uses may no longer count the attended bicycle parking service toward their required number of bicycle parking spaces and shall be required to provide a number of bicycle parking spaces equivalent to the number formerly provided by the attended bicycle parking service.

D. Measurement

[Reserved]

E. Relief

1. An alternative to any short-term bicycle parking design standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any short-term bicycle parking design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any short-term bicycle parking design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.3.3. **LONG-TERM BICYCLE PARKING DESIGN**

A. **Intent**

To promote bicycling as an alternative to automobile transportation, ensure safe, secure, accessible, and convenient storage of bicycles for tenants and other long-term users, improve bicyclist access from the public realm to the interior of buildings, and ensure entrances are conveniently and effectively accessible to bicyclists.

B. **Applicability**

Long-term bicycle parking design standards apply to all long-term bicycle parking spaces required by *Sec. 4C.3.1 (Required Bicycle Parking Spaces)*.

C. **Standards**

1. **General**

- a. Adequate lighting shall be provided to ensure safe access to bicycle parking facilities in accordance with *Sec. 4C.10.1 (Outdoor Lighting)*.
- b. No rules that unreasonably interfere with the ability of bicyclists to safely and conveniently access bicycle parking are allowed. Unreasonable rules include shorter operating hours for long-term bicycle parking than for any building or automobile parking, prohibitions on walking of bicycles in pedestrian areas that provide access to bicycle parking, and prohibitions on bicycles in elevators where elevators are used to provide access to bicycle parking. The provisions of this Section do not prohibit property owners from requiring bicycles to be walked in pedestrian-only areas.

2. **Bicycle Parking Space Design**

a. **General**

- i. Long-term bicycle parking shall be secured from the general public and protected from inclement weather. All long-term bicycle parking shall be 100% enclosed and 100% covered.
- ii. Acceptable examples of long-term bicycle parking include bicycle lockers, bicycle rooms, bicycle cages, or commercially operated attended bicycle facilities.
- iii. Except in the case of lockers and commercially operated attended bicycle parking, all long-term bicycle parking shall provide a means of securing the bicycle frame at two points to a securely anchored rack.

b. **Horizontal Storage**

Long-term bicycle parking spaces shall be sized to permit safe, efficient, and convenient access to each individual bicycle parking space without interference from bicycles in adjoining spaces, as described below:

- Bicycle Parking -

- i. Individual racks installed beside each other within bicycle rooms or bicycle cages that allow bicycles to be locked to either side of the rack shall be spaced a minimum of 30 inches on center.
- ii. Racks installed parallel to walls shall be a minimum of 30 inches from the wall, with the exception that bicycle parking spaces that provide a tray into which the bicycle wheels may be inserted may be placed a minimum of 20 inches from the wall, or 14 inches from the wall if such spaces are on the upper level of a stacked, two-tier rack.
- iii. Triangular lockers with varying widths may be used so long as the opening is at least 2 feet wide.
- iv. Bicycle parking spaces arranged in a vertically staggered layout that permits bicycles to be placed in and removed from each individual space without interference from bicycles in adjoining spaces may be spaced a minimum of 16 inches on center.
- v. If more than 20 long-term bicycle parking spaces are provided, a workspace of 100 square feet shall be provided adjacent to the long-term bicycle parking to allow bicyclists to maintain their bicycles. However, where long-term bicycle parking is provided in more than one location, a single workspace may be provided adjacent to the location with the greatest number of long-term bicycle parking spaces.

c. Vertical Storage

Long-term bicycle parking may be mounted so that the bicycle is stored vertically. Such devices that hold the bicycle by the wheel shall be designed to support the bicycle without damaging the wheels. Vertically installed bicycle parking shall be a minimum of 4 feet deep and 6 feet in height.

d. Stacked Storage

Long-term or short-term bicycle parking may be mounted so that bicycles are stored in a stacked, two-tier layout, provided such parking is an attended bicycle facility where facility staff parks the bicycles, or such racks provide mechanical assistance for lifting the bicycle.

3. Siting Requirements

- a. Long-term bicycle parking spaces shall be provided in one of the following locations, or in a combination of the following locations:
 - i. On the ground story within 100 feet of the major entrance to the lobby. There shall be safe and convenient access between the public right-of-way, the bicycle parking space, and the lobby area.
 - ii. In the off-street automobile parking area, subject to the following limitations:

- a) Long-term bicycle parking inside a parking garage may be no more than 200 feet from a pedestrian entrance to the main building, and located so as to provide reasonably convenient access from the bicycle parking to the nearest walkway, ramp, or elevator providing access to the building.
 - b) Long-term bicycle parking inside a parking garage shall be located within the space available on the building's pedestrian entry level, after required handicapped-accessible parking stalls and other required elements have been provided. Remaining long-term bicycle parking may be provided on other levels of the parking garage in accordance with the provisions of *Sec 4C.3.3.C.3. (Siting Requirements)*.
 - iii. One level above or below the ground story, within 100 feet of the elevator, ramp, walkway, or other building entrance on that story. In such cases, elevator or ramp access to the building shall be provided.
 - iv. Residential long-term bicycle parking may be provided in common storage facilities on residential floors in accordance with *Sec. 4C.3.3.C.2. (Bicycle Parking Space Design)*. If residential long-term bicycle parking is provided on residential floors, the amount of bicycle parking on each floor shall be equal to or greater than 50% of the number of dwelling units on the same floor.
 - b. For lots with multiple uses, long-term bicycle parking may be provided in one or more bicycle parking facilities within 200 feet of each use.
 - c. For lots with multiple buildings, required bicycle parking may be sited in one or more bicycle parking facilities within 200 feet of each building.
 - d. Bicycle parking shall be located so as to allow bicyclists safe and convenient access to and from the site.
 - e. Bicyclists shall not be required to rely on stairways or escalators for access or to share access with automobiles or other motor vehicles.
 - f. Elevators providing access for bicyclists shall be sized to accommodate standard adult bicycle dimensions with both wheels on the floor (at least 6 feet by 2 feet).
4. **Showers and Personal Lockers**

Showers and personal lockers are required for long-term bicycle parking in nonresidential uses in accordance with *LAMC Section 91.6307 (Shower and Locker Facilities)*. If showers and personal lockers are provided, such showers and personal lockers shall remain available for the use of building occupants, including residents or employees, arriving by bicycle.

5. **Attended Bicycle Parking Service**

- a. Pick-up and drop-off location shall either comply with *Sec. 4C.3.3.C.3. (Siting Requirements)* or be co-located with a valet automobile parking pick-up or drop-off location provided on the same site for the subject use.
- b. If some or all required bicycle parking spaces are provided by means of an attended bicycle parking service, the service shall be available to building occupants at all times during the hours the building is in operation.
- c. If, for any reason, an attended bicycle parking service is discontinued, the associated land uses may no longer count the attended bicycle parking service toward the required number of bicycle parking spaces and shall provide a number of bicycle parking spaces equivalent to the number formerly provided by the attended bicycle parking service.

D. **Measurement**

[Reserved]

E. **Relief**

1. An alternative to any long-term bicycle parking design standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any long-term bicycle parking design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any long-term bicycle parking design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.4. **AUTOMOBILE PARKING**

SEC. 4C.4.1. **AUTOMOBILE PARKING STALLS**

Space within a building, or a private or public parking area, exclusive of driveways, ramps, columns, office, and work areas, for the parking of one automobile. Does not include bicycle parking.

A. **Intent**

To accommodate the arrival to a site by automobile at a level appropriate to the demand generated by a particular use within different mobility contexts without creating detrimental effects on surrounding properties or public right-of-way.

B. **Applicability**

Required automobile parking stall standards apply to all uses on a lot determined by the automobile parking package assigned by the applicable Development Standards District.

C. **Standards**

1. **General**

- a. All uses subject to the parking requirements of Division 4C.4. (Automobile Parking) shall provide the minimum number of automobile parking stalls specified in the parking package assigned by the applied *Development Standards District (Part 4C)*.
- b. When a site or lot is used for a combination of uses, the parking requirements are the sum of the requirements for each use, and no parking stall for one use may be included in the calculation of parking requirements for any other use, with the following exceptions:
 - i. As allowed in Sec. 4C.4.3.C.2 (Shared Parking).
 - ii. When parking requirements for a single use on a site or lot with a combination of uses results in a fraction, then the total parking required for all uses on a site or lot shall be calculated based on the sum prior to the rounding of parking requirements for each use followed by rounding the total amount of parking required for a site or lot based on the combination of uses.
- c. For electric vehicle charging space requirements, see the *LAMC Chapter 9, Article 9 (Green Building Code)*.

2. **Required Automobile Parking Table**

- a. When the Required Automobile Parking Table lists multiple parking stall requirement options, the option that results in the greater number of required parking stalls applies.
- b. Uses are defined in *Part 5C.1. (Use Definitions)*.

- Automobile Parking -

-TABLE 1- REQUIRED AUTOMOBILE PARKING

	PARKING PACKAGE				
	A	B	C	D	E
RESIDENTIAL					
Dwelling:					
Dwelling Units:					
1-4 Habitable Rooms	--	0.25/du	0.5/du	0.75/du	1/du
5+ Habitable Rooms	--	0.75/du	1/du	1.5/du	2/du
Accessory Dwelling Unit	See Div 9.5. (Accessory Dwelling Unit Incentive Program)				
Household Business:					
Family Child Care	See Dwelling (No additional parking required beyond Dwelling)				
Home Occupation	See Dwelling (No additional parking required beyond Dwelling)				
Home Sharing	See Dwelling (No additional parking required beyond Dwelling)				
Joint Live/Work Quarters	Entire Unit including workspace treated as Dwelling Unit				
Live Work	Entire Unit including workspace treated as Dwelling Unit				
Mobilehome Park	See Title 25 of the California Administrative Code				
Supportive Housing:					
Medical Care	--	0.05/bed	0.1/bed	0.15/bed	0.2/bed
Non-Medical	--	0.25/du	0.5/du	0.75/du	1/du
Permenant Supportive Housing	--	0.05/du	0.1/du	0.15/du	0.2/du
Transitional Shelter	--	--	--	--	--
Homeless Shelter	--	--	--	2/shelter	2/shelter
PUBLIC AND INSTITUTIONAL					
Cemetery	--	--	--	--	--
Civic Facility	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Detention	--	--	--	--	--
Fleet Services	--	--	--	--	--
Medical					
Local	--	0.1/bed	0.1/bed	0.2/bed	0.2/bed
Regional	--	0.5/bed	1/bed	1.5/bed	2/bed
Office, Government	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Parking	--	--	--	--	--
Religious Assembly, excluding all non assembly area	--	10/1,000 SF	15/1,000 SF	20/1,000 SF	25/1,000 SF
School:					
Preschool/Daycare	--	0.25/1,000 SF	0.5/1,000 SF	0.75/1,000 SF	1/1,000 SF
K-12	--	0.25/1,000 SF	0.5/1,000 SF	0.75/1,000 SF	1/1,000 SF
Post-secondary	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Social Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF

"--" = no parking required, "du" = dwelling unit, "SF" = square feet, "ac" = acre.

-TABLE 1- REQUIRED AUTOMOBILE PARKING

	PARKING PACKAGE				
	A	B	C	D	E
Utilities	--	--	--	--	--
OPEN SPACE & RECREATION					
Indoor Recreation, Commercial	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Nature Reserve	--	--	--	--	--
Open Space, Public	--	--	--	--	--
Outdoor Recreation, Commercial	--	--	--	--	--
Recreation, Public	--	--	--	--	--
Sports Arena and Stadium, Major, excluding all non assembly area	--	10/1,000 SF	15/1,000 SF	20/1,000 SF	25/1,000 SF
TRANSPORTATION USES					
All	--	--	--	--	--
GENERAL COMMERCIAL					
Animal Sales and Services:					
Kennel		0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Veterinary Care	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Commissary Kitchen	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Eating and Drinking:					
Service floor area	--	1/1,000 SF	2/1,000 SF	4/1,000 SF	5/1,000 SF
Food & drink preparation area	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Entertainment Venue, excluding all non assembly area	--	10/1,000 SF	15/1,000 SF	20/1,000 SF	25/1,000 SF
Financial Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Instructional Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Lodging:					
First 30 rooms	--	0.5/lodging unit	0.5/lodging unit	1/lodging unit	1/lodging unit
Next 30 rooms	--	0.25/lodging unit	0.25/lodging unit	0.5/lodging unit	0.5/lodging unit
Remaining rooms	--	--	--	0.25/lodging unit	0.25/lodging unit
Medical Clinic	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Office	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Personal Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Postmortem Services	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Retail Sales:					
Sales floor area	--	1/1,000 SF	2/1,000 SF	3/1,000 SF	4/1,000 SF
Showroom area	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Sexually Oriented Business	--	1/1,000 SF	2/1,000 SF	3/1,000 SF	4/1,000 SF

"--" = no parking required, "du" = dwelling unit, "SF" = square feet, "ac" = acre.

- Automobile Parking -

-TABLE 1- REQUIRED AUTOMOBILE PARKING

	PARKING PACKAGE				
	A	B	C	D	E
HEAVY COMMERCIAL USES					
Motor Vehicle Services, except as listed below:	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Car Wash	--	--	--	--	--
Motor Vehicle Sales and Rental	--	0.5/1,000 SF	1/1,000 SF	1.5/1,000 SF	2/1,000 SF
Storage, Indoor		0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
Storage, Outdoor:					
0-1 acre of outdoor storage area	--	2	3	5	6
>1-2 acres of outdoor storage area	--	1/ac	1.5/ac	2.5/ac	3.5/ac
>2 acres of outdoor storage area	--	0.25/ac	0.5/ac	0.75/ac	1/ac
LIGHT INDUSTRIAL USES					
All Light Industrial	--	0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
HEAVY INDUSTRIAL USES					
All Heavy Industrial, except as listed below	--	0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after	1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after	2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after
Salvage Yard:					
0-1 acre of outdoor storage area	--	2	3	5	6
>1-2 acres of outdoor storage area	--	1/ac	1.5/ac	2.5/ac	3.5/ac
>2 acres of outdoor storage area	--	0.25/ac	0.5/ac	0.75/ac	1/ac
AGRICULTURAL USES					
All Agriculture	--	--	--	--	--

"--" = no parking required, "du" = dwelling unit, "SF" = square feet, "ac" = acre.

D. Measurement

1. Parking Stalls Per 1,000 Square Feet

When determining parking stall requirements specified as a ratio having a denominator of "1,000 SF" the method for determining the total number of required parking stalls shall be executed as follows:

- a. Divide the total floor area of the subject use by 1,000. For determining floor area of the specified use, see 4C.4.1.D.2. (Square Feet).

- b. Multiply the result by the numerator in the specified parking ratio. If the result is a fraction, round in accordance with 4C.4.1.D.3. (*Fractional Spaces*).
- c. The result shall be the total number of required parking stalls.

2. **Parking Stalls Per Acre**

When determining parking stall requirements specified as a ratio having a denominator of "acre" the method for determining the total number of required parking stalls shall be executed as follows:

- a. Divide the total area of the subject use by 43,560. For determining floor area of the specified use, see 4C.4.1.D.2. (*Square Feet*).
- b. Multiply the result by the numerator in the specified parking ratio. If the result is a fraction, round in accordance with 4C.4.1.D.3. (*Fractional Spaces*).
- c. The result shall be the total number of required parking stalls.

3. **Square Feet**

For the purpose of calculating required parking stalls in Sec. 4C.4.1. (*Automobile Parking Stalls*), square feet refers to the total on-site floor area dedicated to a subject use, measured in square feet. The total floor area includes the floor area of accessory buildings. For the calculation of floor area, see Sec. 14.1.7. (*Floor Area*).

4. **Habitable Rooms**

For the purpose of applying the automobile parking space requirements per Sec. 4C.4.1. (*Automobile Parking Stalls*), any kitchen shall not be considered a habitable room.

5. **Fractional Space**

- a. When calculating required parking stalls in Sec. 4C.4.1. (*Automobile Parking Stalls*) results in the requirement of a fractional parking stall, any fraction up to and including 0.5 may be disregarded and any fraction over 0.5 requires one additional parking stall.
- b. Where required parking stalls in Sec. 4C.4.1. (*Automobile Parking Stalls*) is calculated for a lot including more than one use, parking spaces may be rounded after calculating the total number of required parking stalls for all uses on a lot.

E. **Exception**

1. **Accessible Parking**

The number of required automobile parking stalls may be reduced by the number of stalls deemed necessary in order to provide accessible parking stalls as required by California State access laws.

2. Amenity Space

Floor area provided as amenity space for site users shall be exempt from parking requirements.

3. Change of Use, Commercial Tenant Size

When allowed by the applicable Development Standards District, change of use projects of a size equal to or less than the square footage threshold specified by the applicable Development Standards District are not required to provide additional automobile parking stalls to accommodate a general commercial use that would otherwise require more automobile parking stalls than exists on-site.

4. Electric Vehicle Charging Stations

- a. Each electric vehicle charging station provided above the minimum required by *Article 9 (Green Building Code) of Chapter 9 (Building Regulations) of the LAMC* may be substituted for 2 required automobile parking stalls for the purpose of complying with any applicable minimum parking stall requirements of *Sec. 4C.4.1 (Automobile Parking Stalls)*.
 - i. Measurement. Where a multiport electric vehicle charger can simultaneously charge more than one vehicle, the number of electric vehicle charging stations shall be considered equivalent to the number of electric vehicles that can be simultaneously charged.
- b. An accessible parking stall with an access aisle served by electric vehicle supply equipment or an accessible parking stall with an aisle designated as a future electric vehicle charging space shall count as 2 required automobile parking stalls for the purpose of complying with any applicable minimum parking stall requirements of *Sec. 4C.4.1 (Automobile Parking Stalls)*.

5. Fire Pump Rooms

The number of required automobile parking stalls may be reduced by the number of stalls deemed necessary in order to install a water storage tank to enlarge an existing fire pump room, or to install a new fire pump room.

6. Historic Buildings and Buildings That Are At Least 25 Years Old

No additional parking is required for uses occupying a building that meets one of the following criteria:

- a. The building is a designated historic resource.
- b. The building is a surveyed historic resource.
- c. The building was constructed conforming to building and zoning codes in effect at the time it was built and is 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.

7. Office Mixed-Use

- a. Any indoor recreation use, eating and drinking use, personal service use or retail use sharing a lot with an office use may provide parking at the same rate required for office uses subject to the following requirements:
 - i. The lot includes a total floor area of 50,000 square feet or greater.
 - ii. The office uses shall occupy a minimum of 75 percent of the floor area on the lot.
 - iii. The cumulative floor area dedicated to any combination of indoor recreation uses, eating and drinking uses, personal service uses or retail uses that may provide parking at the same rate required for office use shall not exceed 5 percent of the total floor area dedicated for office uses.
 - iv. Any floor area dedicated to any combination of indoor recreation uses, eating and drinking uses, personal service uses or retail uses that exceeds 5 percent of the total floor area dedicated for office use shall provide parking at the rate specified for the subject use in the applicable parking package assigned by the applied *Development Standards District (Part 4D)*.
- b. Any office use sharing a lot with a wholesale trade and warehousing use may provide parking at the same rate required for wholesale trade and warehousing uses when the following criteria are met:
 - i. The cumulative floor area dedicated to office uses that may provide parking at the same rate required for wholesale trade and warehousing uses shall not exceed 10 percent of the total floor area dedicated for wholesale trade and warehousing uses.
 - ii. Any floor area dedicated to office uses that exceeds 10 percent of the total floor area dedicated for wholesale trade and warehousing uses shall provide parking at the rate specified for office use in the applicable parking package assigned by the applied *Development Standards District (Part 4D)*.

8. Public Benefit Projects

Projects participating in an Affordable Housing Incentive Program, Community Benefits Program, or a General Incentive Program included in Article 9, Public Benefit Systems, may qualify for reduced required automobile parking as deemed eligible.

9. Small Business Tenant Space

Non-residential tenant spaces designated for commercial uses having a floor area of 1,500 square feet or less shall be exempt from requirements to provide automobile parking stalls. This exemption is limited to 2 tenant spaces per lot.

10. Substituting Required Automobile Parking with Bicycle Parking

- a. Required automobile parking stalls may be substituted with bicycle parking at a ratio of 1 automobile parking stall for every 4 bicycle parking spaces provided the bicycle parking spaces meet the applicable requirements of *Sec. 4C.3.1.C. (Required Bicycle Parking Spaces)*.
- b. Nonresidential uses may substitute up to 20% of the required automobile parking with bicycle parking. When a nonresidential use is located within 1,500 feet of a transit station, up to 30% of the required automobile parking stalls may be substituted with bicycle parking.
- c. Residential uses may substitute up to 10% of the required automobile parking with bicycle parking. When a residential use is located within 1,500 feet of a major transit stop, up to 15% of the required automobile parking stalls may be substituted with bicycle parking.
- d. Projects participating in an Affordable Housing Incentive Program, Community Benefits Program, or a General Incentive Program included in *Article 9. (Public Benefit Systems)*, may substitute up to 30% of the required automobile parking with bicycle parking, as deemed eligible.

F. Relief

1. A reduction in required automobile parking requirements may be requested in accordance with *Sec. 4C.4.3. (Alternative Parking Strategies)*.
2. A reduction in required automobile parking requirements of up to 20% may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
3. A deviation in required automobile parking requirements may be allowed as a variance in accordance with *Sec. 13.7.3 (Variance)*.

SEC. 4C.4.2. **CHANGE OF USE PARKING EXEMPTION**

A. **Intent**

To allow existing commercial spaces to change uses in response to evolving neighborhood and business conditions without requiring additional parking stalls, which may not be feasible without the loss of existing floor area and major site alterations.

B. **Applicability**

Applies to use modification project activities within a commercial tenant space having a floor area less than or equal to the square footage threshold specified by the applied Development Standards District (Part 4B).

C. **Standards**

1. No additional parking stalls beyond those that currently exist on-site shall be required for use modification project activities within a commercial tenant space having a floor area less than or equal to the square footage threshold specified by the applied Development Standards District (Part 4B).
2. When the applied Development Standard District (Part 4B) specifies "n/a" for change of use parking exemption, use modification project activities involving a commercial tenant space of any size is allowed without providing any additional parking.
3. The proposed use to occupy the commercial tenant space shall be designated for one of the following uses:
 - i. General Commercial (all)
 - ii. Indoor Recreation, Commercial
 - iii. Office, Government
 - iv. Social Services

D. **Measurement**

1. The size of an individual commercial tenant space shall be measured as the total floor area of a space designated to an individual tenant having no direct access to any other tenant space. Where multiple individual tenant spaces have direct access between the tenant spaces, all connected tenant spaces are considered the same tenant space for the purpose of measuring commercial tenant size.
2. Commercial tenant spaces may have direct access to common areas and shared facilities; however, common areas and shared facilities shall not be included in the calculation of commercial tenant size.
3. For the measurement of floor area see *Sec. 14.1.7. (Floor Area)*.

E. Relief

1. A deviation from the maximum floor area eligible for a change of use parking exemption of up to 20% may be requested in accordance with *Sec. 13B.7.2. (Adjustments)*.
2. A deviation from maximum floor area threshold specified by the applied Development Standards District (Part 4B) for a commercial tenant space to be eligible for the change of use parking exemption may be allowed as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 4C.4.3. **ALTERNATIVE PARKING STRATEGIES**

A. **Intent**

To provide opportunities for projects to reduce the number of required automobile parking stalls through alternative methods of accommodating arrival to a site and reduce demand for automobile parking.

B. **Applicability**

All projects required by *Sec. 4C.4.1 (Automobile Parking Stalls)* to provide automobile parking.

C. **Standards**

1. **General**

- a. A reduction in required automobile parking stalls through the provision of one or more alternative parking strategies may be authorized in accordance with *Sec. 13B.2.5. (Director Determination)*. Applicants that wish to provide an alternative parking strategy as a means of reducing the total number of required spaces shall submit a report which provides the following:
 - i. Detailed description of all uses involved in the alternative parking strategy, including location, floor area, seating capacity if applicable, and hours of operations.
 - ii. Anticipated parking demand generated by employees, tenants, residents, and visitors on an hourly basis, 24 hours per day, for seven consecutive days.
 - iii. Description of how an alternative parking strategy will alleviate the demand for a specified number of the total required parking stalls.
 - iv. Supplemental maps and plot plans deemed necessary for depicting all relevant components of an alternative parking strategy.
 - v. Supplemental market study detailing the complementary relationship between a mix of uses as deemed necessary for understanding the parking strategy.
- b. Additional documents, covenants, deed restrictions, or other agreements shall be executed and recorded as deemed necessary, in order to assure the continued maintenance, operation and viability of an approved alternative parking strategy, under the conditions set forth in the Director's Determination. Revisions to the parking strategy shall be submitted to the Director of Planning in a report documenting the revised manner in which the new parking strategy achieves the same intention and level of service as the originally approved parking strategy.

2. **Mixed Use**

When a site combines dwelling uses or office uses with on-site commercial uses that may serve the site's residents or employees the total number of required automobile parking stalls

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may be reduced when an applicant demonstrates that the site's commercial uses will cater to the site's residents or employees. The total number of required automobile parking stalls may be reduced provided the mixed-use site meets all of the following criteria:

- a. Shall contain 50 or more dwelling units or 50,000 square feet or more dedicated to office use.
- b. Commercial uses shall be limited to indoor recreation, eating and drinking, personal service or retail use.
- c. The commercial uses shall be limited to 25 percent of total floor area.
- d. The mix of uses will sufficiently alleviate the demand for the specified number of required parking stalls.

3. Shared Parking

In order to take advantage of different peak periods of parking demand among nearby uses the total number of required automobile parking stalls may be reduced when an applicant demonstrates that automobile parking stalls can be shared among multiple uses. The parking strategy shall meet all of the following criteria:

- a. A shared parking facility shall be located within a 750-foot walking distance of each participating use.
- b. Participating uses shall have mutually exclusive periods of peak parking demand.
- c. The shared parking strategy will sufficiently alleviate the demand for the specified number of required parking stalls.

4. Proximity to Public Transportation

Uses within walking distance of a public transit facility may take advantage of increased transit ridership among employees, tenants and visitors and a decreased demand for automobile parking. The total number of required automobile parking stalls may be reduced provided the parking strategy meets all of the following criteria:

- a. A use shall be located within a 1,500-foot walking distance of public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public. A public transit stop or station that is in development may also apply if the anticipated operating date is within three years.
- b. The nearby public transit facility will sufficiently alleviate the demand for the specified number of required parking stalls.

5. Shuttle Service

Uses generating travel patterns whereby a majority of employees or visitors arrive and depart within the same time periods may operate a viable shuttle service that decreases the demand for automobile parking.

Criteria:

- a. A shuttle shall provide scheduled service between the use and a location that can accommodate the arrival of shuttle users, such as a park and ride facility or public transit station or stop.
- b. A majority of shuttle users arrive and depart roughly within the same three hour period.
- c. The planned shuttle service will sufficiently alleviate the demand for the specified number of required parking stalls.

6. Designated Passenger Loading Area

Uses that can accommodate a high share of arrivals and departures through dynamic ridesharing or taxi services when provided a safe and efficient passenger loading area may have a decreased demand for automobile parking.

Criteria:

- a. A designated passenger loading area shall be located within a 300-foot walking distance of a street facing entrance to the use it serves. Travel between a designated passenger loading area and the use being served shall not require pedestrians to cross streets.
- b. The passenger loading area shall not be placed within 75 feet of an intersection.
- c. The passenger loading area shall provide sufficient space for a vehicle to pull out of roadway traffic and safely load and unload passengers without interfering with traffic flow.
- d. The passenger loading area shall not decrease sidewalk space for pedestrians or impede pedestrian movement.
- e. Passenger loading areas shall be clearly indicated with signage.
- f. The designated passenger loading area will sufficiently alleviate the demand for the specified number of required parking stalls.

D. Measurement

1. For measurement of walking distance see *Sec. 14.1.3.B. (Distance, Walking)*.
2. Peak period demand is determined based on the following:

- Automobile Parking -

- a. For projects that have obtained a certificate of occupancy, this analysis shall be conducted on an hourly basis, 24 hours per day, for seven consecutive days to identify the maximum average number of automobiles on the lot per hour.
- b. For projects that have not yet obtained a certificate of occupancy, this analysis shall be conducted on an hourly basis, 24 hours per day, for seven consecutive days to identify the maximum average number of automobiles per hour on a lot serving a similar use.

E. Relief

A deviation from any alternative parking strategy dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

SEC. 4C.4.4. **PARKING AREA DESIGN**

A. **Intent**

To ensure parking areas provide sufficient accommodation for automobile parking.

B. **Applicability**

Parking area design standards are applicable to every parking area containing automobile parking stalls.

C. **Standards**

1. **Automobile Circulation**

All portions of a parking area, including public parking structures, shall be accessible by automobile to all other portions of a parking area without requiring the use of any public street. Alleys may be used for circulation between parking areas. LADOT may allow use of the public street for this purpose where they determine that it is not detrimental to the flow of traffic.

2. **Location of Parking Stalls**

- a. All required automobile parking stalls shall be located in an off-street parking area.
- b. The required automobile parking stalls shall be provided either on the same lot as the use they are intended to serve or on another lot not more than a 750-foot walking distance of a street facing entrance to the use intended to be served by the required parking. An alternative parking strategy provided in accordance with *Sec. 4C.4.3. (Alternative Parking Strategies)* may be approved to exceed this distance.
- c. Automobile parking is not permitted within the primary street parking setbacks, side street parking setbacks and any special lot line parking setbacks established by the applicable Frontage District in accordance with *Sec. 3C.2.1. (Frontage Setback)*.
- d. Automobile parking is not permitted within any portion of a site designated to be used as lot amenity space or residential amenity space in accordance with *Div. 2C.3. (Amenity)*.

3. **Automobile Maneuvering**

- a. Each automobile parking stall shall be so located that no automobile is required to reverse onto any public street or sidewalk to leave the parking stall, parking bay or driveway, except where the automobile parking facility serves 4 parking stalls or less and where the driveway access is to a street other than a boulevard or avenue. An alley may be used for maneuvering in reverse.
- b. Each automobile parking stall shall be so located that parking maneuvers can be accomplished without driving onto a frontage parking setback area.

4. **Parking Stall Striping**

Each parking stall shall be clearly marked with striping for the entire required parking stall depth with the exception of parking areas on lots that contain less than 5 parking stalls, which are not required to mark parking stalls with striping.

5. **Barriers**

Bumper guards, wheel stops, steel posts, curbs, or other permanent installations that prevent vehicles from parking or maneuvering outside of parking areas, driveways and motor vehicle use areas.

6. **Paving**

All parking areas shall be paved with a material treatment meeting either the basic or alternative paving material standards.

a. **Basic Paving Material**

Automobile parking areas shall be paved with either hard, durable asphaltic paving which has been mixed at a plant and is at least 2 inches thick after compaction, with Portland cement paving at least 3 inches thick.

b. **Alternate Paving Materials**

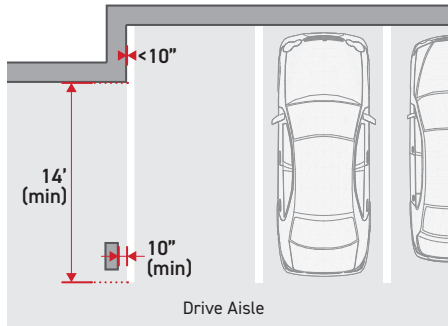
- i. Automobile parking areas shall be paved with porous asphalt, porous concrete, permeable interlocking concrete pavers, permeable pavers, decomposed granite, crushed rock, gravel, or restrained systems (a plastic or concrete grid system confined on all sides to restrict lateral movement, and filled with gravel or grass in the voids).
- ii. Alternate paving materials are subject to the following standards:
 - a) Paving materials located in a designated fire lane must be approved by LAFD.
 - b) Permeable interlocking concrete pavers and permeable pavers shall have a minimum thickness of 80 mm (3.14 inches).
 - c) If plantings are an element of the alternative paving material, the irrigation system shall not utilize potable water except for plant establishment.
 - d) Products and underlying drainage material shall be installed per manufacturers' specifications. Sub-grade soils shall be compacted as required per the product installation specifications.
 - e) Decomposed granite, crushed rock and gravel shall only be allowed for parking areas serving 1 or 2 dwelling units.

7. **Lighting**

Parking areas shall be illuminated in accordance with *Sec. 4C.11.1 (Outdoor Lighting)*.

8. Parking Stall Obstructions

No fence, wall, partition, column, post or similar obstruction may be located within 10 inches of a parking stall along its longest dimension unless the obstruction is located a minimum of 14 feet from the drive aisle measured parallel to the parking stall. Parking stalls provided in 1L or 2L Density Districts are exempt from this standard.



9. Parking Lots

For additional standards for parking lots see *Sec. 4C.4.4. (Parking Lot Design)*.

10. Structured Parking

For additional standards for structured parking see *Sec. 4C.4.6. (Parking Structure Design)*.

11. Parking Stall Dimensions

All automobile parking stalls shall meet the minimum dimension standards in the table below:

PARKING STALL DIMENSIONS					
Parking Stall		Dimension	Parking Stall Type		
STALL TYPE	STALL ANGLE		STANDARD	COMPACT	TANDEM
Perpendicular and Angled	>0°-90°	Width (min)	8'-4"	7'-6"	8'-4"
		Depth (min)	18'-0"	15'-0"	33'-0"
Parallel (Typical)	0°	Width (min)	8'-0"	7'-6"	n/a
		Depth (min)	26'-0"	23'-0"	n/a
Parallel (End Stall)	0°	Width (min)	8'-0"	7'-6"	n/a
		Depth (min)	30'-0"	27'-0"	n/a

12. Compact Parking

- a. All parking stalls in excess of the required number of parking stalls in *Sec. 4C.4.1. (Required Automobile Parking Stalls)* may be compact parking stalls.
- b. All parking stalls in excess of one parking stall per dwelling unit may be compact parking stalls.
- c. In each parking area containing 10 or more parking stalls, a maximum of 40% of the required stalls may be compact parking stalls. Such restriction shall not apply to parking stalls in excess of the number of required stalls.
- d. All compact stalls shall be clearly and visibly striped and labeled for compact car use only.

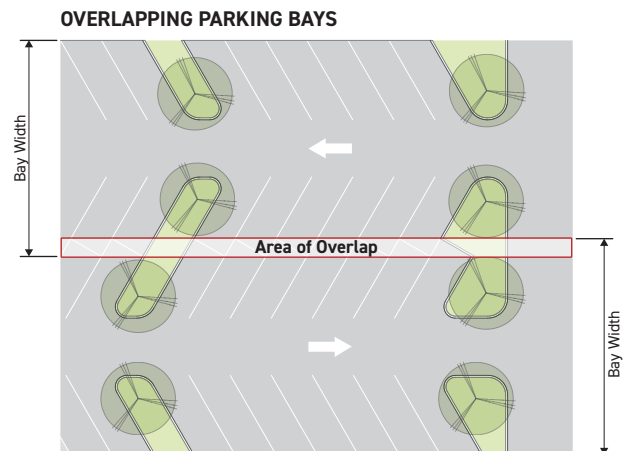
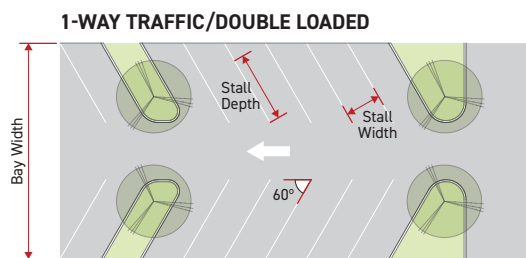
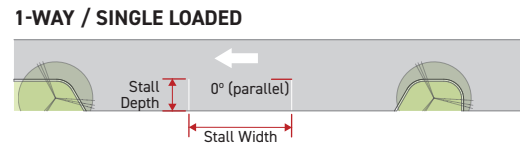
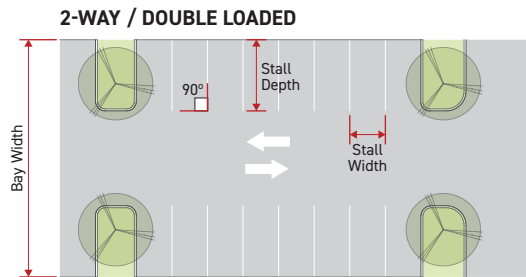
13. Tandem Parking

Automobiles may be parked in tandem in a private parking area serving a residential use, where the tandem parking is not more than two cars in depth. Tandem parking is not allowed for recreational vehicles or guest parking provided as part of a private parking area serving a residential use.

14. Parking Bay Dimensions

- a. The minimum width of each parking bay is determined by the stall width and parking stall angle of the parking stalls in accordance with the table below:

PARKING BAY WIDTH					
Parking Stall		One-Way Drive Aisle		Two-Way Drive Aisle	
ANGLE	WIDTH	DOUBLE LOADED	SINGLE LOADED	DOUBLE LOADED	SINGLE LOADED
0° (Parallel)	8'-0"	28'-0"	18'-0"	36'-0"	28'-0"
30°	7'-6"	40'-0"	26'-0"	48'-2"	34'-0"
	8'-4"	43'-0"	27'-6"	51'-2"	35'-6"
	8'-6"	43'-0"	27'-6"	51'-2"	35'-6"
	9'-0"	43'-0"	27'-6"	51'-2"	35'-6"
45°	7'-6"	44'-4"	28'-2"	52'-1"	36'-3"
	8'-4"	50'-3"	31'-11"	56'-4"	38'-6"
	8'-6"	49'-10"	31'-6"	56'-4"	38'-6"
	9'-0"	48'-7"	30'-3"	56'-4"	38'-4"
60°	7'-6"	49'-4"	32'-8"	54'-1"	37'-11"
	8'-4"	56'-5"	37'-3"	59'-11"	41'-1"
	8'-6"	55'-11"	36'-9"	59'-9"	40'-11"
	9'-0"	54'-8"	35'-3"	59'-3"	40'-7"
90°	7'-6"	55'-4"	40'-4"	55'-4"	40'-4"
	8'-4"	64'-0"	46'-0"	64'-0"	46'-0"
	8'-6"	63'-4"	45'-4"	63'-4"	45'-4"
	9'-0"	61'-4"	43'-4"	61'-4"	43'-4"



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- b. Where parking stalls of two bays interlock the parking bays may overlap.
- c. Any tandem stalls provided shall increase the minimum parking bay width by 15' tandem stalls are provided on only one side of a drive aisle and 30' where tandem stalls are provided on two sides of a drive aisle.
- d. Parking bay dimensions other than those specified may be approved by the Superintendent of Building based on vehicle maneuvering requirements on the site.

15. Mechanical Automobile Lifts and Robotic Parking Structures

- a. The stacking of 2 or more automobiles using a mechanical car lift or computerized parking structure is permitted.
- b. All automobile parking stalls included in a mechanical lift or robotic parking structure shall meet the minimum dimension standards in the table below:

PARKING STALL DIMENSIONS		
Dimension	Parking Stall Type	
	STANDARD	COMPACT
Clear Width (min)	8'-0"	7'-0"
Clear Height (min)	7'-0"	6'-0"

- d. The platform of the mechanical lift on which the automobile is first placed shall be individually accessed and shall be placed so that the location of the platform and access to the platform meet all applicable requirements of Division 4C.4. (Automobile Parking).
- e. The lift equipment or computerized parking structure shall meet any applicable building, mechanical and electrical code requirements as approved by the Department of Building and Safety.
- f. All mechanical automobile lifts and robotic parking structures shall be subject to 4C.4.3.C.2. (*Location of Parking Stalls*).

D. Measurement

1. Parking Stall Width

The narrowest horizontal distance between opposite edges of a parking stall.

2. Parking Stall Depth

The horizontal distance measured perpendicular to the parking stall width from one edge of a parking stall to the opposite edge. A minimum parking stall depth shall be met for all portions of the parking stall width.

3. **Parking Bay Width**

The horizontal distance between opposite edges of a parking bay measured perpendicular to the drive lane.

4. **Parking Angle**

The angle measured from the long edge of a parking stall to the drive lane.

5. **Clear Height**

Minimum clear height is measured as the vertical dimension of a parking stall at the lowest point, from finished grade or floor elevation to the ceiling or other fixed obstruction for the full width and depth of the parking stall.

6. **Clear Width**

Minimum clear width is measured as the horizontal dimension of a parking stall at the narrowest point between walls or other fixed obstructions for the full depth of the parking stall.

E. **Exceptions**

A parking area providing attendants to park the vehicles at all times when the parking area is open for use does not have to meet the requirements of the following of *Sec. 4C.4.4.C.11. (Parking Stall Dimensions)* and *Sec. 4C.4.4.C.14. (Parking Bay Dimensions)*.

F. **Relief**

1. A deviation from parking area design standards may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
2. A reduction in required number of standard parking stalls by 10% in lieu of compact parking stalls may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
3. A deviation in required parking stall dimensions or parking bay dimensions may be allowed as a variance in accordance with *Sec. 13.7.3 (Variance)*.

SEC. 4C.4.5. **PARKING LOT DESIGN**

A. **Intent**

Ensure parking lots are designed to create safe, comfortable and attractive environments for users and pedestrians along the adjacent public right-of-way, while also mitigating heat island effects, absorbing noise pollution, managing stormwater runoff, sequestering carbon emissions and supporting urban biodiversity through landscaping and surface design.

B. **Applicability**

1. Parking lot design standards apply to all automobile parking areas that are not contained within a parking structure. For parking structure design standards see *Sec. 4C.4.5 (Parking Structure Design)*.
2. Parking lot landscaping standards apply to all automobile parking areas containing 5 or more parking stalls.

C. **Standards**

1. **Surfacing**

- a. All automobile parking areas shall be graded and drained to collect, retain and infiltrate surface water on-site by applying Low Impact Development practices and standards in accordance with *LAMC Section 64.72. (Stormwater Pollution Control Measures for Development Planning and Construction Activities)*.
- b. Parking lots shall be surfaced with hard, durable asphaltic paving which has been mixed at a plant and is at least two inches thick after compaction, with portland cement paving at least three inches thick or with an alternative paving material described below.
 - i. Alternative paving materials include the following: porous asphalt, porous concrete, permeable interlocking concrete pavers, permeable pavers, decomposed granite, crushed rock, gravel, and restrained systems (a plastic or concrete grid system confined on all sides to restrict lateral movement, and filled with gravel or grass in the voids.)
 - ii. Alternative paving materials are permitted for use in every parking lot, subject to the following standards:
 - a) Any product installed within areas designated by the Fire Department as a fire lane must be approved by the Fire Department.
 - b) Permeable interlocking concrete pavers and permeable pavers shall have a minimum thickness of 80 mm (3.14 inches).
 - c) If plantings are an element of the alternative paving material, the irrigation system shall not utilize potable water except for plant establishment.

- d) Products and underlying drainage material shall be installed per manufacturers' specifications. Sub-grade soils shall be compacted as required per the product installation specifications.
- e) Decomposed granite, crushed rock and gravel shall only be allowed for driveways and parking areas serving a maximum of two dwelling units.

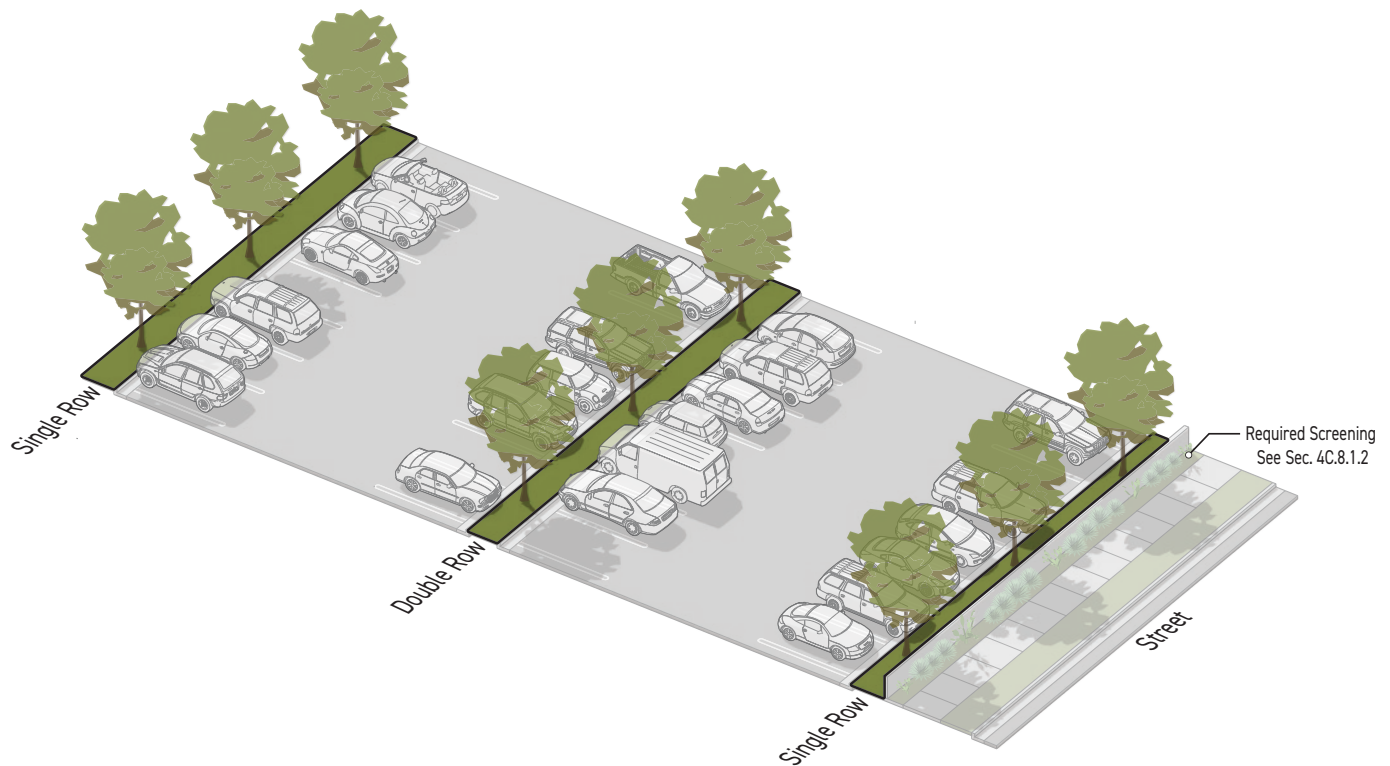
2. **Parking Lot Landscaping**

a. **General**

- i. Projects may comply with either Option 1 or Option 2 in order to meet the requirements of this Section.
- ii. The required stall length of parking stalls may overhang the planting areas required by the parking lot landscaping standards by 2 feet or less.
- iii. All planting areas shall comply with *Sec. 4C.4.4. (Plant Design & Installation)* in addition to any planting area requirements of the chosen parking lot landscaping option.

b. Option 1: Prescriptive Standard

- i. Trees planted within a planting area located along a single row of parking stalls shall be provided at a rate of 1 large species tree or 2 small species trees for every 34 parking stalls.
- ii. Trees planted between two rows of parking stalls shall be provided at a rate of 1 large species tree (Sec. 4C.4.4.C.3.a.) or 2 small species trees (Sec. 4C.4.4.C.3.a.) for every 68 parking stalls.
- iii. Trees planted between two rows of parking stalls shall be provided at a rate of 1 large species tree (Sec. 4C.4.4.C.3.a.) or 2 small species trees (Sec. 4C.4.4.C.3.a.) for every 6 parking stalls.
- iv. Required trees shall be spaced evenly along the entire length of the required planting area.



- v. When calculating the total number of trees results in a fraction of a tree, any fraction less than one-half may be disregarded and any fraction of one-half or more will require one additional tree.

c. Option 2: Performance-Based Standard

Trees shall be planted so that at least 50% of all parking lot stalls will be shaded by tree canopy after 10 years of planting.

3. Screening

- a. Where a parking lot faces a frontage lot line, common lot line or an alley lot line the entire length of the parking lot shall be screened.
 - i. A type *F2 frontage screen* (Sec. 4C.8.1.C.2.b.) or a type *F3 frontage screen* (Sec. 4C.8.1.C.2.c.) is required between the parking lot and frontage lot lines for any portion of the length of the parking lot that faces a frontage lot line.
 - ii. A Type *T1 transition screen* (Sec. 4C.8.2.C.2.a.) is required between the parking lot and common lot lines shared with lots having a 1L, 2L, 3L or 4L Density District for any portion of the length of the parking lot that faces a common lot line.
 - iii. A Type *T1 transition screen* (Sec. 4C.8.2.C.2.a.) is required between the parking lot and alley lot lines for any portion of the length of the parking lot that faces an alley lot line where lots zoned with a 1L, 2L, 3L or 4L Density District abut the opposite side of the alley right-of-way.
- b. The required stall length of parking stalls may overhang the planting area of a required frontage screen or transition screen by 2 feet or less.
- c. Screens may only be located in a frontage yard where they comply with frontage yard fences and wall standards in the applied *Frontage District (Part 3B)*.

4. Containment Perimeter

Parking lots shall include a containment perimeter that obstructs motor vehicles from leaving the designated parking lot. The containment perimeter shall be providing using one or more of the following containment methods around the entire perimeter except for crossings and access points required for driveways, drive aisles, pedestrian accessways, pedestrian passageways:

- a. Continuous curbs of no less than 4 inches in height.
- b. Permanent bollards, walls, raised planters, or a similar containment method having a height no less than 30 inches and having a clear width of no more than 66 inches.
- c. A planting area meeting Sec. 4C.6.4.C.2 (*Planting Areas*) with no horizontal dimension less than 5 feet.

5. Lighting

Parking areas shall be illuminated in accordance with Sec. 4C.10.1. (*Outdoor Lighting*).

D. Measurement

1. For lot line determination see *Sec. 14.1.12 (Lot Line Determination)*.
2. For frontage yard designation see *Sec. 14.1.20.G. (Frontage yard)*.
3. For parking frontage setback see *Sec. 3C.2.1. (Parking Setback)*.
4. For the length that a parking lot is facing a lot line see *Sec. 14.1.6. (Facing)*.
5. To measure planting area width see *Sec. 4C.4.4.D.1 (Planting Area Width)*.

E. Relief

1. A deviation from any parking lot design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
2. A deviation from any parking lot design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.4.6. **PARKING STRUCTURE DESIGN**

A. **Intent**

To limit the visual and environmental impact of motor vehicle use areas on the public realm to extent appropriate to the mobility context.

B. **Applicability**

1. **General**

Parking structure design standards apply to all parking structures.

2. **Primary St.**

Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment under the "Primary St." heading, the specified parking structure design standards apply to all portions of a structure that face a primary street lot line and include a motor vehicle use area within 30 feet of the primary street lot line-facing facade.

3. **Side St.**

- a. Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment under the "Side St." heading, the specified parking structure design treatment standards apply to all portions of a structure that face a side street lot line and include a motor vehicle use area within 30 feet of the side street lot line-facing facade.
- b. On a lot zoned with a *Dual Frontage District (Div 4B.8.)*, the parking structure design treatment standards specified under the "Side St." heading, apply to all portions of a structure that face a special lot line and include a motor vehicle use area within 30 feet of the special lot line facing facade.

4. **Parking Garage**

Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment under the "Parking Garage" subheading, the specified parking structure design treatment standards apply to all parking garages.

5. **Integrated Parking**

Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment under the "Integrated Parking" subheading, the specified parking structure design treatment standards apply to structures including integrated parking.

6. **Ground Story**

Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment for the ground story, the specified parking structure design treatment standards apply along the ground story facade.

7. Upper Stories

Where the applied *Development Standard District (Part 4B)* specifies a parking structure design treatment for upper stories, the specified parking structure design treatment standards apply along upper story facades.

C. Standards

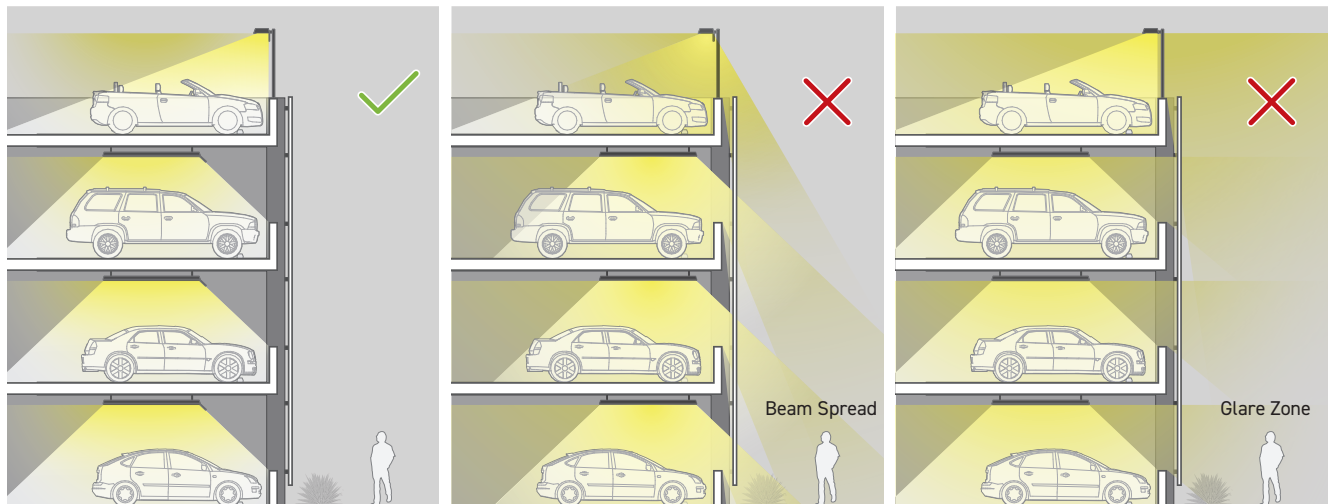
1. General

- a. Parking structure design treatments are hierarchical according to the following order:
 - i. Screened Parking
 - ii. Concealed Parking
 - iii. Adaptable Parking
 - iv. Wrapped Parking
- b. If a treatment listed with a lower number is specified by the applied *Development Standards District (Part 4B)*, the applicant may choose to meet the standards of a treatment with a higher number.
- c. Ground story motor vehicle use areas located in a parking structure shall also meet any parking setback standards specified by the applied *Frontage District (Part 3B)*.

2. Lighting

All luminaires located in parking structures shall meet the following standards:

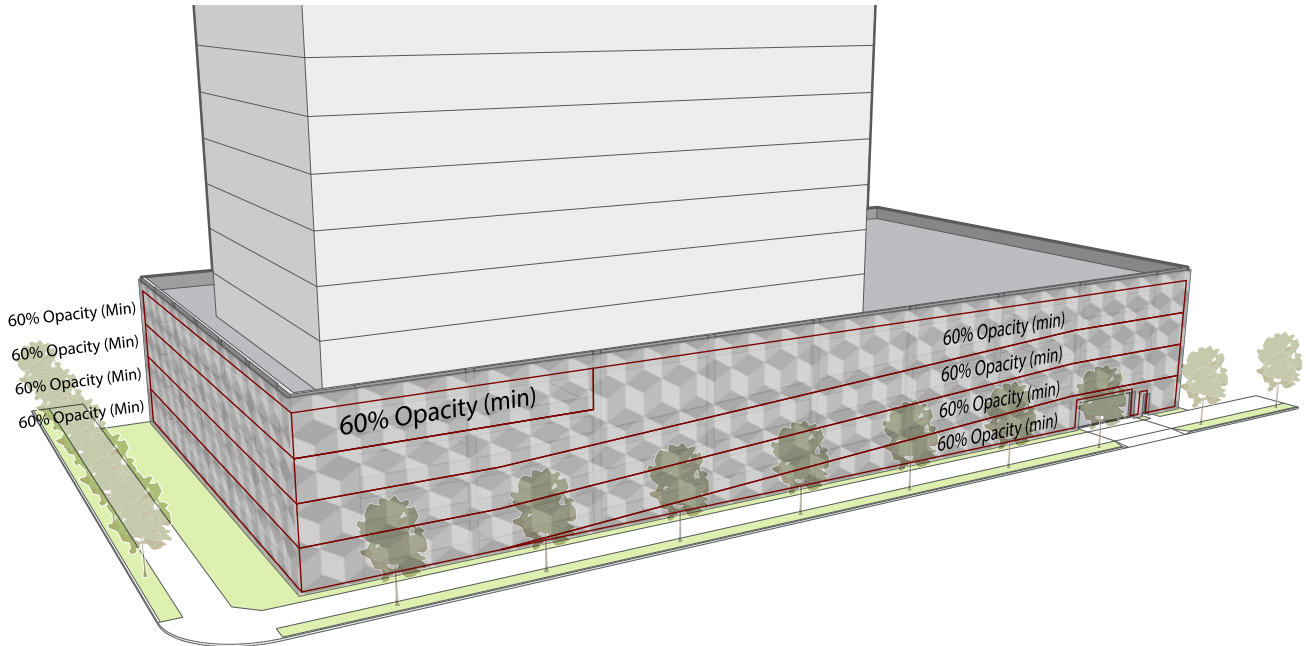
- a. Luminaires shall meet the standards of *Sec. 4C.10.1. (Outdoor Lighting)*.
- b. Beam spread and glare zone from luminaires shall be contained within the parking structure.



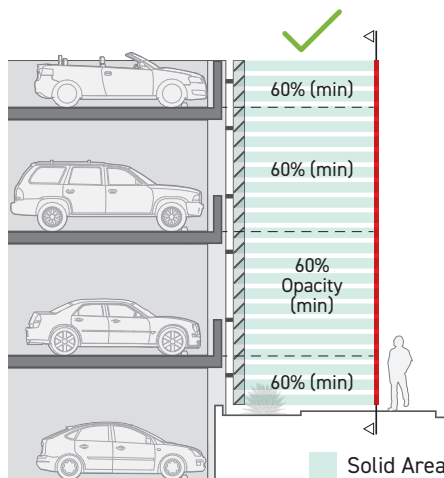
3. Parking Structure Design Treatments

a. Screened Parking

Intended to limit the visual and environmental impact of motor vehicle use areas on the public realm.

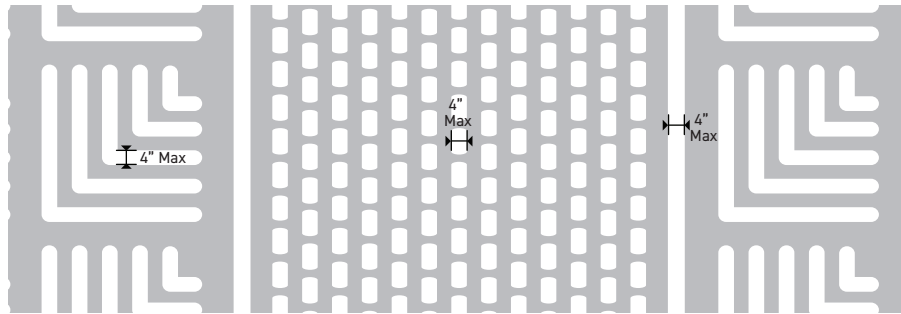


- i. Parking structure facades required to be screened shall meet any frontage standards required by the applicable Frontage District.
- ii. All above grade parking structure facades shall be screened with a permanent structure that meets the following standards:
 - a) Shall not have less than 60% opacity for any individual tier of parking measured in elevation projection.



- Automobile Parking -

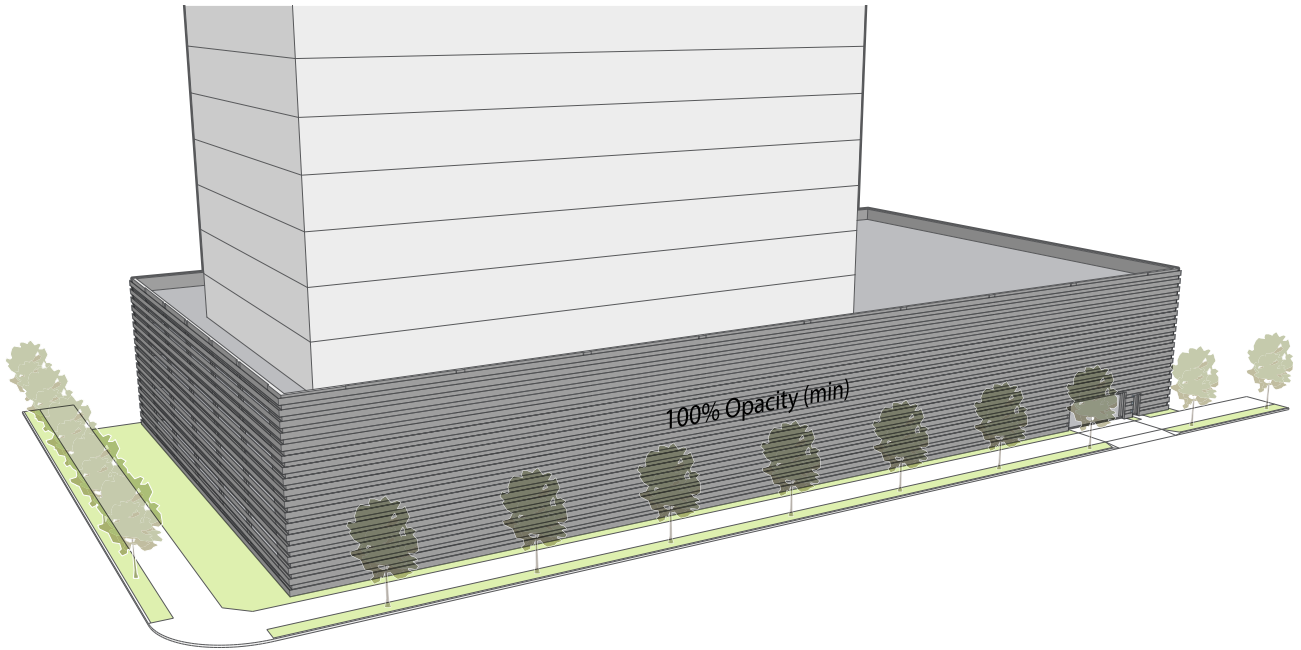
- b) Openings in screens shall be 4 inches or less in at least one dimension except for openings provided for pedestrian or vehicle access.



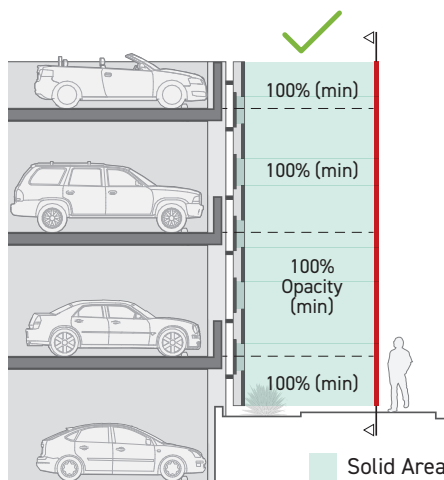
- c) Upper story parking screening, when projected from an angle of elevation of 45 degrees shall not have a lower opacity than when measured in elevation projection.
 - d) Parking structure screen openings accommodating automobile access are allowed for a width no greater than the maximum allowed driveway width allowed by the applicable Development Standards District.
 - e) Parking structure screen openings accommodating pedestrian accessways are allowed for a width no greater than 8 feet in width for each individual pedestrian accessway. Where an opening in the parking garage screening accommodates both pedestrian and automobile access, the maximum allowable opening width is 8 feet greater than the maximum allowed driveway width.
 - f) Parking structure screen openings shall have a height no greater than 1 story.
- iii. In addition to the screening above, a F-Screen 1 or F-Screen 2 frontage screen (Sec. 4C.8.1.C.2.) is required between ground story parking and all frontage lot lines.

b. Concealed Parking

Intended to entirely block views of cars, people and direct light from inside parking structures to the public realm.



- i. Parking structure facades required to be concealed shall meet any frontage standards required by the applicable Frontage District.
- ii. All above-grade parking structure facades shall be screened with a permanent structure meeting the following standards:
 - a) Shall not have an opacity of less than 100%.



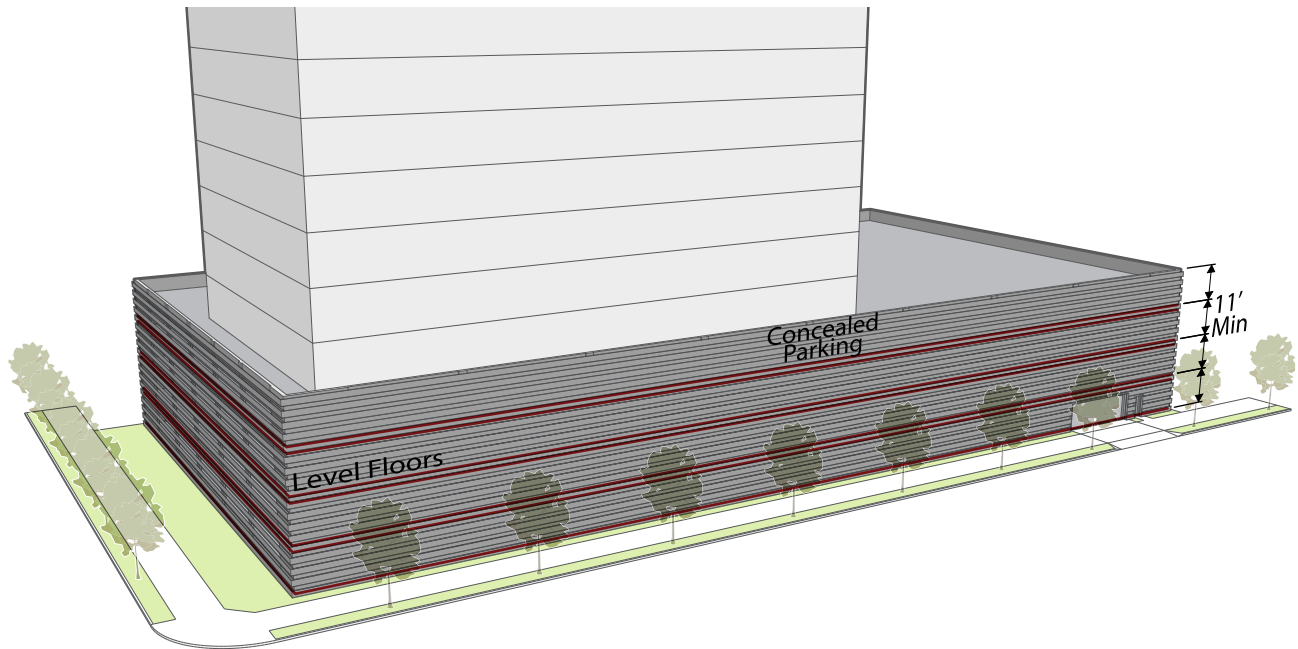
- b) Parking structure enclosures shall not include perforated metal screening products.

- Automobile Parking -

- c) Parking structure screen openings accommodating automobile access are allowed for a width no greater than the maximum allowed driveway width allowed by the applicable Development Standards District.
 - d) Parking structure screen openings accommodating pedestrian accessways are allowed for a width no greater than 8 feet in width for each individual pedestrian accessway. Where an opening in the parking garage screening accommodates both pedestrian and automobile access, the maximum allowable opening width is 8 feet greater than the maximum allowed driveway width.
 - e) Parking structure screen openings shall have a height no greater than 1 story.
- iii. In addition to the screening above, a type F-Screen 1 or F-Screen 2 frontage screen (Sec. 4C.8.1.C.3) is required between ground story parking and all frontage lot lines.

c. **Adaptable Parking**

Intended to ensure floors used for parking are built in a way that allows motor vehicle use areas to change to active uses in the future without significant structural renovation.



- i. Parking structure facades required to be adaptable shall meet any frontage standards required by the applicable Frontage District.
- ii. Where required to be adaptable by the applicable Development Standards District; parking structures shall meet the following standards for a minimum depth of 30 feet from the applicable street-facing building facade:
 - a) Floor plates shall be level except to the minimum extent required for drainage.
 - b) Structure shall be constructed to accommodate loads associated with office building corridors above first floor as indicated by the Los Angeles Building Code.
 - c) Floor to floor heights shall be a minimum of 11 feet.
- iii. All parking required to be adaptable shall also meet the standards for concealed parking (Sec. 4C.4.6.C.3.b.).

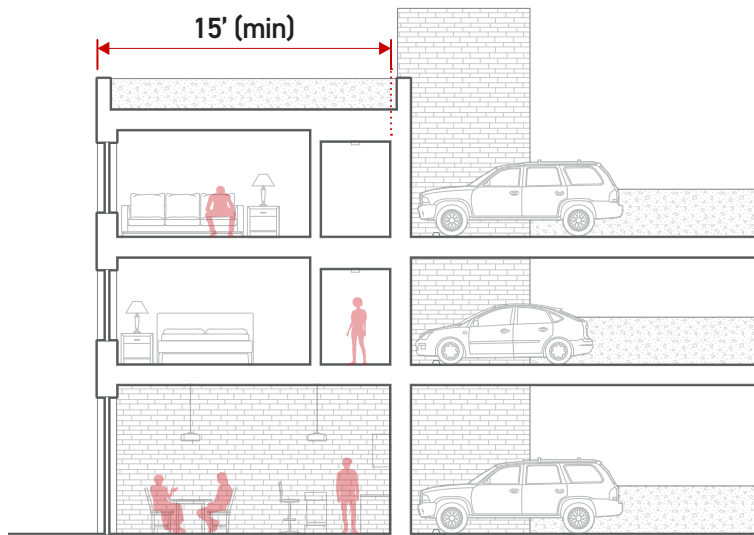
d. **Wrapped Parking**

Intended to ensure active uses along the public right-of-way in order to provide a human-scale and visual interest to buildings along streets and sidewalks, contributing to public safety, walkability and social engagement.



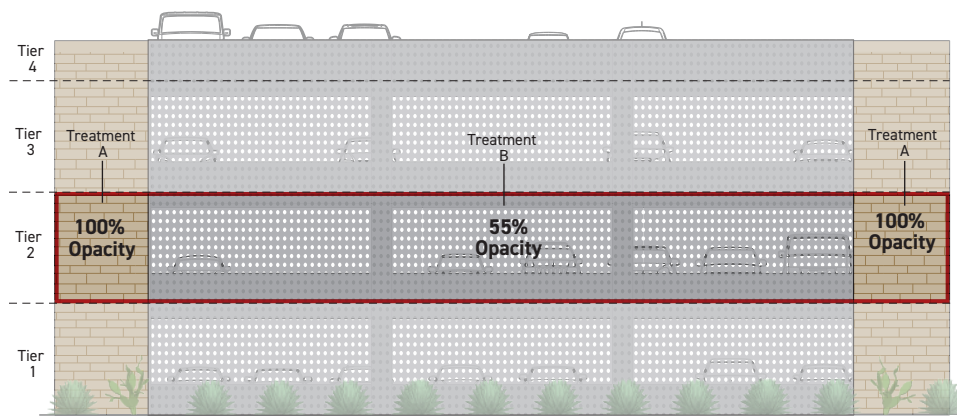
- i. Parking structure facades required to be wrapped shall meet any frontage standards required by the applicable Frontage District.

- ii. Where parking structures are required to be wrapped by the applicable Development Standards District; parking structures shall meet the following standards for the portion of the building width required to meet the minimum build-to width specified in the applicable Frontage District.
 - a) Parking and other motor vehicle use areas shall be separated from the frontage lot line by indoor active uses for a minimum depth of 15 feet measured from the applicable street-facing building face.
 - b) For the purpose of wrapping parking, active uses include indoor occupiable spaces designed and intended for tenants, residents or guests. Areas for circulation, storage, mechanical equipment, utilities, and waste collection shall not account for more than 15% of an area designated as an active use on any story.



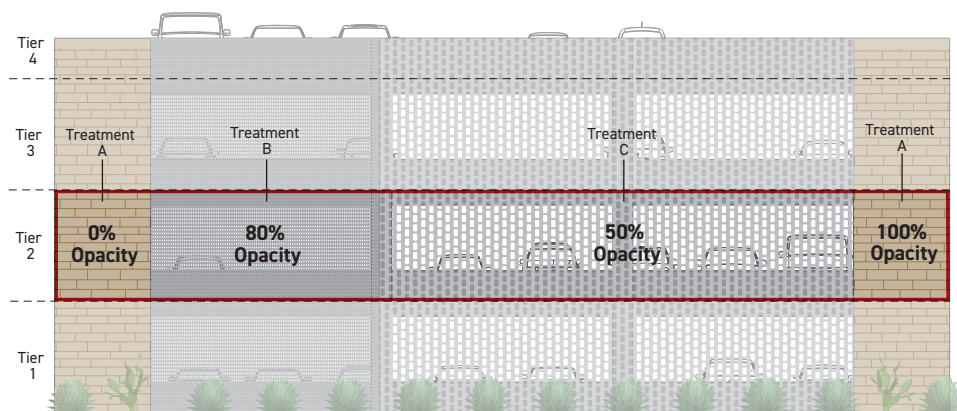
- iii. The portion of the building width not required to meet the minimum build-to width required by the applicable Frontage District may meet either the standards for wrapped parking or concealed parking (Sec. 4C.4.6.C.3.b.).

D. Measurement



✓

TIER 2 OPACITY CALCULATION			
	% OPACITY	PORTION OF TOTAL FACADE AREA	WEIGHTED VALUE
TREATMENT A	100%	0.2	20%
TREATMENT B	55%	0.8	42%
TIER 2 TOTAL OPACITY			62%



✓

TIER 2 OPACITY CALCULATION			
	% OPACITY	PORTION OF TOTAL FACADE AREA	WEIGHTED VALUE
TREATMENT A	100%	0.2	20%
TREATMENT B	80%	0.3	24%
TREATMENT C	50%	0.5	25%
TIER 2 TOTAL OPACITY			69%

1. Opacity

- a. Opacity of screening is calculated separately for each tier of parking on each building facade.
- b. Minimum opacity is measured as a percentage calculated as the sum of all solid areas on a parking facade area divided by the total parking facade area projected horizontally and perpendicular to the facade area. Also see *Sec. 14.1.13. (Opacity %)*.
- c. When a parking structure tier uses more than one screening treatment with varying opacities, the opacity for the entire tier is calculated as a weighted average of the opacities of all the treatments used on the tier. The opacity of each screening treatment is weighted by the percent of the total parking screen facade area covered by that screening treatment.
- d. For the purpose of measuring opacity, above-grade portions of underground and ground story parking structure facade area using a green wall meeting the standards of *Sec. 3C.4.2.E.3.c. (Green Wall)* are considered to have an opacity of 60%.

2. Parking Structure Screen Openings

- a. Parking structure screen opening width is measured as the maximum horizontal dimension of the area not including the parking structure treatment required by *Part 4B. (Development Standard Districts)*. Parking structure screen opening width is measured parallel to the parking structure facade.
- b. Parking structure screen opening height is measured as the maximum vertical dimension of the area on a parking structure facade that does not include the parking structure treatment required by *Part 4B. (Development Standard Districts)*.

E. Exceptions

Sites that have a total lot area of less than 30,000 square feet and contain parking structures where upper stories are required to comply with *Sec. 4C.4.6.C.3.d. (Wrapped Parking)* may design upper story portions of parking structures to comply with the following standards rather than with *Sec. 4C.4.6.C.3.d. (Wrapped Parking)*:

1. Upper story motor vehicle use areas shall be in a fully enclosed building; and
2. The parking structure facades shall meet all standards specified by the applied *Frontage District (Part 3B)*.

F. Relief

1. An alternative to any parking structure design standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any parking structure design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any parking structure design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.5. **TRANSPORTATION DEMAND MANAGEMENT**

SEC. 4C.5.1. **SMALL PROJECTS**

A. **Intent**

To alter travel behavior through programs of incentives, services, and policies appropriate for small projects, including encouraging the use of alternatives to single-occupancy vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work-schedule that move trips out of the peak period or eliminates them altogether.

B. **Applicability**

Small projects transportation demand management standards apply to new construction and additions adding more than 25,000 square feet of non-residential floor area.

C. **Standards**

Applicants shall execute and record a covenant and agreement to the satisfaction of LADOT, to provide and continually maintain in a state of good repair a bulletin board, display case, or kiosk meeting the following standards:

1. The required bulletin board, display case or kiosk shall be located where the greatest number of employees are likely to see it.
2. The required bulletin board, display case or kiosk display shall include, but is not limited to, the following:
 - a. Current routes and schedules for public transit serving the site;
 - b. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;
 - c. Ridesharing promotion material supplied by commuter-oriented organizations;
 - d. Regional/local bicycle route and facility information;
 - e. A listing of on-site services or facilities which are available for carpool, vanpool, bicycle, and transit riders.

D. **Measurement**

[None]

E. **Relief**

1. An alternative to small project transportation demand management standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).

2. A deviation from any small project transportation demand management dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any small project transportation demand management standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.
4. In cases of extreme hardship, duly established to its satisfaction, the City Council, acting in its legislative capacity, and by resolution, may grant an exemption from any/or all the provisions of *Sec 4C.5.1. (Small Projects)*. In granting such an exemption, the City Council shall make the following findings:
 - a. Specific features of the development make it infeasible to satisfy all of the provisions of this subsection; and
 - b. The applicant has committed to provide equivalent alternative measures to reduce vehicle trips.

SEC. 4C.5.2. **MEDIUM PROJECTS**

A. **Intent**

To alter travel behavior through programs of incentives, services, and policies appropriate for medium projects, including encouraging the use of alternatives to single-occupancy vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work-schedule that move trips out of the peak period or eliminates them altogether.

B. **Applicability**

Medium projects transportation demand management standards apply to new construction and additions adding more than 50,000 square feet of non-residential floor area.

C. **Standards**

Applicants shall execute and record a covenant and agreement to the satisfaction of LADOT, to provide and continually maintain in a state of good repair the following trip reduction features:

1. All trip reduction features required for small projects (*Sec. 4C.5.1.*).
2. A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). This area shall include at least ten percent of the parking stalls required for the site. The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit;
3. One permanent, clearly identified (signed and striped) carpool/vanpool parking stall for the first 50,000 to 100,000 square feet of floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking stall for any development over 100,000 square feet of floor area;

4. Parking stalls clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking stalls within the designated carpool/vanpool parking area may be used by other vehicles;
5. No signed and striped parking stalls for carpool/vanpool parking shall displace any handicapped parking;
6. A statement that preferential carpool/vanpool spaces are available on-site and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board;
7. Additional carpool/vanpool spaces within the designated preferential area will be signed and striped for the use of ridesharing employees based on demand for such spaces;
8. A minimum vertical clearance of 7 feet 2 inches shall be provided for all parking stalls and accessways used by vanpool vehicles when located within a parking structure;
9. Bicycle parking shall be provided in conformance with *Div. 4C.3 (Bicycle Parking)*.

D. **Measurement**

[None]

E. **Relief**

1. An alternative to medium project transportation demand management standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).
2. A deviation from any medium project transportation demand management dimensional standard of up to 10% may be requested in accordance with Sec. 13B.5.2 (Adjustment).
3. A deviation from any medium project transportation demand management standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).
4. In cases of extreme hardship, duly established to its satisfaction, the City Council, acting in its legislative capacity, and by resolution, may grant an exemption from any/or all the provisions of *Sec 4C.5.2. (Medium Projects)*. In granting such an exemption, the City Council shall make the following findings:
 - a. Specific features of the development make it infeasible to satisfy all of the provisions of this subsection; and
 - b. The applicant has committed to provide equivalent alternative measures to reduce vehicle trips.

SEC. 4C.5.3. **LARGE PROJECTS**

A. **Intent**

To alter travel behavior through programs of incentives, services, and policies appropriate for large projects, including encouraging the use of alternatives to single-occupancy vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work-schedule that move trips out of the peak period or eliminates them altogether.

B. **Applicability**

Large projects transportation demand management standards apply to new construction or additions adding more than 100,000 square feet of non-residential floor area.

C. **Standards**

Applicants shall execute and record a covenant and agreement to the satisfaction of LADOT, to provide and continually maintain in a state of good repair the following trip reduction features:

1. All trip reduction features required for small projects (*Sec. 4C.5.1.*).
2. All trip reduction features required for small or medium projects (*Sec. 4C.5.2.*).
3. A safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area;
4. Sidewalks or other designated passageways following direct and safe routes from the external pedestrian circulation system to each building in the development;
5. If determined necessary by the City to mitigate the project impact, bus stop improvements shall be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops;
6. Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

D. **Measurement**

[Reserved]

E. **Relief**

1. An alternative to large project transportation demand management standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).
2. A deviation from any large project transportation demand management dimensional standard of up to 10% may be requested in accordance with Sec. 13B.5.2 (Adjustment).

3. A deviation from any large project transportation demand management standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).
4. In cases of extreme hardship, duly established to its satisfaction, the City Council, acting in its legislative capacity, and by resolution, may grant an exemption from any/or all the provisions of Sec 4C.5.3. (*Large Projects*). In granting such an exemption, the City Council shall make the following findings:
 - a. Specific features of the development make it infeasible to satisfy all of the provisions of this subsection; and
 - b. The applicant has committed to provide equivalent alternative measures to reduce vehicle trips.

F. **Monitoring**

LADOT shall be responsible for monitoring the owner/applicant's continual implementation and maintenance of the project trip reduction features required by this ordinance.

DIV. 4C.6. **PLANTS**

SEC. 4C.6.1. **PROTECTED VEGETATION**

Provisions for protected vegetation are outlined in *LAMC Sec. 46.02. (Requirements for Public Works Permits to Relocate or Remove Protected Trees and Shrubs)* and *Sec. 11.1.3.P. (Protected Vegetation Regulations)*.

SEC. 4C.6.2. **REQUIRED TREES**

A. **Intent**

To maintain and increase the City's tree canopy, reduce consumption of electricity, improve air quality, promote infiltration of stormwater runoff, offset urban heat island effect, mitigate noise pollution, sequester carbon and support urban biodiversity.

B. **Applicability**

Any new construction or site modification shall comply with the required tree standards.

C. **Standards**

1. One *large species tree (Sec. 4C.4.4.C.3.a.i.a.)* or two *small species trees (Sec. 4C.4.4.C.3.a.i.b.)* shall be planted for every 4,000 square feet of total floor area constructed on a lot. For each additional 4,000 square feet of floor area, one additional one large species tree or two small species trees shall be required. However, no less than one *large species tree (Sec. 4C.4.4.C.3.a.i.a.)* or two *small species trees (Sec. 4C.4.4.C.3.a.i.b.)* shall be planted on every lot.
2. One large species tree or two small species trees shall be planted for each 500 square feet of total required on-site planting area.
3. One small tree planted in a pedestrian amenity space or public amenity space is permitted in lieu of two small trees. One large tree planted in a pedestrian amenity space or public amenity space is permitted in lieu of large trees.
4. Required trees shall be planted either on-site, in a common area accessible to multiple lots from a shared pedestrian accessway, or in the abutting parkway. Trees planted in the parkway require approval from the Board of Public Works or its designee per *LAMC Sec. 63.169 (Permit Required to Plant Streets)*.
5. When calculating the total number of required trees results in the requirement of a fraction of a tree, any fraction up to and including one-half may be disregarded and any fraction over one-half will require one additional tree.
6. Trees provided to comply with other standards, including *Sec. 4C.4.4. (Parking Lot Design)*, *Sec. 4C.6.4. (Planting Areas)*, *Div. 4C.8. (Screening)*, *Sec. 3C.4.2.E.2. (Ground Story Inactive Wall Treatment Options)*, *Sec. 3C.4.2.E.3. (Foundation Inactive Wall Treatment Options)*, and *Sec.*

8.3.2.A.3. (*Freeway Screening*), may also be counted toward compliance with required trees standards. Additional trees beyond the minimum number required to comply with this section, *required trees* (Sec. 4C.6.2.), may be required to comply with other standards.

7. All required trees shall be planted in accordance with the plant design and installation standards outlined in Sec. 4C.6.4. (*Plant Design & Installation*).

D. **Measurements**

1. For measuring floor area see Sec. 14.1.7 (*Floor Area*).
2. For large tree measurements see Sec. 4C.4.4.C.3 (*Tree Types*).
3. For small tree measurements see Sec. 4C.4.4.C.3 (*Tree Types*).
4. For measurement of caliper see Sec. 4C.4.4.D.10. (*Caliper*).
5. For measurement of container size see Sec. 4C.4.4.D.9. (*Container Size*).

E. **Relief**

1. An alternative to tree planting standards may be requested in accordance with Sec. 13B.5.1 (*Alternative Compliance*).
2. A Director's Determination may be requested to plant a required tree off-site on private property (with prior approval of the property owner) or along public streets (with the prior approval of the Board of Public Works or its designee) within one mile of the lot of the project, or pay an in-lieu fee in accordance with LAMC Sec. 62.177 (*Establishment of Tree Replacement and Planting In-Lieu Fee*) instead of planting a required tree. In order to approve the Director's Determination, the Director of Planning shall make the supplemental finding that required trees cannot feasibly be planted on-site or in the abutting parkway.
3. A deviation from any tree requirement standard may be allowed as a variance in accordance with Sec. 13B.5.3 (*Variance*).

SEC. 4C.6.3. **STREETSCAPE**

[RESERVED]

SEC. 4C.6.4. **PLANT DESIGN & INSTALLATION**

A. **Intent**

To provide the necessary elements to support a healthy urban ecological system.

B. **Applicability**

1. All plants shall comply with plant design and installation standards unless otherwise specified.
2. Where standards are specified as applying only to required plants, these standards do not apply to plants which are not required by this Zoning Code (Chapter 1A).

C. **Standards**

1. **General**

- a. No invasive species may be planted in the city of Los Angeles. Any plant listed by the California Invasive Plant Inventory as an invasive or watch plant (including the ratings of "limited", "moderate", "high" or "watch") is considered an invasive species. (<https://www.cal-ipc.org/plants/inventory/>)
- b. Plants shall not interfere with visibility at intersections and driveways per *LAMC Sec. 62.200 (Street Intersections - Obstructions to Visibility)*.
- c. No plant identified by the Los Angeles Fire Department as a prohibited flammable plant species is allowed in a Very High Fire Severity Hazard Zone, as established in *LAMC Sec. 57.4908.1 (Very High Fire Severity Zone Established)*.
- d. No artificial plants, trees, or other plants may be installed as required planting.
- e. Required planting located on a lot identified as being within a targeted planting area established by the *Targeted Planting Map (Sec. 1.4.5.)* shall meet the requirements outlined in the targeted planting list for the applicable targeted planting area.
- f. Projects with planting areas may be subject to water efficiency standards according to *LAMC Sec. 99.04.304 (Outdoor Water Use)* and *LAMC Sec. 99.05.304 (Outdoor Water Use)*.
- g. Projects with planting areas may be subject to *LAMC Sec. 64.72 (Stormwater and Urban Runoff Pollution Control Measures for Development Planning and Construction Activities)*.

2. Planting Areas

An area on a lot designated and designed for plants.

a. General

- i. Area that includes structures, foundation walls, footings or flatwork shall not count toward any planting area requirement with the following exceptions:
 - a) Planters located within 10 feet of a building that are used to meet LAMC Sec. 64.72 (*Stormwater and Urban Runoff Pollution Control Measures for Development Planning and Construction Activities*) may count toward required planting area.
 - b) Planters located on or above a structure (examples include: roofs, terraces, bridges, balconies, and above or below ground parking structures) may count toward required planting area.
- ii. Where planters are allowed to count toward planting area (See Sec. 4C.6.4.C.2.a.i.), planters shall not be more than 4 feet in height, measured from finished grade.
- iii. Where planters are allowed to count toward planting area (See Sec. 4C.6.4.C.2.a.i.), planters located within 5 feet of the public right-of-way, and located entirely below the top of the ground story, shall not have facing the public right-of-way.
- iv. Planting areas shall include an automatic irrigation system in compliance with LAMC Sec. 99.04.304 (*Outdoor Water Use*).
- v. Planting areas shall have no horizontal dimension less than 3 feet.
- vi. Planting areas shall have a minimum plant coverage of 75 percent.
- vii. All plants required to meet the minimum plant coverage standard shall meet the applicable plant type planting specification standards in Sec. 4C.6.4.C.3. (*Plant Type*). When rooftop planting area standards (Sec. 4C.6.4.C.2.b.) apply and conflict with the plant type planting specifications, rooftop planting area standards supersede.
- viii. Planting areas shall include at least the minimum number of trees as specified in Sec. 4C.6.2.C.3. (*Standards*).

b. Rooftop Planting Areas

Plants provided on or over a built structure, including but not limited to, a roof, a bridge, a balcony or a parking structure, shall comply with the following standards:

- i. Where rooftop planting area standards conflict with plant type planting hole standards (Sec. 4C.6.4.C.3.), rooftop planting area standards supersede.

- Plants -

ii. Minimum soil depth or soil volume for required plants, is as follows:

TREES			OTHER PLANTS	
Height at Maturity	Soil Volume (min)	Soil Depth (min)	Height at Maturity	Soil Depth (min)
15' to 19'	220 ft ³	36"	<5.9"	12"
20' to 24'	400 ft ³	36"	6" to 11"	18"
25' to 29'	620 ft ³	42"	1' to 7'	24"
30' to 34'	900 ft ³	42"	8' to 14'	30"
35' to 39'	1,200 ft ³	42"	15' to 24'	36"
40' or more	1,600 ft ³	48"	25' or more	42"

iii. All large species trees shall be setback from the edge of the roof a minimum of two-thirds the mature height of the tree measured perpendicularly from the edge of the roof to the center of the tree trunk. The required setback may be reduced by an amount equivalent to the height of a guard rail or wall that is provided along the perimeter of the roof edge. The guard rail or wall height is measured vertically from the top of the roof to the topmost point of the wall or guardrail.

iv. All rooftop gardens and landscapes, occupied or unoccupied, shall comply with *LAMC Sec. 57.317 (Rooftop Gardens and Landscaped Roofs)*.

3. Plant Type

a. Trees

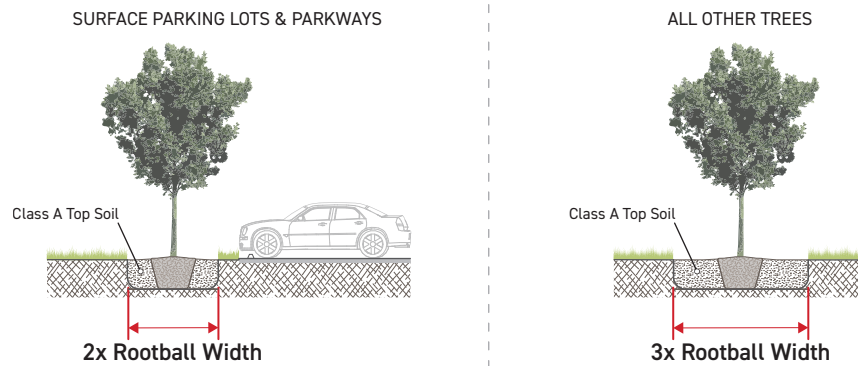
i. General

- a) Palms and bamboo do not count as required trees, with the exception of existing palm trees located on a lot identified as being within a targeted planting area established by the Targeted Planting Map (Sec. 1.4.5.). In these targeted planting areas, existing palms may count as a required tree provided that the specific palm tree species meets the requirements outlined in the targeted planting list for the applicable targeted planting area.
- b) Existing trees count toward the minimum tree requirement based on tree type (large species or small species) in accordance with Sec. 4C.6.4.C.3.a. (*Tree Types*), provided each tree is healthy and has a minimum 1 inch caliper, and meets all other applicable standards. An existing significant tree is permitted in lieu of two large species trees or four small species trees.

ii. Tree Types

- a) Large species tree shall have a minimum height of 30 feet at maturity.
- b) Small species tree shall have a height at maturity between 15 and 30 feet.

iii. Planting Specifications



All trees that are provided in order to comply with a standard in this Zoning Code (Chapter 1A) and their planting holes shall meet the following standards:

- a) Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.
- b) For trees located in surface parking lots and parkways, planting holes shall be a minimum width of 2 times the width of the rootball
- c) For all other trees, planting holes shall be a minimum width of 3 times the width of the rootball.
- d) Planting holes shall be no deeper than the height of the rootball.
- e) Planting hole shall be backfilled with class A top soil or native variety.
- f) Backfill soil shall be compacted to no more than 70%.
- g) Soil beneath the rootball shall be compacted to at least 90%.
- h) No other plants may be planted within 2 feet of a tree, measured from the center of the tree trunk.
- i) All required trees, shall have a minimum 15 gallon container size and a minimum caliper of 1 inch at the time of planting or as specified by *ASNS (American Standard for Nursery Stock)*.

b. Screening Plants

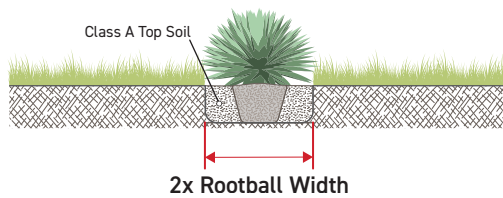
i. General

- a) Required screening plants shall be perennial including, shrubs, vines, succulents, grasses and ferns.
- b) Required screening plants shall have a minimum height at maturity of 3 feet.

ii. **Planting Specifications**

All screening plants and their planting holes provided to meet a screening requirement shall meet the following standards:

- a) Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.
- b) Planting holes shall have a minimum width of 2 times the width of the rootball.
- c) Planting holes shall be no deeper than the height of the rootball.
- d) Planting holes shall be backfilled with Class A top soil or native variety.

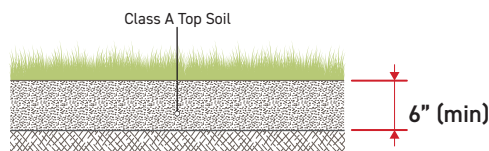


- e) Required screening plants shall have a minimum height of 18 inches at time of planting.

c. **Groundcover & Turf Plants**

Turf plants such as sodded or seeded grass areas provided to meet a planting requirement shall meet the following standards:

- i. Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.
- ii. Minimum top soil depth of 6 inches.
- iii. Top soil shall be Class A top soil or native variety.



d. **Hedges**

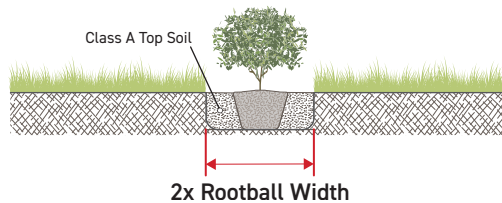
i. **General**

- a) Hedges include all shrubs planted closer than 1/2 of their height at maturity from another shrub or tree and all trees planted closer than 1/2 of their canopy diameter at maturity from another tree.
- b) Trees planted at least 3 feet apart having no branches a minimum of six feet from surrounding grade are not considered a hedge and are not regulated by maximum hedge standards.

ii. Planting Specifications

Shrubs and their planting holes provided as part of a hedge shall meet the following standards:

- a) Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.
- b) Planting holes shall have a minimum width of 2 times the width of the rootball.
- c) Planting holes shall be no deeper than the height of the rootball.
- d) Planting holes shall be backfilled with Class A top soil or native variety.



e. Living Walls

Living walls provided to meet a standard shall meet the following standards:

- i. Permanently attached to the exterior of a building or structure.
- ii. Automatic irrigation system permanently integrated into the assembly in compliance with *LAMC Sec 99.04.304 (Outdoor Water Use)*.
- iii. Growing medium shall be permanently integrated into the assembly while retaining the ability to remove, replace and maintain the plants and growing medium.
- iv. Minimum soil depth of 4 inches of Class A top soil or native variety
- v. Minimum 75 percent plant coverage at maturity, measured vertically.
- vi. For living walls adjacent to the public right-of-way, plants shall be maintained so as not to obstruct the public right-of-way.

f. All Other Plants

All plants, other than living walls, hedges, groundcover and turf plants, screening plants and trees provided to meet a planting requirement shall meet the following standards:

- i. Located within in a planting area meeting *Sec. 4C.4.4.C.2 (Planting Areas)*.
- ii. Planting holes shall have a minimum width of 2 times the width of the rootball.
- iii. Planting holes shall be no deeper than the height of the rootball.
- iv. Planting holes shall be backfilled with Class A top soil or native variety.

4. Maintenance

- a. All required plants shall be maintained in good and healthy condition.
- b. All required plants shall be allowed to reach and be maintained at no less than the anticipated spread at maturity or canopy diameter and the anticipated height at maturity.
- c. Landscape and screening areas shall be kept free of weeds and trash.
- d. "Topping," defined as removal of more than 1/3 of the leaves and branches of a tree as measured from the lowest branch on the trunk of the tree to the top of the tree, is prohibited, except as required by a City department, utility, or other government agency.

D. Measurement

1. Planting Area Width

Planting area width is measured as the narrowest horizontal dimension from one edge of an area complying with *Sec. 4C.4.4.C.2 (Planting Areas)* to the opposite edge.

2. Plant Coverage

Plant coverage is measured as the cumulative area of a planting area covered by plants divided by the total planting area.

- a. Trees count as plant coverage only for the portion of a planting area within 2 feet of a tree, measured as a circle, centered on the trunk of the tree, with a radius of 2 feet.
- b. All other plants count as plant coverage for 70% of the plant's anticipated *canopy diameter* or *spread at maturity (Sec. 4C.4.4.D.7.)*.

3. Canopy Diameter, Spread, and Height at Maturity

Canopy diameter at maturity, spread at maturity and height at maturity shall be specified in *Landscape Plants for California Gardens*, or other locally calibrated and professionally recognized source.

4. Soil Depth

Soil depth is measured as the shortest vertical dimension of growing medium provided, for all portions of a planting area.

5. Soil Volume

Soil volume is measured as the total volume of growing medium provided. Drainage layers and other elements located within a container or planter that are not growing medium are not included in the calculation of soil volume.

6. Rootball Depth

Depth of the rootball is measured from the root flare to the bottom of the root mass or bottom of the container.

7. Rootball Width

Width of the rootball is measured as the shortest horizontal dimension of the root mass or container from one end to the opposite end.

8. Height at Planting

- a. Height at planting is measured from the root flare.
- b. For evergreens, height at planting is measured vertically to the midpoint of the leader between the uppermost whorl (branch) and the top of the leader.
- c. For deciduous shrubs, height at planting is measured vertically to the top of the shortest of all canes.
- d. For all other plants, height at planting is measured vertically to the highest point of the plant.

9. Container Size

- a. Container Size is measured in accordance with the American Standard for Nursery Stock (ASNS).
- b. When a minimum container size is indicated by a standard, all equivalent or greater container sizes are also requested in accordance with ASNS Container class volume ranges.

10. Caliper

- a. For fruit trees, small fruits, understock and seedling trees and shrubs, caliper measurement shall be taken at the root collar or at the other points expressly described in the applicable Sections of the American Standard for Nursery Stock.
- b. Caliper for trees with multiple stems is measured as one-half the sum of the calipers of the three largest trunks.
- c. For all other plants, caliper measurement shall be taken six inches above the root collar.

11. Height at Maturity

- a. Height at maturity is measured from the root flare.
- b. For evergreens, height at maturity is measured vertically to the midpoint of the leader between the uppermost whorl (branch) and the top of the leader.
- c. For deciduous shrubs, height at maturity is measured vertically to the top of the shortest of all canes.
- d. For all other plants, height at maturity is measured vertically to the highest point of the plant.

E. Relief

1. An alternative to plant design and installation standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any plant design and installation dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any plant design and installation standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.7. **FENCES & WALLS**

SEC. 4C.7.1. **FRONTAGE YARD FENCES & WALLS**

For fences, walls, and hedges allowed in a frontage yard, see *Sec. 3C.3.2. (Frontage Yard Fences & Walls)*.

SEC. 4C.7.2. **SIDE/REAR YARD FENCES & WALLS**

A. **Intent**

To provide security and privacy for private ground story uses facing side and rear yards in a manner appropriate to context.

B. **Applicability**

All walls, fences and hedges located in a rear or side yard. See *Sec. 14.1.15. (Yards)*, excluding retaining walls. Retaining walls shall meet the standards of *Sec. 4C.10.2. (Retaining Walls)*.

C. **Standards**

1. Where a required *frontage screen (Sec. 4C.8.1.)* or *transition screen (Sec. 4C.8.2.)* includes a wall or fence with a minimum height that exceeds the maximum height established by *Sec 4C.7.2.C.2.* below, the maximum fence and wall height shall be 2 feet greater than the minimum fence and wall height specified by the required frontage or transition screen.
2. Side and rear yard fences, walls and hedges shall be no taller than specified in the following table:

SIDE/REAR YARD FENCE & WALL HEIGHT	
Use Districts	Height (Max)
Open Space	8'
Agricultural	8'
Residential	8'
Residential Mixed	8'
Commercial Mixed	8'
Commercial	None*
Industrial Mixed	8'
Industrial	None*
Public	None*

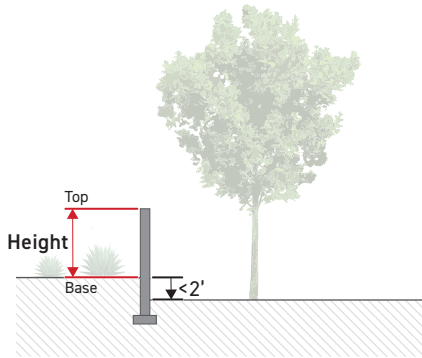
* A *class 1 conditional use permit (Sec. 13B.2.1.)* is required for fences and walls exceeding 8 feet in height or the maximum height established by *Sec 4C.7.2.C.1* above where they are adjacent to a lot zoned with a Use District other than a Commercial, Industrial, or Public Use District.

3. All fences and walls provided shall comply with *Sec. 4C.7.3 (Fence/Wall Design and Installation)*.

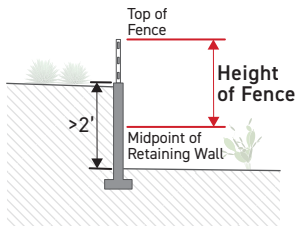
4. All hedges provided shall comply with *Sec. 4C.4.4. (Plant Design & Installation)*.

D. Measurement

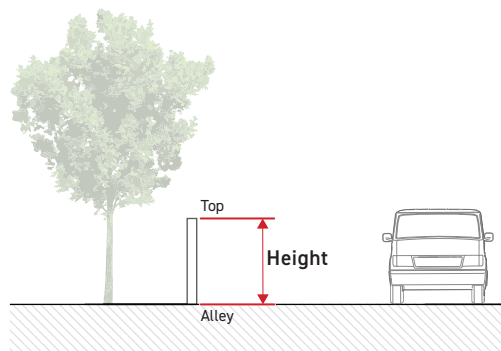
1. Where the difference in finished grade on either side of a fence or wall is less than 2 feet, height is measured from finished grade at the base of the wall or fence on the side with the highest finished grade. Finished grade on either side of a fence or wall is measured as the highest and lowest finished grade within 3 feet of the fence or wall.



2. Where the difference in finished grade on either side of a fence or wall is 2 feet or greater, height is measured from the top of the wall or fence to the average of the finished grades on either side of the fence or wall. Finished grade on either side of a fence or wall is measured as the highest and lowest finished grade within 3 feet of the fence or wall.



3. Fences and walls located in a rear yard or side yard adjacent to an alley are measured vertically from the nearest surface of the adjacent alley, to the topmost point of the wall or fence.



E. Relief

1. An alternative to side/rear yard fences and walls standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any side/rear yard fences and walls dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any side/rear yard fences and walls standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.7.3. **FENCE/WALL DESIGN & INSTALLATION**

A. **Intent**

To allow for needed security and privacy while preventing looming, and ensuring adequate access to light and air for abutting properties.

B. **Applicability**

All fences, walls and hedges provided on a lot shall comply with fence/wall design and installation standards unless otherwise specified.

C. **Standards**

1. **General**

- a. No wall or fence may be constructed of tires, junk, leaves or other discarded materials.
- b. Fences and walls shall not interfere with visibility at intersections and driveways see *LAMC Sec. 62.200 (Street Intersections - Obstructions to Visibility)*.

2. **Maintenance**

Walls and fences shall be maintained in good repair and shall be kept vertical, structurally sound and protected from deterioration.

D. **Measurement**

[Reserved]

E. **Relief**

1. An alternative to fence/wall design and installation standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any fence/wall design and installation dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any fence/wall design and installation standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.8. **SCREENING**

SEC. 4C.8.1. **FRONTAGE SCREENS**

A device or combination of elements along a frontage lot line that conceals, obstructs or protects the public realm from adjacent uses, *activities*, or *site elements*.

A. **Intent**

To mitigate negative impacts from subject uses, *activities*, or *site elements* with significant impacts on the public realm, promoting visual interest and increasing comfort for users of the public realm.

B. **Applicability**

Frontage screen standards are applicable when required by the applied *Use District (Part 5B)*, *Sec. 4C.2.2. (Motor Vehicle Use Area Design)*, *Sec. 4C.2.2.C.2. (Drive-Through Facilities)*, *Sec. 4C.2.2.C.3. (Freight Loading Areas)*, *Sec. 4C.4.4. (Parking Lot Design)* or *Sec. 4C.4.4. (Parking Structure Design)*.

C. **Standards**

1. **General**

- a. Required frontage screens shall be located between the use, area, or site element subject to screening requirements and all frontage lot lines. Any wall and planting area required by the frontage screen type shall be continuous with the following exceptions:
 - i. Openings in a required frontage screen accommodating pedestrian accessways are allowed for a width no greater than 8 feet in width for each individual pedestrian accessway. Where an opening in the frontage screen accommodates both pedestrian and automobile access, the maximum allowable opening width is 8 feet greater than the maximum allowed driveway width.
 - ii. Openings in a required frontage screen accommodating automobile access are allowed for a width no greater than the maximum allowed driveway width allowed by the applied *Development Standards District (Part 4B)*.
 - iii. For portions of frontage lot lines where a building of no less than 10 feet in height is located between the frontage lot line and the use, area, or site element subject to frontage screening requirements, no wall is required as part of the frontage screen, provided that the building is contiguous with the required wall.
- b. Required frontage screens including their sub-grade elements, such as footings or foundations, shall be located entirely on-site.
- c. Where there are overlapping frontage screen requirements, the screen type with the highest minimum fence or wall shall apply. Where none of the required screen types have a fence or wall requirement, the screen type with the widest required planting area shall apply.

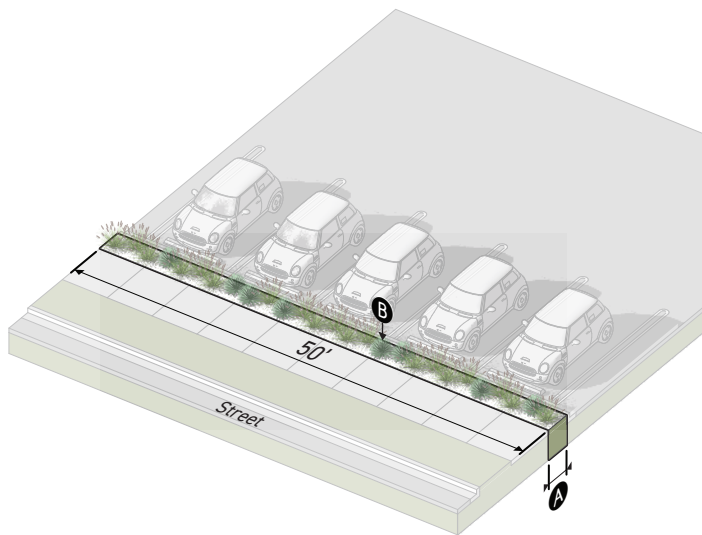
- d. Where a required frontage screen includes a wall, the wall may only be located in the frontage yard if the wall complies with the allowed frontage yard fence and wall standards specified by the applied *Frontage District (Part 3B)*. Uses, activities, or site elements subject to frontage screening requirements shall not be located in a frontage yard if the required minimum wall height specified by the frontage screen exceeds the maximum height of allowed frontage yard fences and walls as specified by the *Frontage District (Part 3B)*.
- e. Where a required frontage screen includes a wall with a minimum height that exceeds the maximum height allowed in the rear or side yard (See Sec 4C.7.2.C.2.), the maximum wall height shall be 2 feet greater than the minimum wall height specified by the frontage screen.
- f. All walls provided in a frontage screen shall comply with Sec. 4C.7.3 (*Fence/Wall Design and Installation*).
- g. All plants provided in a frontage screen shall comply with Sec. 4C.4.4. (*Plant Design and Installation*).
- h. Maximum wall and fence height is regulated by Sec. 4C.7.1. (*Frontage Yard Fences & Walls*) and Sec. 4C.7.2. (*Side/Rear Yard Fences & Walls*).
- i. Walls provided to meet the standards of Frontage Screen 4 and 5 shall not include chain link, barbed wire, or concertina.

2. Frontage Screen Types

Packages of standards for required frontage screen

a. F-Screen 1

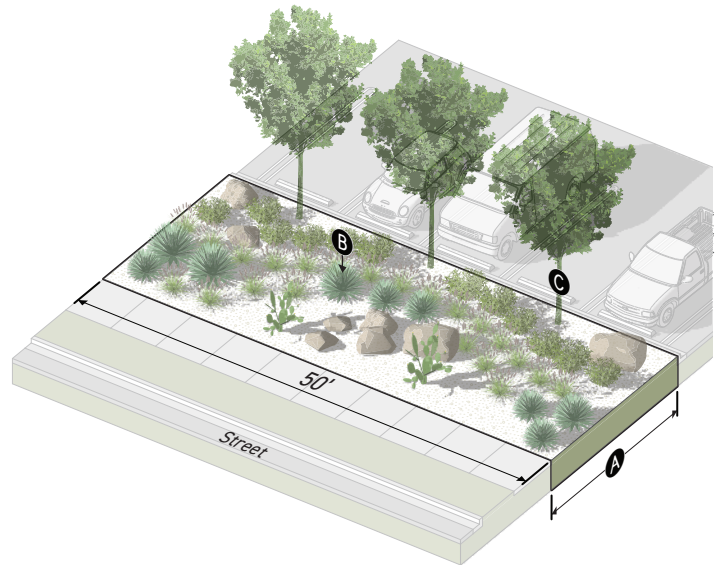
Intended for screening motor vehicle use areas that face a frontage lot line, including vehicle display areas.



PLANTING AREA		Sec. 4C.8.1.D.
A	Width (min)	3'
B	Screening Plants (min per 50')	20
WALLS		Sec. 4C.8.1.D.
	Height	n/a
	Opacity	n/a

b. F-Screen 2

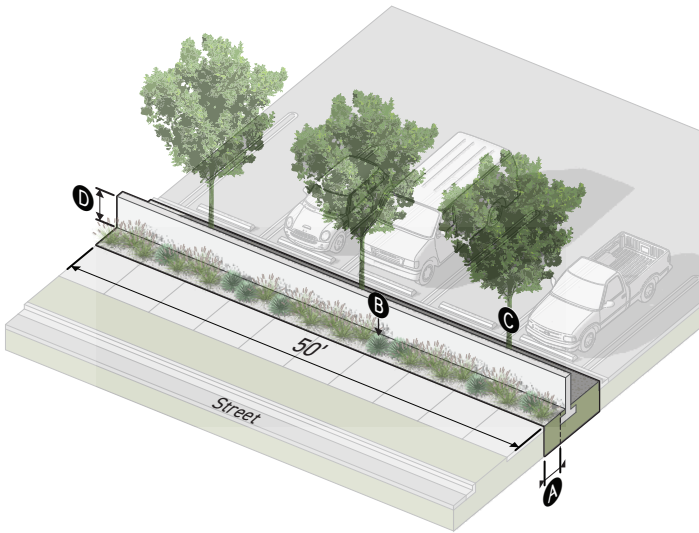
Intended for screening motor vehicle areas including drive-through lanes, drive aisles, maneuvering areas and fire lanes that face a frontage lot line.



PLANTING AREA		Sec. 4C.8.1.D.
A	Width (min)	15'
B	Screening Plants (min per 50')	45
C	Large Species Trees (min per 50')	3
WALLS		Sec. 4C.8.1.D.
	Height	n/a
	Opacity	n/a

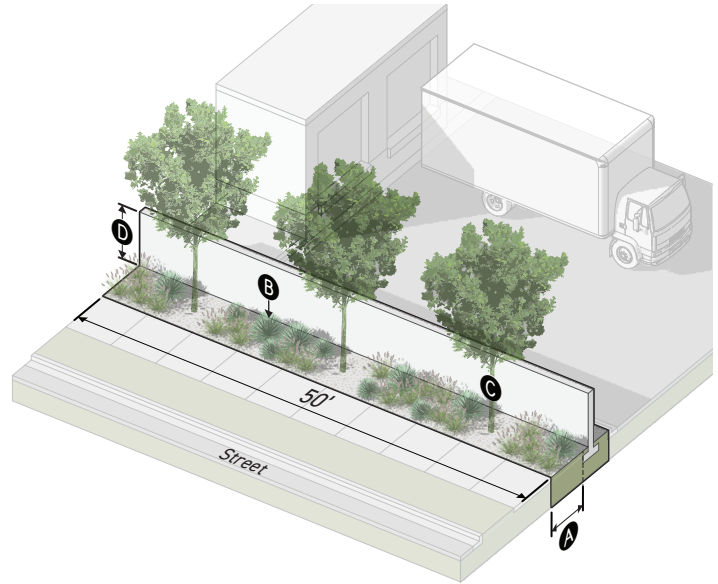
c. F-Screen 3

Intended for screening motor vehicle areas including drive-through lanes, drive aisles, maneuvering areas and fire lanes that face a frontage lot line.



d. F-Screen 4

Intended for screening outdoor areas associated with moderate-impact uses that face a frontage lot line.



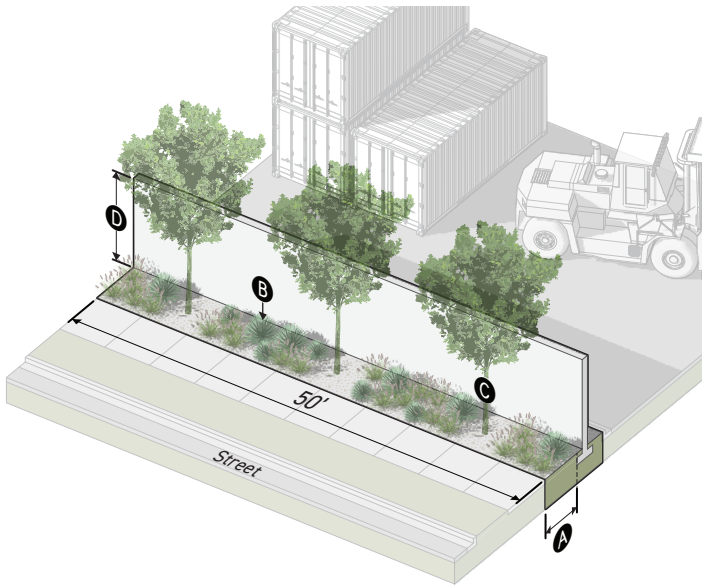
PLANTING AREA		Sec. 4C.8.1.D.
A	Width (min)*	3'
B	Screening Plants (min per 50')	20
C	Large Species Trees (min per 50')*	3
WALLS		Sec. 4C.8.1.D.
D	Height (min)	3.5'
Opacity		
Below 3.5' (min)		90%
3.5' and above (max)		50%

PLANTING AREA		Sec. 4C.8.1.D.
A	Width (min)	5'
B	Screening Plants (min per 50')	30
C	Large Species Trees (min per 50')	3
WALLS		Sec. 4C.8.1.D.
D	Height (min)	6'
Opacity		
Below 6' (min)		100%
6' and above (max)		50%

* Additional planting area may be required to accommodate large species trees.

e. F-Screen 5

Intended for screening outdoor areas associated with high-impact uses that face a frontage lot line.



PLANTING AREA	<i>Sec. 4C.8.1.D.</i>
A Width (min)	5'
B Screening Plants (min per 50')	30
C Large Species Trees (min per 50')	3
WALLS	<i>Sec. 4C.8.1.D.</i>
D Height (min)	10'
Opacity	
Below 10' (min)	100%
10' and above (max)	100%

D. Measurement

1. Planting Area

a. Width

For measuring planting area width see *Sec. 4C.4.4.D.1 (Planting Area Width)*.

b. Frequency

For measuring frequency, for example 5 per 50', see *Sec. 14.1.8. (Frequency)*.

c. Screening Plants

For screening plant standards see *Sec. 4C.4.4.C.3.b. (Screening Plants)*.

d. Large Species Trees

For large tree standards see *Sec. 4C.4.4.C.3.a.i (Tree Type- Large Tree)*.

2. Walls

a. Height

Frontage screen wall height is measured for the portion of the wall constructed of concrete or masonry that has a minimum thickness of 8 inches and meets the minimum opacity specified by the *Frontage screen type (4C.8.1.C.2.)*. For measuring wall height in a rear yard or side yard, see *Sec. 4C.7.2.D. (Fence and Wall Height)*. For measuring wall height in a frontage yard see *Sec. 3C.3.2.D.2 (Fence and Wall Height)*.

b. Opacity

For measuring opacity see *Sec. 14.1.13. (Opacity %)*.

E. Relief

1. An alternative to frontage screen standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any frontage screen dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any frontage screen standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.8.2. **TRANSITION SCREENS**

A device or combination of elements along a common lot line that conceals, obstructs or protects abutting lots from impactful uses, activities, or site elements.

A. **Intent**

To mitigate negative impacts from subject uses, activities, or site elements on adjacent uses, promoting visual interest and increasing comfort for users of the subject lot, the public realm and adjacent lots.

B. **Applicability**

Transition screen standards are applicable when required by the applied *Use District (Part 5B)*, *Sec. 4C.2.2. (Motor Vehicle Use Area Design)*, *Sec. 4C.2.2.C.2. (Drive-Through Facilities)*, *Sec. 4C.2.2.C.3. (Freight Loading Areas)*, *Sec. 4C.4.4. (Parking Lot Design)*, *Sec. 4C.4.4. (Parking Structure Design)*, *Sec. 4C.8.2.C.2.a. (Freeway Screening)*, or *Sec. 8.3.2.A.3. (Freeway Screening)*.

C. **Standards**

1. **General**

- a. Required transition screens shall be located between the use, area, or site element subject to screening requirements and all common lot lines. Any walls and planting areas required by the transition screen type shall be continuous with the following exceptions:
 - i. Openings in a required transition screen accommodating pedestrian accessways are allowed for a width no greater than 6 feet in width for each individual pedestrian accessway.
 - ii. For portions of common lot lines where a building of no less than 10 feet in height is located between the common lot line and the use, area, or site element subject to transition screen requirements, no wall is required as part of the transition screen, provided that the building is contiguous with the required wall.
- b. Required transition screens including their sub-grade elements, such as footings or foundation, shall be located entirely on-site.
- c. Where there are overlapping transition screen requirements, the screen with the highest minimum wall shall apply. Where none of the required screen types have a fence or wall requirement, the screen type with the widest required planting area shall apply.
- d. Where a required transition screen includes a wall, the wall may only be located in the frontage yard if the wall complies with the allowed frontage yard fence and wall standards specified by the applied *Frontage District (Part 3B)*. Uses, activities, or site elements subject to screening requirements shall not be located in a frontage yard if the required minimum wall height specified by the transition screen exceeds the maximum height of allowed frontage yard fences and walls as specified by the *Frontage District (Part 3B)*.

- e. Where a required transition screen includes a wall with a minimum height that exceeds the maximum height allowed in the rear or side yard (See Sec 4C.7.2.C.2.), the maximum wall height shall be 2 feet greater than the minimum wall height specified by the transition screen.
- f. All walls provided in a transition screen shall comply with Sec. 4C.7.3 (*Fence/Wall Design and Installation*).
- g. All plants provided in a transition screen shall comply with Sec. 4C.4.4. (*Plant Design and Installation*).
- h. Maximum wall and fence height is regulated by Sec. 4C.7.1. (*Frontage Yard Fences & Walls*) and Sec. 4C.7.2. (*Side/Rear Yard Fences & Walls*).
- i. Walls provided to meet the standards of Frontage Screen 4 and 5 shall not include chain link, barbed wire, or concertina.

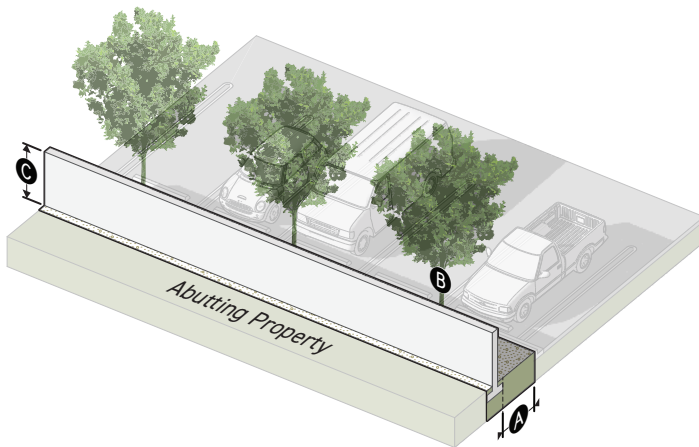
2. **Freeway Screening**

- a. Lots abutting a *Freeway (FWY) Special District* (Sec. 8.3.2.) shall provide a *T-3 transition screen* (Sec. 4C.8.2.C.2.c.) for the entire length of any lot line abutting a *Freeway (FWY) Special District*.
- b. In *Freeway (FWY) Special Districts* (Sec. 8.3.2.), *T-3 transition screens* (Sec. 4C.8.2.C.2.c.) shall be provided as according to Sec. 8.3.2.A.3. (*Freeway Screening*).

3. Transition Screen Types

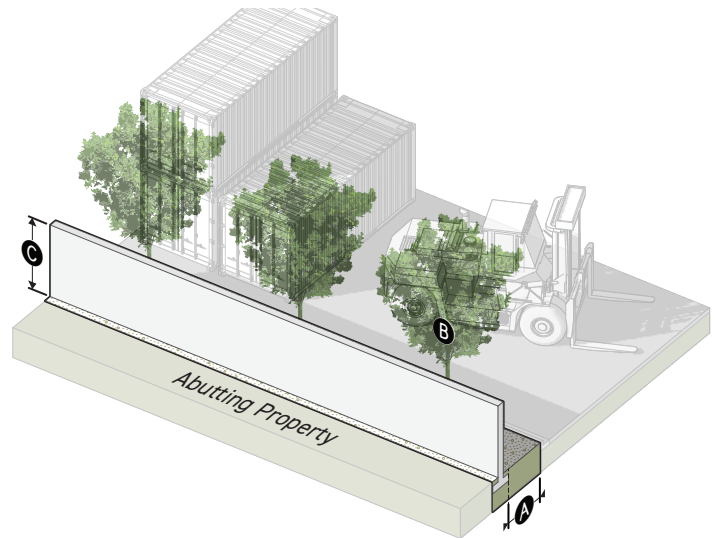
a. T-Screen 1

Intended for screening moderate-impact uses from abutting lower-intensity uses.



b. T-Screen 2

Intended for screening high-impact uses from lower-intensity abutting uses.

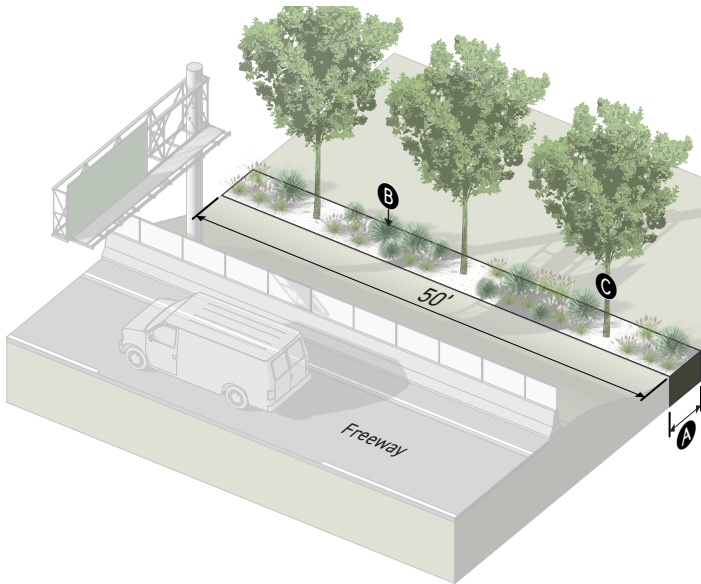


PLANTING AREA		Sec. 4C.8.2.D.
A	Width (min)	5'
B	Large Species Trees (min per 50')	3
WALLS		Sec. 4C.8.2.D.
C	Height (min)	6'
	Opacity	
	Below 6' (min)	100%
	6' and above (max)	50%

PLANTING AREA		Sec. 4C.8.2.D.
A	Width (min)	5'
B	Large Species Trees (min per 50')	3
WALLS		Sec. 4C.8.2.D.
C	Height (min)	10'
	Opacity	
	Below 10' (min)	100%
	10' and above (max)	100%

c. T-Screen 3

Intended for screening uses from adjacent sources of noise pollution and particulate air pollution such as freeways.



PLANTING AREA	Sec. 4C.8.2.D.
A Width (min)	5'
B Screening Plants (min per 50')	30
C Large Species Trees (min per 50')	3
WALLS	Sec. 4C.8.2.D.
Height (min)	None

D. Measurement

1. Planting Area

a. Width

For measuring planting area width see *Sec. 4C.4.4.D.1 (Planting Area Width)*.

b. Frequency

For measuring frequency, for example 5 per 50', see *Sec. 14.1.8. (Frequency)*.

c. Screening Plants

For screening plant standards see *Sec. 4C.4.4.C.3.b. (Screening Plants)*.

d. Large Species Trees

For large tree standards see *Sec. 4C.4.4.C.3.a.i (Tree Type- Large Species Tree)*.

2. Walls

a. Height

Transition screen wall height is measured for the portion of the wall constructed of concrete or masonry that has a minimum thickness of 8 inches and meets the minimum opacity specified by the *transition screen type (4C.8.2.C.3)*. For measuring wall height in a rear yard or side yard, see *Sec. 4C.7.2.D. (Fence and Wall Height)*. For measuring wall height in a frontage yard see *Sec. 3C.3.2.D.2 (Fence and Wall Height)*.

b. Opacity

For measuring opacity see *Sec. 14.1.13. (Opacity %)*.

E. Relief

1. An alternative to transition screen standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any transition screen dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any transition screen standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.8.3. **OUTDOOR STORAGE**

Material and equipment, new or used, held outside of a building for future use. Outdoor storage includes the storage of vehicles, boats, or airplanes which are inoperable, wrecked, damaged or unlicensed, i.e. not currently licensed by the Department of Motor Vehicles.

A. **Intent**

To ensure outdoor storage areas are designed in a manner that conceals, obstructs or protects abutting lots from impactful activities associated with outdoor storage.

B. **Applicability**

Outdoor storage screening standards are applicable where required by an applicable *Part 5B. Use District*. Outdoor storage screening standards do not apply to outdoor storage use areas where they are permitted by the applied *Use District (Part 5B)* but no outdoor storage screen is specified for the use.

C. **Standards**

1. **Location**

Outdoor storage and its screening enclosure shall not be located in any of the following locations:

- a. In a frontage yard.
- b. Closer to any frontage lot line than the frontage lot line setback listed in outdoor storage screen types.

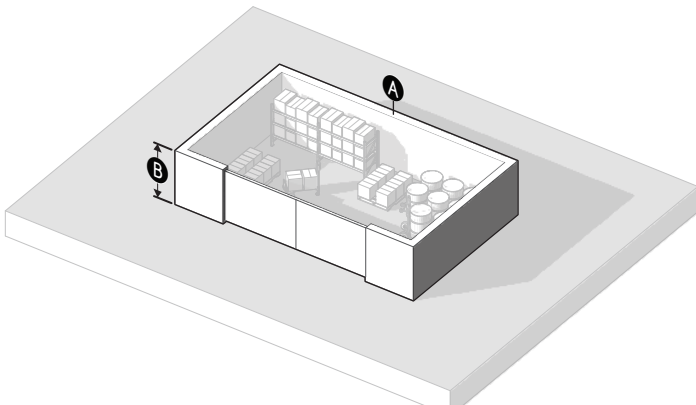
2. **Screening Enclosure**

- a. Outdoor storage areas shall be screened with the outdoor storage screening type specified by the applicable *Use District (Part 5B)*.
- b. Necessary gates provided in the screening structure shall meet the standards of the specified outdoor storage screening type in addition to the following standards:
 - i. Shall have a height of no less than the minimum required fence or wall height.
 - ii. Where a screening structure is taller than the minimum height, gates may be no more than 1 foot shorter than the height of the wall or fence provided.
 - iii. In no case shall gates exceed the height of the screening structure by more than 1 foot.
- c. No material or equipment shall be stored to a height greater than the height of the enclosing wall or fence.
- d. All provided fences and walls shall comply with *Sec 4C.7.3 (Fence/Wall Design and Installation)*.

3. Outdoor Storage Screening Types

a. S-Screen 1

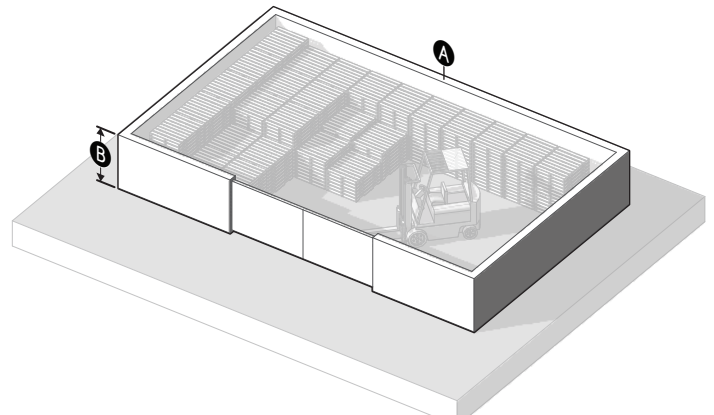
Applicable as required by *Article 5. (Use)*.



SITING		Sec. 4C.8.3.D.
Frontage lot line setback (min)		60'
Area (max)		3000 SF
FENCES & WALLS		Sec. 4C.8.3.D.
A Enclosure (min)		100%
B Height (min)		6'
Opacity (min)		90%

b. S-Screen 2

Applicable as required by *Article 5. (Use)*.



SITING		Sec. 4C.8.3.D.
Frontage lot line setback (min)		n/a
Area (max)		n/a
FENCES & WALLS		Sec. 4C.8.3.D.
A Enclosure (min)		100%
B Height (min)		6'
Opacity (min)		90%

D. Measurement

1. Siting

- a. For frontage yard designation see *Sec. 14.1.20.G. (Frontage Yard)*.
- b. Frontage lot line setbacks are measured perpendicular from all frontage lot lines toward the interior of the lot
- c. For lot line designation see *Sec. 14.1.12. (Lot Line Determination)*.
- d. For measurement of outdoor storage area, the area of an outdoor storage space is measured as all portions of a lot used for outdoor storage uses and enclosed by a screening structure. The area does not include the screening structure.

2. Fences and Walls

- a. For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.
- b. For measurement of fence or wall height see *Sec. 4C.7.1.D.2. (Fence and Wall Height)*.
- c. For measurement of opacity see *Sec. 14.1.13. (Opacity %)*.

E. Relief

1. An alternative to outdoor storage screening standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any outdoor storage screen type dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. Deviation from any outdoor storage standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.9. **GRADING & RETAINING WALLS**

SEC. 4C.9.1. **GRADING & HAULING**

[Reserved]

SEC. 4C.9.2. **RETAINING WALLS**

A freestanding continuous structure, as viewed from the top, intended to support earth, which is not attached to a building.

A. **Intent**

To prevent retaining walls which loom over neighboring properties and public right-of-ways in our Hillside Areas and improve the aesthetic quality of large retaining walls.

B. **Applicability**

This Section applies to retaining walls that meet all of the following criteria:

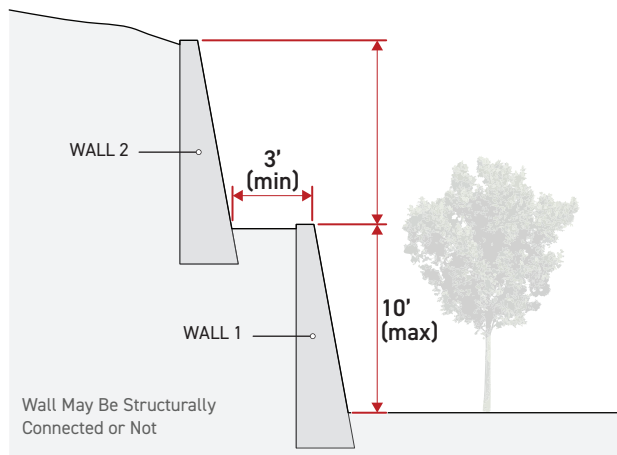
1. Located in an Agricultural or Residential Use District;
2. Located on land designated as a Hillside Area; and
3. Located on a lot developed or to be developed with dwelling units.

C. **Standards**

1. **General**

A maximum of one free-standing vertical or approximately vertical retaining wall may be built on any lot with a maximum height of 12 feet. However, as shown in the diagram below, a maximum of two vertical or approximately vertical walls or portions of a wall can be built if they comply with all of the following standards:

- a. The minimum horizontal distance between the two walls is three feet,
- b. Neither of the two walls exceed a height of 10 feet, and
- c. In no case shall the height of a wall located in a yard exceed the maximum height specified by the frontage yard fence and wall type (Sec. 4C.7.1.C.2.) allowed in the applied Frontage District, except as allowed in Sec. 4C.7.2. (*Side/Rear Yard Fences & Walls*).



2. **Landscaping**

All retaining walls of 8 feet or greater in height shall be landscaped so as to be completely hidden from view and in accordance with any plant standards in Div 4C.6 (Plants), and fences and wall standards in Div. 4C.7. (Fences and Walls).

D. **Measurement**

The height of retaining walls is measured from the top of the wall to the lower side of the adjacent ground elevation.

E. **Exceptions**

1. **Exception for Public Agency Projects**

This Section does not apply to projects undertaken by a public agency.

2. **Exception for Retaining Walls Required by Building and Safety**

The provisions of this subdivision do not apply to any retaining wall built to comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition.

F. **Relief**

The Zoning Administrator may approve retaining walls that exceed the heights or the maximum number allowed in *Sec. 4C.9.2.C. (Standards)* pursuant to *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*.

DIV. 4C.10. **OUTDOOR LIGHTING & GLARE**

SEC. 4C.10.1. **OUTDOOR LIGHTING**

A. **Intent**

Minimize light trespass and provide lighting standards to support a variety of environments.

B. **Applicability**

1. All exterior luminaires and luminaires located within parking structures shall meet the requirements of Section 4C.10.1.C.1 (Light Trespass).
2. Any new exterior luminaire shall meet the requirements of Section 4C.10.1.C.2 (Lighting Quantity).

C. **Standards**

1. **Light Trespass**

- a. Outdoor luminaires that have the ability to be redirected, shall be directed away from adjacent lots to minimize light trespass onto adjacent properties.
- b. No person shall construct, establish, create, or maintain any stationary exterior light source that may cause light trespass onto adjacent properties exceeding the following amounts:
 - i. From any lot onto a lot zoned with a Residential or Residential-Mixed Use District, the maximum allowable light trespass shall be 0.5 foot-candles (5.38 lux).
 - ii. From any lot onto a lot zoned with a non-Residential or non-Residential-Mixed Use District, the maximum allowable light trespass shall be 1 foot-candle (10.76 lux).
- c. The owner of a lot with any existing light source shall bring such light source into compliance with this section upon receipt of written notice from the Department of Building and Safety.

2. **Lighting Quantity**

- a. All parking areas and garages provided for 3 or more dwelling units shall have an average horizontal illuminance of not less than 0.2 footcandles (2.15 lux), measured from the finished surface of the parking area.
- b. Any lot adjacent to a Special River Lot Line according to Sec. 14.1.11.E. (Special Lot Line) must meet the additional standards below:
 - i. All site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical footcandles (2.15 lux) at the site boundary and no greater than 0.01 horizontal footcandles (0.11 lux) 15 feet beyond the site.

- Outdoor Lighting & Glare -

- ii. All low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded in such a manner as to not exceed the limitations in Sec. 4C.10.1.C.2.a. above.
- iii. All low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen lighting shall be in a fully shielded luminaire.

3. Pedestrian-Oriented Lighting

The walking surface of spaces required to install pedestrian-oriented lighting shall be illuminated to the following standards:

- a. A minimum average horizontal illuminance of 0.75 footcandles.
- b. A uniformity ratio of 3:1.
- c. Luminaires shall be mounted no more than 15 feet above the walking surface.

D. Measurement

A footcandle is a unit of illuminance. 1 lumen per square foot is equivalent to 1 footcandle, a measurement typically recorded using a light meter.

E. Relief

A deviation from any lighting standard may be requested as a variance in accordance with Sec. 13B.5.3 (Variance).

SEC. 4C.10.2. **GLARE**

A. Intent

To prevent the generation of high levels of glare and reflected heat resulting in detrimental effects on surrounding properties and the public realm.

B. Applicability

All materials installed on a building facade shall comply with glare standards.

C. Standards

Buildings may not use materials with an external reflectance rating of 30 percent or greater.

D. Measurement

External reflectance values are based on spectrophotometric measurements and energy distribution of solar radiation, and are measured according to the listed specifications for each glass product.

E. Relief

1. An alternative to any glare standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).
2. A deviation from any glare standard may be requested as a variance in accordance with Sec. 13B.5.3 (Variance).

DIV. 4C.11. **SIGNS**

SEC. 4C.11.1. **GENERAL SIGN RULES**

A. **Intent**

The purpose of this Division is to promote public safety and welfare by regulating signs in keeping with the following objectives:

1. That the design, construction, installation, repair and maintenance of signs will not interfere with traffic safety or otherwise endanger public safety.
2. That the regulations will provide reasonable protection to the visual environment by controlling the size, height, spacing and location of signs.
3. That both the public and sign users will benefit from signs having improved legibility, readability and visibility.
4. That consideration will be given to equalizing the opportunity for messages to be displayed.
5. That adequacy of message opportunity will be available to sign users without dominating the visual appearance of the area.
6. That the regulations will conform to judicial decisions, thereby limiting costly litigation and facilitating enforcement of these regulations.

B. **Applicability**

1. All exterior signs, window signs, and sign support structures not located entirely in the public right-of-way shall conform to general sign rules.
2. A sign, having no sign face visible from any public or private right-of-way, that is enclosed by permanent, opaque architectural features on the project site, including building walls, freestanding walls, roofs, or overhangs, is not subject to the requirements of this Division except for the general brightness limitation set forth in *Sec. 4C.11.1.C.3. (Sign Illumination Limitations)*.

C. **Standards**

1. **Ideological, Political, and Non-Commercial Messages**

No provision of this Division prohibits an ideological, political or other noncommercial message on a sign otherwise permitted by this Division.

2. **Sign Height**

No sign may be located at a height that exceeds the building height limit specified by the applicable *Form District (Part 2B)*.

3. **Sign Illumination Limitations**

No sign shall be arranged and illuminated in a manner that will produce a light intensity of greater than 3.0 footcandles above ambient lighting, as measured at the property line. Sign illumination shall also comply with any applicable provision from Sec. 4C.10.1. (Outdoor Lighting).

4. **Maintenance**

a. **Appearance**

Every sign shall be maintained in a clean, safe and good working condition, including the replacement of defective parts, defaced or broken faces, lighting and other acts required for the maintenance of the sign. Display surfaces shall be kept neatly painted or posted at all times.

b. **Debris Removal**

The base of any sign erected on the ground shall be kept clear of weeds, rubbish or other combustible material at all times.

c. **Abandoned Signs**

Ninety days after the cessation of a business activity, service or product, the related signs shall be removed, or the face of the signs removed and replaced with blank panels, or be painted out.

5. **Hazard To Traffic**

a. **Prohibition**

No sign or sign support structure shall be erected, constructed, painted or maintained, and no permit can be issued, if the sign or sign support structure, because of its location, size, nature or type, constitutes a hazard to the safe and efficient operation of vehicles upon a street or a freeway, or creates a condition that endangers the safety of persons or property.

b. **Hazard Referral**

The Department of Building and Safety will refer the following to LADOT for hazard evaluation and determination prior to the issuance of a building permit:

- i. All permit applications for signs that will be visible from and are located within 500 feet of the main traveled roadway of a freeway; and
- ii. All other permit applications and any signs that are determined by the Department of Building and Safety to have a potential for hazard.

c. Hazard Determination

LADOT will return to the Department of Building and Safety each application given to it together with a statement of its determination. If LADOT determines that the sign or sign support structure will constitute a hazard, the Department of Building and Safety shall deny the application for permit.

6. Freeway Exposure

- a. No person shall erect, construct, install, paint or maintain, and no building or electrical permit can be issued for, any sign or sign support structure within 2,000 feet of a freeway unless the Department of Building and Safety has determined that the sign will not be viewed primarily from a main traveled roadway of a freeway or an on-ramp/off-ramp.
- b. The phrase viewed primarily from means that the message may be seen with reasonable clarity for a greater distance by a person traveling on the main traveled roadway of a freeway or on-ramp/off-ramp than by a person traveling on the street adjacent to the sign.

7. Sign Permit Priority Status

- a. To maintain location, area, frontage, or spacing status, signs shall be installed within 6 months of issuance of a building permit and prior to expiration of any permit extension granted by the Department of Building and Safety.
- b. When more than one permit is issued for a sign or signs on a lot and the more recently issued permit or permits cause such sign or signs to violate this Division, the more recently issued permit or permits are invalid and are subject to revocation. Any prior issued permits remain valid provided that such permits were issued in compliance with this Division.

8. Prohibited Signs

Signs are prohibited if they:

- a. Contain obscene matters, as defined in *California Penal Code, Section 311*.
- b. Contain or consist of posters, pennants, banners, ribbons, streamers or spinners, except as permitted in *Sec. 4C.11.2 (Temporary Signs)*.
- c. Contain flashing, mechanical and strobe lights in conflict with the provisions of *Chapter VIII., Division B, Section 80.08.4 (Flashing Lights – Interference With Traffic Signals)* and *Chapter 9, Article 3, Section 93.0107 (Distracting, Confusing or Nuisance Lighting Viewed From Public Streets, Highways or Other Public Thoroughfares Used by Vehicular Traffic)*.
- d. Are revolving and where all or any portion rotate at greater than 6 revolutions per minute.
- e. Are tacked, pasted or otherwise temporarily affixed on the walls of buildings, barns, sheds, trees, poles, posts or fences, except as permitted in *Sec. 4C.11.2 (Temporary Signs)*.

- f. Are affixed to any vehicle or trailer on private property if the vehicle or trailer is not intended to be otherwise used in the business and the sole purpose of attaching the sign to the vehicle or trailer is to attract people to a place of business.
- g. Emit audible sounds, odor or visible matter.
- h. Use human beings, live animals, animated figures, motion pictures or projectors or any other means that causes continuous motion in connection with any sign.
- i. Are supergraphic signs, except where supergraphic signs are specifically permitted pursuant to a legally-adopted Specific Plan, a Supplemental Use District, an approved development agreement or a Sign District. In addition, despite the provisions of *Sec. 13B.10.1.B. (Vesting of Development Plan)*, this prohibition does not apply to any building permit issued prior to August 14, 2009 if the Department of Building and Safety determines that both substantial liabilities have been incurred, and substantial work has been performed on-site, in accordance with the terms of that permit pursuant to *Chapter 9, Section 91.106.4.3.1*.
- j. Are off-site signs, including off-site digital displays, except when off-site signs are specifically permitted by pursuant to a relocation agreement entered into pursuant to *California Business and Professions Code Section 5412*. This prohibition also applies to alterations, enlargements or conversions to digital displays of legally existing off-site signs, except for alterations that conform to the provisions of *Chapter 9, Section 91.6216 (Existing Signs)* and all other requirements of this Code. This prohibition does not apply to off-site signs, including off-site digital displays, that are specifically permitted pursuant to a legally-adopted Specific Plan, a Supplemental Use District, an approved development agreement or a Sign District. In addition, despite the provisions of *Sec. 13B.10.1.B. (Vesting of Development Plan)*, this prohibition does not apply to any building permit issued prior to August 14, 2009 if the Department of Building and Safety determines that both substantial liabilities have been incurred, and substantial work has been performed on-site, in accordance with the terms of that permit pursuant to *Chapter 9, Section 91.106.4.3.1 (Limit of Authorization)*.
- k. Are inflatable devices, except where inflatable devices are specifically permitted pursuant to a legally-adopted Specific Plan, a Supplemental Use District, an approved development agreement or a Sign District.

9. **Prohibited Locations**

- a. No sign or sign support structure shall project into any public alley, except that a sign or sign support structure above a height of 14 feet may project no more than 6 inches into a public alley.
- b. No sign or sign support structure shall be located less than 6 feet horizontally or 12 feet vertically from overhead electrical conductors energized in excess of 750 volts. As used here, the term overhead electrical conductors means any electrical conductor, either bare

or insulated, installed above-ground, except electrical conductors that are enclosed in iron pipe or other material covering of equal strength. Arcs of 6-foot radius may be used to define corners of the prohibition area.

- c. No sign or sign support structure shall be erected in a visibility triangle as defined by *LAMC Chapter 6, Section 62.200 (Street Intersections - Obstructions to Visibility)*.
- d. No sign or sign support structure shall be located within 2 feet of the curb or edge of any roadway.

10. Temporary Signs

For additional standards applicable to temporary signs, see *Sec. 4C.11.2 (Temporary Signs)*.

11. Off-site Signs

For additional standards applicable to off-site signs, see *Sec. 4C.11.3 (Off-Site Signs)*.

12. On-Site Signs

For additional standards applicable to on-site signs, see *Sec. 4C.11.4 (On-Site Signs)*.

D. Measurement

For the measurement of footcandle, see *Sec. 4C.10.1.D. (Measurement)*.

E. Exceptions

1. Wall Signs

Wall signs in compliance with all of the standards below are exempt from the limitations in *Sec. 4C.11.1.C.6. (Freeway Exposure)*.

- a. The total area of all wall signs on a building shall not exceed 100 square feet.
- b. An individual wall sign shall not exceed 50 square feet in area.
- c. Wall signs that can be viewed primarily from an off ramp and not from the main traveled roadway of a freeway.
- d. Wall signs shall not have moving parts or any arrangement of lights that create the illusion of movement.

2. Original Art Murals, Vintage Original Art Murals and Public Art Installations

a. General

- i. A building permit from the Department of Building and Safety is required for the necessary physical alterations to a building or other structures due to a new hand-tiled or digitally printed original art mural or any public art installation that may require a building permit.

- ii. If any part, sentence, phrase, clause, term or word in this *Sec. 4C.11.1.E.2. (Original Art Murals, Vintage Original Art Murals and Public Art Installations)*, relating to original art murals, vintage original art murals, or public art installations is declared invalid or unconstitutional by a valid court judgment or decree of any court of competent jurisdiction, the declaration of such unconstitutionality does not affect the constitutionality or lawfulness of the remainder of this zoning code (Chapter 1A), the LAAC or any other City regulation regulating signage, billboards or original art murals.

b. Original Art Mural

A one-of-a-kind, hand-painted, hand-tiled, or digitally printed image on the exterior wall of a building that does not contain any commercial message.

- i. An original art mural that conforms to the requirements of *Chapter 7, Section 22.119 (Original Art Murals on Private Property)* of the Los Angeles Administrative Code is not considered a sign and is not subject to the provisions of this *Div. 4C.11. (Signs)* or any other ordinance that regulates signs.
- ii. Any supposed "mural" that does not conform to the requirements of *Chapter 7, Section 22.119 (Original Art Murals on Private Property)* of the Los Angeles Administrative Code is considered a sign and is subject to the provisions of this *Div. 4C.11. (Signs)* or any other ordinance that regulates signs and digital displays.

c. Vintage Original Art Mural

An original art mural that existed prior to October 12, 2013 (the operative date of Los Angeles Ordinance No. 182706).

- i. A vintage original art mural that conforms to the requirements of *LAAC Chapter 7, Section 22.119.(c) (Grandfathering of Vintage Original Art Murals)* is not considered a sign and is not subject to the provisions of this *Div. 4C.11. (Signs)* or any other ordinance that regulates signs.

d. Public Art Installation

A facility, amenity or project that does not contain any commercial message and which is either an "approved public arts project" as defined by *LAAC Chapter 6, Section 19.85.4* or approved pursuant to *LAMC Chapter 9, Section 91.107.4.6 (Arts Development Fee)*.

- i. A public art installation registered pursuant to the requirements of *LAMC Chapter 6, Section 19.85.4 (Direct Expenditures on Approved Arts Projects)* or the requirements of *LAMC Chapter 9, Section 91.107.4.6. (Arts Development Fee)* is not considered a sign, but is subject to *Sec. 4C.11.1.C.3. (Sign Illumination Limitations)* and any other applicable zoning and land use regulations set forth in the LAMC.

F. Relief

1. A deviation from any rules for all signs dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
2. Deviation from any rules for all signs standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.11.2. **TEMPORARY SIGNS**

Any sign that is to be maintained for a limited duration, including paper signs, posters, pennants, banners, ribbons, streamers, spinners, and other signs that are not permanently affixed to the ground or building.

A. Intent

See Sec. 4C.11.1.A. (*Intent*).

B. Applicability

All temporary signs and sign support structures not located entirely in the public right-of-way shall conform to the requirements of this *Div. 4C.11. (Signs)* and all other applicable provisions of this zoning code (Chapter 1A).

C. Standards

1. Permit Required

- a.** A building permit is required for a temporary sign, pennant, banner, ribbon, streamer or spinner. The permit application shall specify the dates being requested for authorized installation and the proposed location.
- b.** Notwithstanding any other provision of this zoning code (Chapter 1A), a building permit shall be required for a temporary sign, other than one that contains a political, ideological or other noncommercial message. The permit application shall specify the dates being requested for authorized installation and the proposed location.

2. General

Temporary signs may display only on-site or noncommercial messages.

3. Temporary Signs

a. Location

Temporary signs may, including those that do not require a building permit, be tacked, pasted or otherwise temporarily affixed to windows or on the walls of buildings, barns, sheds or fences.

b. Area

- i.** The combined sign area of temporary signs shall not exceed 10 square feet in an Agricultural or Residential Use District, or 2 square feet for each foot of street frontage in all other Use Districts. Square footage for temporary signs shall not be counted toward the total sign area allocation from the Sign Packages, See Sec. 4C.11.5. (*Sign Packages*).

- Signs -

- ii. The combined sign area of temporary signs, when placed upon a window and any other window signs shall not exceed a maximum of 10% of the window area.

c. **Construction**

Temporary signs may be made of paper or any other material. If the temporary sign is made of cloth, it shall be flame-proofed when the aggregate area exceeds 100 square feet. Every temporary cloth sign shall be supported and attached with stranded cable of 1/16-inch minimum diameter or by other methods as approved by the Department of Building and Safety.

d. **Time Limit**

- i. Temporary signs that require a permit shall be removed within 30 days of installation and shall not be reinstalled for a period of 30 days of the date of removal of the previous sign. The installation of temporary signs shall not exceed a total of 90 days in any calendar year.
- ii. Temporary signs that do not require a permit shall be removed within 30 days of the date of installation of the sign.

D. **Measurement**

[Reserved]

E. **Relief**

1. A deviation from any temporary sign dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
2. Deviation from any temporary sign standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.11.3. **OFF-SITE SIGNS**

A sign that displays any message directing attention to a business, product, service, profession, commodity, activity, event, person, institution, or any other commercial message, which is generally conducted, sold, manufactured, produced, offered or occurs elsewhere than on the premises where the sign is located.

A. Intent

See Sec. 4C.11.1.A. (Intent).

B. Applicability

All exterior off-site signs, including window signs, and sign support structures not located entirely in the public right-of-way shall conform to the requirements of this Section and all other applicable provisions of this Zoning Code (Chapter 1A).

C. Standards

1. Location

- a.** No portion of an off-site sign with a sign area greater than 80 square feet shall be placed within 200 feet of a lot or a property zoned with a Residential Use District, which is located on the same side of the same street as the lot on which the sign is placed. However, where a lot has 2 or more street frontages, a sign may be located on that street frontage, which is not on the same street as the lot or property zoned with a Residential Use District; provided the sign and sign support structure are placed in that half of the lot that is the farthest from the street frontage on which the lot is located.
- b.** No portion of an off-site sign or sign support structure can be located in that half of a lot located farthest from the street frontage when a lot or a property zoned with a Residential Use District is located to the rear of that street frontage.
- c.** Off-site signs are not permitted along that portion of a lot having a street frontage of less than 50 feet.
- d.** No more than 4 off-site signs can be located at the intersection of 2 or more streets when the off-site signs are located within 150 feet of the intersection of 2 street frontages.
- e.** An off-site sign face shall not be located within 1 foot of a side lot line.

2. Area

The sign area of a single face cannot exceed 800 square feet.

3. Height

- a. The height to the top of the off-site sign is limited to a maximum of 42 feet above the sidewalk grade or edge of roadway grade nearest the sign, except that a sign that is more than 80% above a roof of a building may extend to the top of the sign a maximum of 30 feet above the surface of the roof under the sign.
- b. In no event can the height to the top of the off-site sign exceed a height greater than that height specified in the Form District in which the sign is located, or a height of 60 feet above the sidewalk grade or edge of roadway grade nearest the sign, whichever is more restrictive.
- c. The bottom of the off-site sign shall be at least 8 feet above the sidewalk grade or edge of roadway grade nearest the sign.

4. Spacing

An off-site sign, which is either single-faced or parallel double-faced, shall be spaced as specified below from any other existing or previously permitted off-site sign, which is single-faced or parallel double-faced.

SPACING REQUIREMENTS BETWEEN OFF-SITE SIGNS			
Existing or Permitted Sign by Sign Area	Proposed Sign by Sign Area		
	<80 SF	80 - 300 SF	>300 SF
<80 SF	100'	100'	200'
80 - 300 SF	100'	300'	300'
>300SF	200'	300'	600'

5. Double-Faced Off-site Signs

- a. Off-site signs may be either single or double-faced.
- b. For double-faced off-site signs whose faces are parallel, the distance between sign faces cannot exceed 6 feet.
- c. For double-faced off-site signs whose faces are not parallel, the distance between sign faces at their widest point cannot exceed 35 feet. The separation of sign faces at their closest point cannot exceed 6 feet. In no event can the angle between sign faces exceed 37 degrees.

6. Projection

Off-site signs shall not project over the public right-of-way.

7. Covering

The backs of off-site signs exposed to public view shall be covered with a finished surface or material and shall be properly maintained.

8. Other Requirements

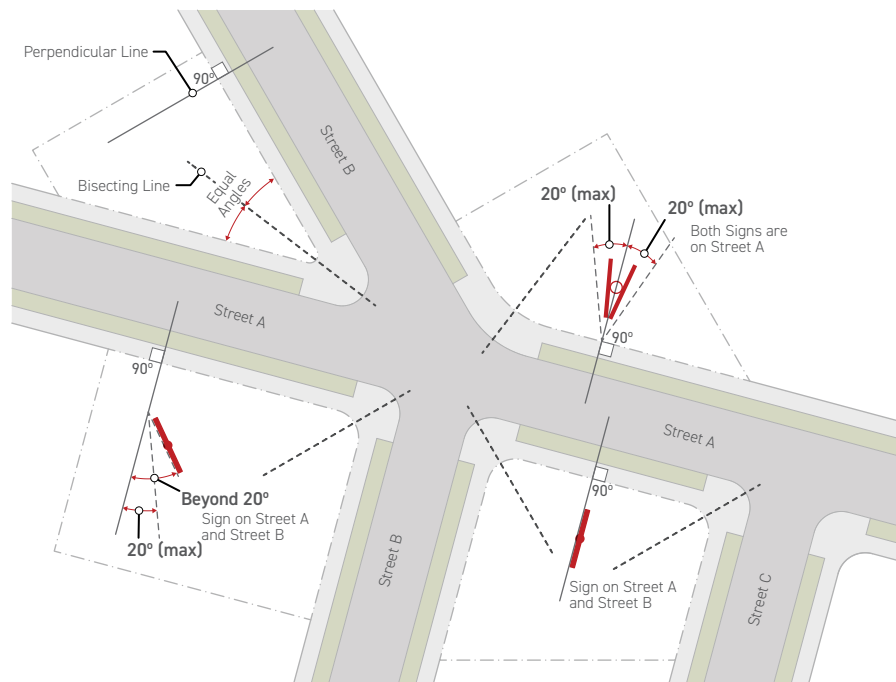
- a. A maximum of two poles are permitted for any off-site sign. The maximum cross-sectional dimension of a pole cannot exceed 10% of the overall height of the sign.
- b. Off-site sign supports shall be structurally independent of a building.
- c. Sign support structures shall be located directly under the sign face as viewed from the front of the sign. The maximum horizontal distance between the center of the sign support structure and the sign face can not exceed 10 feet.

D. Measurement

1. Lots with Multiple Street Frontages

If a lot is a corner lot or any other lot with two or more street lot lines, the following rules for the determination of which street an off-site sign is located on shall apply:

- a. For the purposes of *Sec. 4C.11.3.C.2 (Area)* and *Sec. 4C.11.3.D. (Measurement)*, an off-site sign shall be considered to be on a single street, if the sign and its support structure are located entirely on the side of the bisecting line closest to that street and the sign face is placed at the same angle as the perpendicular line or at an angle not to exceed 20 degrees from either side of the perpendicular line.



- b. An off-site sign located on a through lot shall be located on a single street if the sign and its support structure are located entirely on that half of the lot closest to the lot line adjoining that street.

- c. Any off-site sign not in conformance with either *Sec. 4C.11.3.D.1.a.* or *Sec. 4C.11.3.D.1.b.* is considered to be located on more than one street frontage.

2. Spacing

- a. For any double-faced off-site sign, the spacing requirements are based on the area of the largest sign face.
- b. For double-faced off-site signs whose faces are not parallel, the spacing between any proposed, permitted or existing off-site sign is determined by the following formula:

$$D = S \left[1 + \frac{(B - 5)}{90} \right]$$

Where:

D = required spacing between signs, in feet.

S = sign spacing determined by the table in *Sec. 4C.11.3.C.4. (Spacing)*.

B = widest edge separation of sign faces in feet.

- c. Spacing is measured between off-site signs that are located on the same side of the same street. Spacing is measured from a line that is perpendicular to the street line and that passes through a point on the street line that is closest to the nearest sign face edge. Spacing is measured along the center line of the street.

E. Relief

1. A deviation from any off-site sign dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
2. Deviation from any off-site sign standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.11.4. **ON-SITE SIGNS**

A sign that is other than an off-site sign.

A. Intent

See *Sec. 4C.11.1.A. (Intent)*.

B. Applicability

All exterior signs, including window signs, and sign support structures not located entirely in the public right-of-way shall conform to the requirements of *Div. 4C.11. (Signs)* and all other applicable provisions of this Zoning Code (Chapter 1A).

C. Standards

1. Sign Packages

On-site signs shall comply with all the applicable sign package.

2. Sign Types

On-site signs shall comply with all applicable sign type standards.

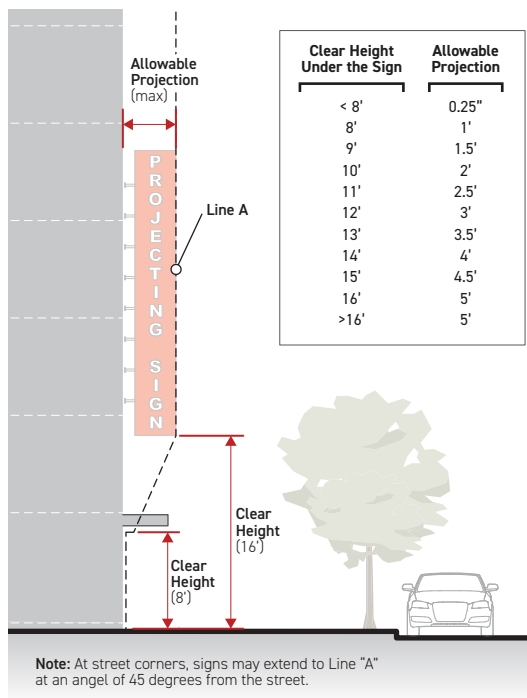
3. Street Address Requirement

No sign shall be maintained on any property unless a street address for the property has been obtained, and is maintained in accordance with the provisions of *LAMC Chapter 6, Section 63.113 (Street Address Numbers - Responsibility Therefor, Designation, Location, Size, Maintenance, Change and Removal)*.

4. Projection Over the Public Right-Of-Way

Where on-site signs are allowed to project over the public right-of-way, they shall comply with the following standards:

- a. An on-site sign with a clear height less than 8 feet has a maximum projection allowance of 0.25 inches.
- b. An on-site sign with a clear height equal to 8 feet has a maximum projection allowance of 1 foot.
- c. For every extra foot of clear height over 8 feet, the projection maximum for on-site signs increases by half an inch.
- d. The maximum allowed projection for any on-site sign is 5 feet, which applies to on-site signs with a clear height of 16 feet or greater.



D. Measurement

See Sec. 4C.11.6.D. (*Measurement, Sign Types*).

E. Relief

1. A deviation from any on-site sign dimensional standard of up to 15% may be requested in accordance with Sec. 13B.5.2 (*Adjustment*).
2. Deviation from any on-site sign standard may be allowed as a variance in accordance with Sec. 13B.5.3 (*Variance*).

SEC. 4C.11.5. SIGN PACKAGES

A. Intent

The intent of the sign packages is to provide variety in the sign allocation based on the extent of reliance on specific modes of travel.

1. Sign Package 1 is intended for areas with a variety of transportation modes.
2. Sign Package 2 is intended for areas with a focus on pedestrian experience and alternative transportation modes besides automobiles.

B. Applicability

Sign package standards apply to all on-site signs determined by the sign package assigned by the applicable Development Standards District.

C. Standards

1. Digital Display

Digital displays are prohibited in Sign Package 2.

2. Total Sign Area Allowed

- a. The maximum total area of on-site signs allowed on a lot is specified by sign package according to the category of the applied Use District (Part 5B) as specified below:

	Sign Package 1	Sign Package 2
AGRICULTURAL, RESIDENTIAL & OPEN SPACE USE DISTRICTS		
Total Sign Area Allocation for All Sign Types Allowed (max)	30 SF	30 SF
ALL OTHER USE DISTRICTS		
Total Sign Area Allocation for All Sign Types Allowed (max)	4 SF per foot of street frontage	4 SF per foot of building frontage
Combined Sign Area of Illuminated Canopy Signs, Roof Signs, Roof Signs: Open Panel & Wall Signs Facing the Same Direction (max)	2 SF per foot of street frontage, + 1 SF for each foot of building frontage	n/a

- b. In Sign Package 1, Awning Signs, High Rise Signs and Marquee Signs do not count towards the total sign area allocation of 4 square feet per foot of street frontage.
- c. In Sign Package 2, Awning Signs and Tall Building Signs do not count towards the total sign area allocation of 4 square feet per foot of street frontage.

3. Sign Types Allowed

		Sign Package 1	Sign Package 2
AGRICULTURAL, RESIDENTIAL & OPEN SPACE USE DISTRICTS			
Awning Sign	(Sec. 4C.11.6.C.1.)	●	●
High Rise Sign 1	(Sec. 4C.11.6.C.2.)	○	○
Illuminated Canopy Sign	(Sec. 4C.11.6.C.3.)	○	○
Marquee Sign	(Sec. 4C.11.6.C.4.)	○	○
Monument Sign	(Sec. 4C.11.6.C.5.)	●	●
Pedestrian Sign	(Sec. 4C.11.6.C.6.)	○	○
Pole Sign	(Sec. 4C.11.6.C.7.)	●	○
Projecting Sign	(Sec. 4C.11.6.C.8.)	○	○
Roof Sign	(Sec. 4C.11.6.C.9.)	○	○
Roof Sign: Open Panel	(Sec. 4C.11.6.C.10.)	○	○
High-Rise 2 Sign	(Sec. 4C.11.6.C.11.)	○	○
Wall Sign	(Sec. 4C.11.6.C.12.)	●	●
Window Sign	(Sec. 4C.11.6.C.13.)	○	○
Yard Sign	(Sec. 4C.11.6.C.14.)	●	●
ALL OTHER USE DISTRICTS			
Awning Sign	(Sec. 4C.11.6.C.1.)	●	●
High Rise Sign 1	(Sec. 4C.11.6.C.2.)	●	○
Illuminated Canopy Sign	(Sec. 4C.11.6.C.3.)	●	○
Marquee Sign	(Sec. 4C.11.6.C.4.)	●	●
Monument Sign	(Sec. 4C.11.6.C.5.)	●	●
Pedestrian Sign	(Sec. 4C.11.6.C.6.)	●	●
Pole Sign	(Sec. 4C.11.6.C.7.)	●	○
Projecting Sign	(Sec. 4C.11.6.C.8.)	●	●
Roof Sign	(Sec. 4C.11.6.C.9.)	●	○
Roof Sign: Open Panel	(Sec. 4C.11.6.C.10.)	○	●
High-Rise 2 Sign	(Sec. 4C.11.6.C.11.)	○	●
Wall Sign	(Sec. 4C.11.6.C.12.)	●	●
Window Sign	(Sec. 4C.11.6.C.13.)	●	●
Yard Sign	(Sec. 4C.11.6.C.14.)	○	○

● = Sign type not allowed

○ = Sign type allowed

- a. Where a sign meets the standards and definition of both an allowed sign type and a sign type that is not allowed per the table in this paragraph, the sign is considered to be the allowed sign type.

D. Measurement

1. Sign Area

- a. Maximum sign area is measured independently for each sign face.
- b. Sign area is measured as the area circumscribed by the smallest geometric shape created with a maximum of eight straight lines that will enclose all words, letters, figures, symbols, designs and pictures, together with all framing, background material, colored or illuminated areas and attention-attracting devices, forming an integral part of an individual message except that:
 - i. For wall signs having no discernible boundary, each of the following shall be included in any computation of surface area:
 - a) The areas between letters;
 - b) Words intended to be read together; and
 - c) Any device intended to draw attention to the sign message.
 - ii. For spherical, cylindrical or other three-dimensional signs, the area of the sign shall be computed from the smallest two-dimensional geometrical shape or shapes, which will best approximate the greatest actual surface area visible from any one direction. Sign support structures are excluded if neutral in color.

2. Sign Area Allocation

- a. Sign area allocation, either total or by sign type, when specified per foot of street frontage is calculated by multiplying the specified area by the length of the street frontage.
- b. Sign area allocation, either total or by sign type, when specified per foot of building frontage is calculated by multiplying the specified area by the length of the building frontage.
- c. The sign area for all signs, including required signs and signs displaying addresses, is counted toward the total sign area allocation as specified in Sec.4C.11.5.C. (Sign Packages).

E. Exceptions

Flag lots containing less than 50 feet of street frontage are allotted 50 feet of street frontage for the purpose of determining the type of sign permitted and for the allowable sign area.

F. Relief

1. In sign package 2, deviations from the dimensional standards for projecting signs shall be authorized in accordance with *Sec. 13B.2.5. (Director Determination)*. In addition to the findings otherwise required by *Sec. 13B.2.5. (Director Determination)*, the Director of Planning shall find that the proposed projecting sign meets the following criteria:

- Signs -

- a. The total sign area of all projecting signs, including existing projecting signs and existing pole signs (*Sec. 4C.11.6.C.8.ii.*), does not exceed 25 SF plus 1.5 SF per foot of street frontage, with no individual projecting sign exceeding 300 SF per sign face; and
 - b. The proposed projecting sign contributes to the existing pattern and character of signs of the area within a 500 foot radius of the site.
2. A deviation from any sign package dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. Deviation from any sign package standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.11.6. **SIGN TYPES**

A. **Intent**

That the regulations will provide reasonable protection to the visual environment by controlling the size, height, spacing and location of signs.

B. **Applicability**

1. **General**

- a. Any project including the construction or modification of an on-site sign.
- b. Sign type standards apply to each lot according the Sign Package (*Sec. 4C.11.5.C.*) specified by the applied Development Standards District.

2. **Combination Signs**

A sign subject to more than one type of classification, shall meet the requirements for the type to which each portion is subject.

C. **Standards**

The standards for each sign type are specified in the tables below:

1. Awning Sign



DEFINITION

A sign painted, sewn, or otherwise adhered to the material of an awning as an integrated part of the awning itself.

GENERAL STANDARDS

- i. Signs are only allowed on awnings that comply with all applicable provisions of *LAMC Sec. 91.3202 (General)*, *LAMC Sec. 91.3202.3.1 (Awnings, Canopies, Marquees and Signs)*.
- ii. No sign can be placed on any portion of an awning except the valance that is parallel to the building face. No sign can extend outside the awning.
- iii. Signs are not allowed on awnings with a valance above 14 feet in height measured from the nearest sidewalk or edge of roadway grade to the top of the valance.

Sign Package 1 Sign Package 2

SIGN TYPE PERMISSIONS

	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	●	●
All other Use Districts	●	●

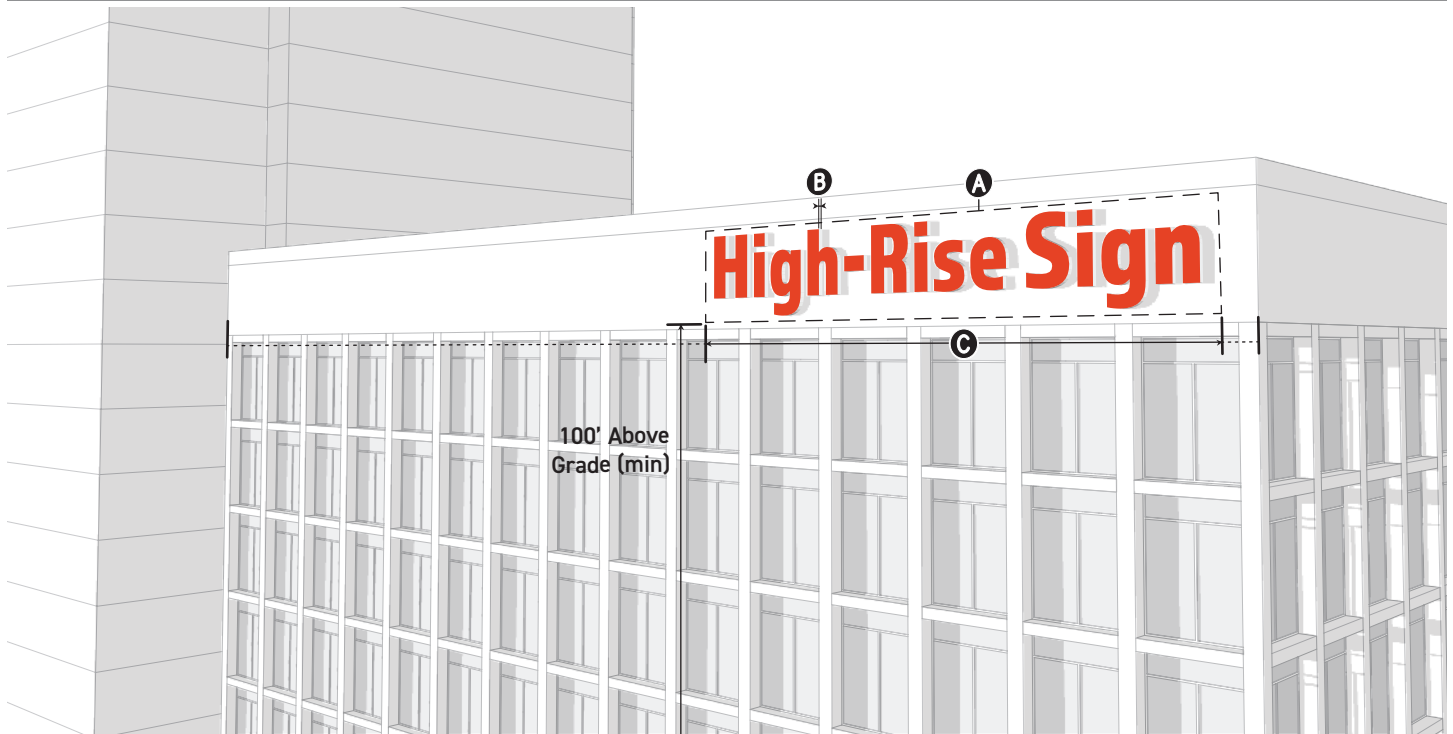
● = Sign type allowed ○ = Sign type not allowed

Sign Package 1 Sign Package 2

DIMENSIONAL STANDARDS

	Sign Package 1	Sign Package 2
Combined sign area for all Awning Signs (max)		
OS, A, & RG Use Districts	n/a	n/a
All other Use Districts	2 SF per foot of street frontage	2 SF per foot of street frontage
A Area of individual Awning Sign (max)		
OS, A, & RG Use Districts	20 SF	20 SF
All other Use Districts	n/a	12 SF
B Sign display height (max)	1'	1'

2. High-Rise Sign 1



DEFINITION

A sign located at least 100 feet above grade and attached to the wall of a building.

GENERAL STANDARDS

- i. The plane of the sign face of a high-rise 1 sign shall be approximately parallel to the face of the building.
- ii. A high-rise 1 sign shall not extend above the top of the wall of the building, except where there is less than 3 feet between the top of the wall and the top of a window, the high-rise 1 sign may extend above the top of the wall by a maximum of 3 feet.

	Sign Package 1	Sign Package 2
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SIGN TYPE PERMISSIONS

OS, A, & RG Use Districts	○	○
All other Use Districts	●	○

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS

Combined sign area for all High-Rise 1 Signs (max)	n/a
A Area of individual High-Rise 1 Sign (max)	5% of the area of the building wall to which the sign is attached
B Projection from building face (max)	2'
C Width (max % of facade length)	80%

3. Illuminated Canopy Sign



DEFINITION

A sign integrated into an enclosed internally illuminated canopy that is attached to the wall of a building.

GENERAL STANDARDS

- i. An illuminated canopy sign shall not extend above the top of the wall of a building.
- ii. For emergency personnel access, illuminated canopy signs shall not occupy a 4-foot distance along the exterior wall at one corner of the building's street frontage and an additional 4-foot distance along every 50 feet of the building frontage.
- iii. An illuminated canopy sign shall bear the electric sign label of an approved testing agency with a re-inspection service.
- iv. Only canopies at grade level may contain illuminated canopy signs over a door or window.
- v. An illuminated canopy sign shall be internally illuminated so as to illuminate the canopy and the exterior wall below.
- vi. Illuminated canopy signs may project over a public right-of-way.

	Sign Package 1	Sign Package 2
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SIGN TYPE PERMISSIONS

OS, A, & RG Use Districts	○	○
All other Use Districts	●	○

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS

Combined sign area for all Illuminated Canopy Signs (max)	2 SF per foot of street frontage
A Area of individual Illuminated Canopy Sign (max)	n/a
B Sign display height (max)	3'
Depth (max)	8"
C Clear height (min)	8'-2"
D Projection from building face (max)	3'

4. Marquee Sign



DEFINITION

A sign attached to the periphery of a marquee.

GENERAL STANDARDS

- i. Signs shall not extend above or below the marquee.
- ii. Signs shall not be attached to any portion of the marquee except on the periphery.
- iii. Cloth or banner signs or drop-roll curtains may be suspended below the exterior periphery and extend within 7 feet of the grade.

	Sign Package 1	Sign Package 2
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SIGN TYPE PERMISSIONS

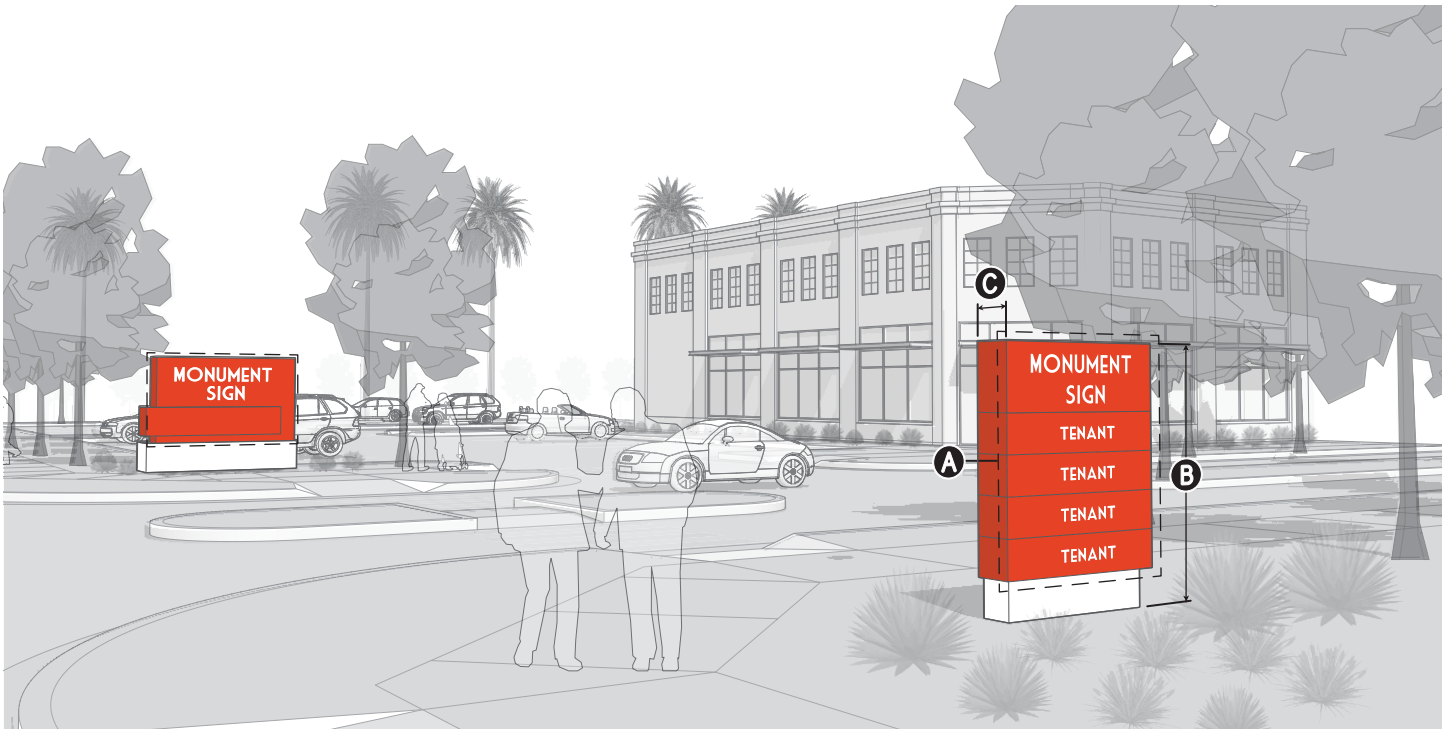
OS, A, & RG Use Districts	○	○
All other Use Districts	●	●

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS

Combined sign area for all Marquee Signs (max)	n/a
A Area of individual Marquee Sign (max)	Limited by marquee size

5. Monument Sign



DEFINITION

A freestanding sign which is wholly independent of a building for support, erected directly upon the original grade or finished grade, or that is raised no more than 12 inches from the grade to the bottom of the sign.

GENERAL STANDARDS

- i. A monument sign shall be set back at least 7.5 feet from a side lot line.
- ii. A monument sign shall be located at least 15 feet from any other monument sign, projecting sign or pole sign in any direction.
- iii. A monument sign shall be located so as not to present a physical visibility obstruction that could interfere with or present a hazard to pedestrian or vehicular traffic.
- iv. A monument sign shall not project over a public right-of-way.

Sign Package 1 Sign Package 2

SIGN TYPE PERMISSIONS

	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	●	●
All other Use Districts	●	●

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS

	Sign Package 1	Sign Package 2
Combined sign area for all Monument Signs (max)		
OS, A, & RG Use Districts	n/a	n/a
All other Use Districts	1.5 SF per foot of street frontage	1.5 SF per foot of building frontage
A Area of individual Monument Sign (max)		
OS, A, & RG Use Districts	9 SF per sign face	9 SF per sign face
All other Use Districts	75 SF per sign face	32 SF per sign face
Number of Monument Signs allowed (max)		
OS, A, & RG Use Districts	1	1
All other Use Districts	n/a	n/a
B Height (max)		
A & RG Use Districts	6'	6'
All other Use Districts	8'	8'
C Depth (max)	2'	2'

6. Pedestrian Sign



DEFINITION

A small sign attached perpendicular to the building facade that hangs from a bracket or support.

GENERAL STANDARDS

- i. A hanging bracket shall be an integral part of the sign design.
- ii. Pedestrian signs shall be located below the window sills of the 2nd story on a multi-story building or below the top of the exterior wall on a single-story building.
- iii. Pedestrian signs shall be located within 5 feet horizontally of a ground story tenant entrance.
- iv. Pedestrian signs shall be located at least 15 feet from any other pedestrian sign or projecting sign.
- v. Pedestrian signs shall be attached to a building to withstand the loads as required by *LAMC Sec. 91.6212*.
- vi. Pedestrian signs shall comply with *Sec. 4C.11.4.C.4 (Projection Over the Public Right-Of-Way)*.

	Sign Package 1	Sign Package 2
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SIGN TYPE PERMISSIONS

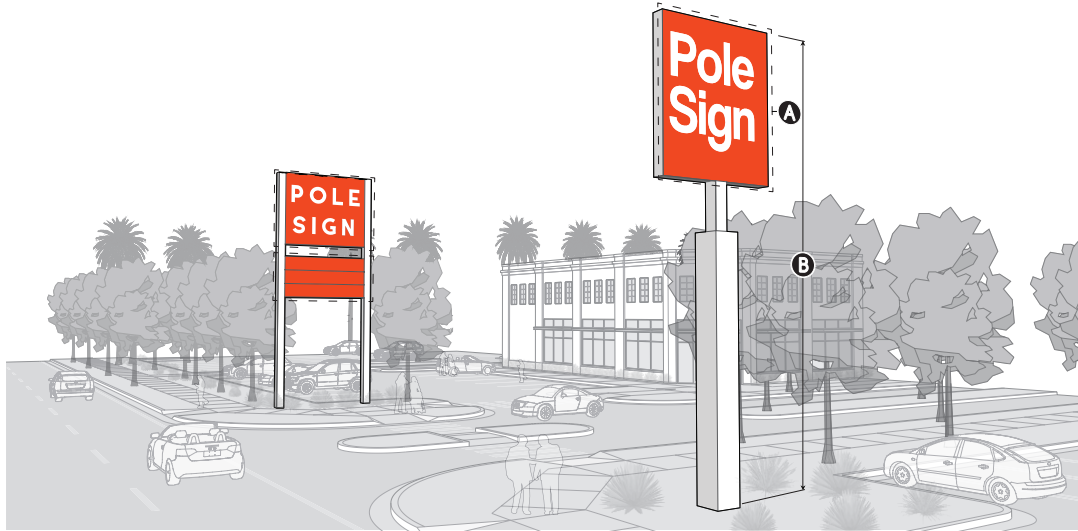
OS, A, & RG Use Districts	○	○
All other Use Districts	●	●

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS

Combined sign area for all Pedestrian Signs (max)	n/a
A Area of individual Pedestrian Sign (max)	9 SF per sign face
B Sign display height (max)	3'
C Projection from building face (min/ max)	1'/3'
D Depth (max)	6"
E Clear height (min)	8'

7. Pole Sign



DEFINITION

A freestanding sign that is wholly independent of a building for support, permanently affixed to the ground using one or more poles or posts.

GENERAL STANDARDS

- i. A pole sign shall be located at least 10 feet from a side lot line; however, on a corner lot, a pole sign may be at least 5 feet from side lot lines.
- ii. A pole sign shall be located at least 15 feet from any other pole sign, projecting sign or monument sign.
- iii. The maximum width of a pole or post shall not exceed 10% of the overall sign height.
- iv. A pole sign shall be located so as not to interfere or present a hazard to pedestrian or automobile traffic.
- v. Where the lower part of a pole sign is less than 8 feet above sidewalk grade or the edge of roadway grade nearest the sign, the sign shall extend to 18 inches from grade or be installed in a planter that extends beyond the edges of the sign and any support structure that is 18 inches minimum in height.
- vi. A pole sign may project over a public right-of-way, but shall comply with *Sec. 4C.11.4. (Projection Over the Public Right-Of-Way)*. Sign projections shall fall within an area that is perpendicular to the public right-of-way and has a width of 3 feet as measured parallel to the public right-of-way.

DIMENSIONAL STANDARDS

Combined sign area for all Pole Signs (max)	
OS, A & RG Use Districts	n/a
All other Use Districts	2 SF per foot of street frontage + 1 SF per foot of building frontage
Total number of Pole Signs & Projecting Signs (max)	
OS, A & RG Use Districts	1
All other Use Districts	
0' to < 50' of street frontage	0
50' to < 200' of street frontage	1
>200' to ≤ 400' of street frontage	2
>400' to ≤ 600' of street frontage	3
>600' of street frontage	+1 / 200' of street frontage
A Area of individual Pole Sign (max)	
OS, A & RG Use Districts	9 SF per sign face
All other Use Districts	400 SF per sign face
B Height⁽¹⁾ including pole (max)	
A & RG Use Districts	6'
All other Use Districts	
0' to < 50' of street frontage	none
50' of street frontage	25'
>50' to ≤ 100' of street frontage	35'
>100' of street frontage	42'

(1) Any pole sign located at the street corner of a corner lot may use the greater street frontage for determining height limitations. In no event may a pole sign, including the pole, exceed the maximum building height specified by the applied Form District.

Sign Package 1 Sign Package 2

SIGN TYPE PERMISSIONS

OS, A, & RG Use Districts	●	○
All other Use Districts	●	○

● = Sign type allowed ○ = Sign type not allowed

8. Projecting Sign



DEFINITION

A sign attached approximately perpendicular to the building facade that does not meet the standards for a pedestrian sign (Sec. 4C.11.6.C.6.).

GENERAL STANDARDS

- i. The plane of the sign face shall be within 15 degrees of a line perpendicular to the face of the building, except at the corner of the building.
- ii. A projecting sign shall not extend above the top of the building wall.
- iii. A projecting sign shall be located at least 7.5 feet from any side lot line and be located at least 15 feet from any other projecting sign, monument sign or pole sign, measured in any direction.
- iv. Projecting signs shall be attached to a building to withstand the loads as required by LAMC Sec. 91.6212.
- v. A projecting sign may project over the public right-of-way, but shall comply with Sec. 4C.11.4. (Projection Over the Public Right-Of-Way). Sign projections shall fall within an area that is perpendicular to the public right-of-way and has a maximum width of 3 feet as measured parallel with the public right-of-way.
- vi. For projecting signs located above 16 feet and on a lot having a street frontage greater than 50 feet, projections over the public right-of-way may vary linearly from 5 feet at 50 feet to 8 feet at 100 feet of street frontage. This is an exception to the provision above (Sec 4C.11.6.C.8.vi.), and does not require compliance with Sec. 4C.11.6.D.2.

	Sign Package 1	Sign Package 2
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SIGN TYPE PERMISSIONS

OS, A, & RG Use Districts	○	○
All other Use Districts	●	●

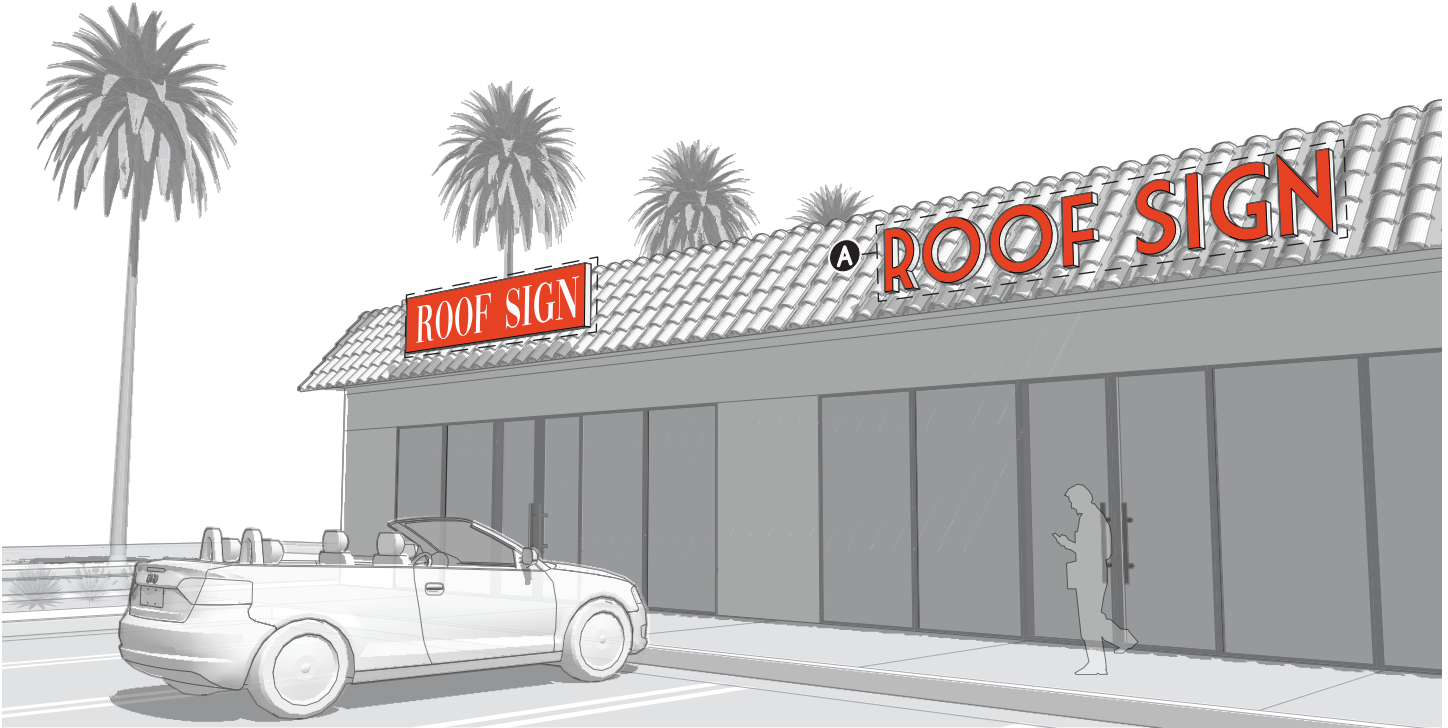
● = Sign type allowed ○ = Sign type not allowed

	Sign Package 1	Sign Package 2
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DIMENSIONAL STANDARDS

	Sign Package 1	Sign Package 2
Combined sign area for all Projecting Signs (max)	25 SF + 1.5 SF per foot of street frontage	25 SF + 1.5 SF per foot of building frontage
Total number of Pole Signs & Projecting Signs (max)		
0' to < 50' of street frontage	0	0
50' to ≤ 200' of street frontage	1	1
>200' to ≤ 400' of street frontage	2	2
>400' to ≤ 600' of street frontage	3	3
>600' of street frontage	+1 / 200' of street frontage	+1 / 200' of street frontage
A Area of individual Project Sign (max)	300 SF per sign face	48 SF per sign face
B Projection from building face (max)	8'	5'
C Clear height (min)	8'	8'

9. Roof Sign



DEFINITION

A sign erected on a roof of a building.

GENERAL STANDARDS

- i. Roof signs are allowed only when placed directly upon a roof that slopes downward toward and extends to or over the top of an exterior wall.
- ii. The top of the roof sign shall be located at least 2 feet below the highest point of the roof where the sign is located.
- iii. Roof signs shall be located at least 2 feet from the edge of the roof.
- iv. Roof signs shall be located at least 10 feet from side lot lines.
- v. The plane of the sign face of a roof sign shall be approximately parallel to the face of the building.

	Sign Package 1	Sign Package 2
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SIGN TYPE PERMISSIONS

OS, A, & RG Use Districts	○	○
All other Use Districts	●	○

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS

Combined sign area for all Roof Signs (max)	2 SF per foot of street frontage, + 1 SF for each foot of building frontage
A Area of individual Roof Sign (max)	300 SF

10. Roof Sign: Open Panel

[Reserved]

DEFINITION

A sign erected on a roof of a building consisting of channel letters, graphic segments, open lighting elements, or other open forms affixed to a non-solid panel sign support structure.

GENERAL STANDARDS

- i. The sign shall be located on the roof of a building.
- ii. The plane of the sign face shall be approximately parallel to the face of the building.
- iii. The sign shall consist of open channel lettering or graphic segments. Box and cabinet signs are not allowed.

APPROVAL

Sign type only allowed accordance with *Sec. 13B.2.5. (Director Determination)*.

Supplemental Findings. The proposed sign contributes to the existing pattern and character of signs of the area within a 500 foot radius of the site.

Sign Package 1 Sign Package 2

SIGN TYPE PERMISSIONS

OS, A, & RG Use Districts	○	○
All other Use Districts	○	●

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS

	Combined sign area for all Open Panel Roof Signs (max)	2 SF per foot of building frontage
A	Area of individual Open Panel Roof Sign (max)	80 SF
B	Sign display height (max height above roof-line or parapet)	3'
C	Distance from another roof sign (min)	15'

11.High-Rise Sign 2

[Reserved]

DEFINITION

A sign located at least 120 feet above grade and attached to the wall of a building.

GENERAL STANDARDS

- i. No building may have more than two high-rise 2 signs and no more than one on any side of the building. In the case of a cylindrical or elliptical building, the building should be considered to have four quadrants, which will in no case exceed 25% of the perimeter of the building. Both tall building signs on a building must be identical in design.
- ii. The plane of the sign face of a high-rise 2 sign shall be approximately parallel to the face of the building.
- iii. On a flat-topped building, high-rise 2 signs must be located between the top of the windows on the topmost floor and the top of the roof parapet or within an area 16 feet below the top of the roof parapet.
- iv. On buildings with stepped, non-flat, or otherwise articulated tops, high-rise 2 signs may be located within an area 16 feet below the top of the building or within an area 16 feet below the top of the parapet of the main portion of the building below the stepped or articulated top.

GENERAL STANDARDS

- i. High-rise 2 signs must be located on a wall and may not be located on a roof, including a sloping roof, and may not block any windows.
- ii. The sign shall consist of open channel lettering or graphic segments. Box and cabinet signs are not allowed.
- iii. High-rise 2 signs are limited to one line of text.

	Sign Package 1	Sign Package 2
SIGN TYPE PERMISSIONS		
OS, A, & RG Use Districts	○	○
All other Use Districts	○	●
● = Sign type allowed ○ = Sign type not allowed		

DIMENSIONAL STANDARDS

Combined sign area for all High-Rise 2 Signs (max)	n/a
A Area of individual High-Rise 2 Sign (max)	50% of the area of the building wall to which the sign is attached or 800 SF, whichever is less

12. Wall Sign



DEFINITION

A sign on the wall of a building or structure, with the exposed face of the sign in a plane approximately parallel to the plane of the wall, that has been attached to, painted on, or erected against the wall, projected onto the wall, or printed on any material which is supported and attached to the wall by an adhesive or other materials or methods.

GENERAL STANDARDS

- i. For wall signs made up of individual letters that use the wall of the building as background, sign area allocated in *Sec. 4C.11.5.C.2.* and *Sec. 4C.11.5.C.3.* may be increased by 20%, provided there is no change in color between the background and the surrounding wall area.
- ii. If any message is placed on the edge of a wall sign, then that portion of the wall sign is regulated as a pedestrian sign or a projecting sign.
- iii. A wall sign cannot extend above the top of the wall of the building, except where there is less than 3 feet between the top of the wall and the top of a window, the wall sign may extend above the top of the wall by a maximum of 3 feet.
- iv. The plane of the sign face of a wall sign shall be approximately parallel to the face of the building.
- v. Wall signs cannot be illuminated when installed on a wall that faces the rear or side lot line that is located within 30 feet of properties zoned with an Agricultural or Residential Use District and a Density District of 8 to 60 or 1L to 4L.
- vi. No wall sign shall project over any public property or any public right-of-way greater than that permitted in *Sec. 4C.11.4. (Projection Over the Public Right-Of-Way)*.
- vii. Where a parking lot exists between a wall sign and the street, and there is a freestanding wall or fence between the parking lot and the street, a sign may be placed on the wall or fence provided the sign does not project beyond the lot line. The sign is limited to that portion of the wall or fence between 2.5' and 3.5' in height above the finished grade at the base of the wall generally facing the street.

	Sign Package 1	Sign Package 2
SIGN TYPE PERMISSIONS		
OS, A, & RG Use Districts	●	●
All other Use Districts	●	●
● = Sign type allowed ○ = Sign type not allowed		

	Sign Package 1	Sign Package 2
DIMENSIONAL STANDARDS		
Combined sign area for all Wall Signs (max)		
OS, A, & RG Use Districts	n/a	n/a
All other Use Districts		
Single story buildings	2 SF per foot of street frontage, + 1 SF for each foot of building frontage.	3 SF per foot of building frontage
Multistory buildings	2 SF per foot of street frontage, + 1 SF for each foot of building frontage, + 10% for each additional story (not to exceed 150% of single story max).	2 SF per foot of building frontage
A Area of individual Wall Sign (max)		
OS, A, & RG Use Districts	20 SF	20 SF
All other Use Districts	n/a	80 SF
B Projection from building face (max)	2'	1'

13. Window Sign



DEFINITION

A sign, except for a supergraphic sign, that is attached to, affixed to, leaning against, or otherwise placed within 6 feet of a window or door in a manner so that the sign is visible from outside the building.

GENERAL STANDARDS

The total area of all window signs shall not exceed 10% of the area of a single window pane or 10% of the aggregate area of all immediately adjacent window panes separated at most by a mullion, muntin or grid no thicker than 6 inches in width.

Sign Package 1 | Sign Package 2

SIGN TYPE PERMISSIONS

OS, A, & RG Use Districts	○	○
All other Use Districts	●	●

● = Sign type allowed ○ = Sign type not allowed

Sign Package 1 | Sign Package 2

DIMENSIONAL STANDARDS

Combined sign area for all Window Signs (max)	n/a	
A Area of individual Window Sign (max)	n/a	32 SF

14. Yard Sign



DEFINITION

A small sign placed in a yard or other amenity space.

GENERAL STANDARDS

Yard signs shall not have mechanical or moving parts and no electricity or other source of illumination or power may be attached or made a part of the sign.

Sign Package 1 | Sign Package 2

SIGN TYPE PERMISSIONS

	Sign Package 1	Sign Package 2
OS, A, & RG Use Districts	●	●
All other Use Districts	○	○

● = Sign type allowed ○ = Sign type not allowed

DIMENSIONAL STANDARDS

Combined sign area for all Yard Signs (max)	n/a
A Area of individual Yard Sign (max)	
Agricultural Use Districts	20 SF
OS & RG Use Districts	12 SF
B Height (max)	6'

D. Measurement

1. Sign Height

- a. The height of all signs permitted by this article, except for yard signs, shall be measured as the distance in a straight vertical line from the top of the sign to the sidewalk grade, or to the edge of roadway grade nearest the sign if there is no sidewalk. Yard sign height is measured from finished grade at the base of the sign.
- b. Any pole sign located at the street corner on a corner lot may use the greater of the two intersecting street frontages for determining maximum sign height. In no event can a sign exceed the height in which the sign is located.

E. Relief

1. A deviation from any sign type dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
2. Deviation from any sign type standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

DIV. 4C.12. **SITE ELEMENTS**

SEC. 4C.12.1. **ROOF-MOUNTED EQUIPMENT**

A. **Intent**

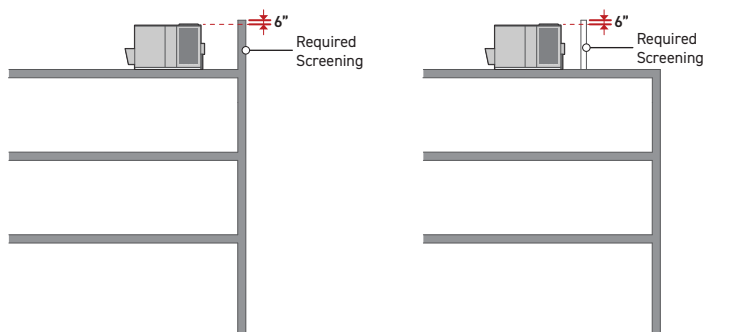
To ensure roof mounted equipment is designed to minimize effects on surrounding properties and the public realm and to ensure roof-mounted equipment is obscured from view on the city skyline.

B. **Applicability**

All mechanical or utility equipment located on a roof, with the exception of solar panels and their required appurtenances and equipment for wireless telecommunication uses, shall meet the following screening standards. Rooftop wireless telecommunication uses shall be screened according to Sec. 4C.8.8. (*Wireless Telecommunication Facilities*).

C. **Standards**

1. Roof-mounted mechanical or utility equipment (including but not limited to, compressors, condensers, conduits, pipes, vents, and ducts) shall be screened on all sides by a parapet or screening enclosure that:
 - a. Is no less than 75% opaque;
 - b. Has a minimum height 6 inches greater in height than the topmost point of the equipment; and
 - c. Encloses the equipment 100% up to the minimum height of the screening structure.
2. The screening structure shall meet Sec. 4C.7.3 (*Fence/Wall Design & Installation*).



D. **Measurement**

1. For measurement of opacity see Sec. 14.1.13. (*Opacity %*).
2. For measurement of enclosure see Sec. 14.1.4. (*Enclosure*).

3. Height from topmost point of the equipment is measured to the top of the screening structure at its lowest height.

E. **Exceptions**

The following are exempt:

1. Sustainable energy systems;
2. Los Angeles Fire Department equipment;
3. Helipads; and
4. Window cleaning systems.

F. **Relief**

1. An alternative to roof-mounted equipment screening standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any roof-mounted equipment screening dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. Deviation from any roof-mounted equipment screening standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.2. **GROUND-MOUNTED EQUIPMENT**

A. **Intent**

To minimize visibility of ground-mounted equipment from the public realm and support the intent of the applicable *Frontage District (Part 3B)*.

B. **Applicability**

1. Mechanical or utility equipment having the following characteristics:
 - a. Publicly or privately owned.
 - b. Located at an elevation within 6 feet of surrounding grade.
 - c. Serves 5 or more dwelling units or at least 5,000 square feet of floor area.
 - d. Does not include equipment for wireless telecommunication uses. These uses shall comply with *Sec. 4C.8.8. (Wireless Telecommunication Facilities)*.
2. Ground-mounted equipment screening standards do not apply to lots owned or leased by the Los Angeles Department of Water and Power.
3. Ground-mounted equipment standards do not apply to fire hydrants.

C. **Standards**

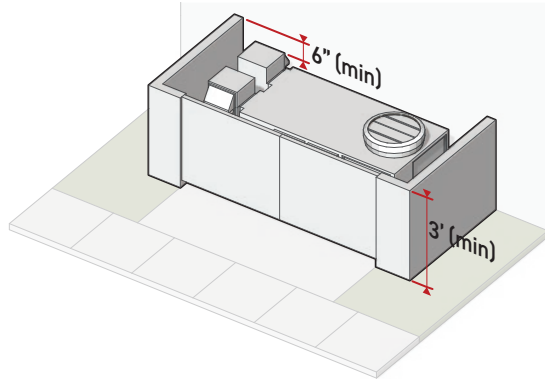
1. **Location**

- a. Ground mounted equipment located in a frontage yard shall be installed entirely below finished grade in a vault.
- b. Ground mounted equipment may be located within a building or structure, such as a utility room or parking garage, provided no portion of the equipment faces a frontage yard unobstructed.
- c. Ground mounted equipment may be located outdoors and above-grade provided that it meets the following standards:
 - i. No portion of the equipment is located in a frontage yard.
 - ii. When located on a corner lot, the equipment and its padmount shall not be located in the parking setback specified by the applied *Frontage District (Part 3B)*.
 - iii. Equipment is screened with a a fence/wall screen that meets the requirements of *Sec. 4C.12.C.2. (Fence/Wall Screen)* or a landscape screen that meets the requirements of *Sec. 4C.12.C.3. (Landscape Screen)*. Fence/wall screens and landscape screens may be combined to achieve full screening of the subject equipment.

2. Fence/Wall Screen

Fences or walls used to meet ground mounted equipment screening requirements shall meet the following standards:

- a. Form a screening enclosure that creates a contiguous perimeter around 100% of the subject equipment for a height no less that 6 inches taller than the topmost point of the equipment. In no case may the screening enclosure be less than 3 feet in height.



- b. Have a minimum opacity of 90%
- c. Access gates provided in the screening enclosure shall meet the following standards:
 - i. Shall have a height no less that 6 inches taller than the topmost point of the equipment.
 - ii. Where a screening enclosure is taller than the minimum height, gates may be no more than 1 foot shorter than the height of the wall or fence provided.
 - iii. In no case shall gates exceed the height of the screening enclosure by more than 1 foot.
 - iv. Has a minimum opacity of 90%.
- d. A building wall of an existing or proposed building may serve as a partial element of the screening enclosure, provided that the building wall meets the height requirements outlined in Sec. 4C.12.C.2.a. and the opacity requirements outlined in Sec. 4C.12.C.2.b.
- e. Areas within the screening enclosure shall be maintained free of trash and debris.
- f. Screening enclosure shall comply with Sec. 4C.7.3 (*Fence/Wall Design & Installation*).
- g. Screening may need to comply with additional access and clearance standards as may be required by LADWP.

3. Landscape Screen

Plants and landscaping used meet ground mounted equipment screening requirements shall meet the following standards:

a. General

- i. Landscape screens shall be composed of hedges meeting the requirements of *Sec. 4C.12.2.C.3.b. (Hedges)* or screening plants meeting the requirements of *Sec. 4C.12.2.C.3.c. (Screening Plants)*. Landscape screens may be composed of a combination of screening plants and hedges.
- ii. All required screening plants and hedges shall have a minimum height at maturity no lower than the height of the topmost point of the equipment subject to screening.
- iii. All required screening plants and hedges shall comply with *Sec. 4C.6.4. (Plant Design and Installation)*.
- iv. Areas within the landscape screen shall be maintained free of trash and debris.
- v. All plants provided in a landscape screen shall be planted and maintained so as to ensure a minimum of 3 feet of clearance between all portions of the equipment and the plants, based on spread at maturity.
- vi. Screening may need to comply with additional access and clearance standards as may be required by LADWP

b. Hedges

- i. A continuous perimeter of hedge shall surround 100% of the subject equipment. A maximum gap of 3 feet breaking the continuous perimeter is permitted to allow for equipment access, provided that the access gap does not face a frontage lot line.
- ii. Hedges shall meet the requirements of *Sec.4C.6.4.C.3.d. (Hedges)*.

c. Screening Plants

- i. Screening plants shall be planted in a planting area no less than 3 feet in depth that creates a contiguous perimeter surrounding 100% of the subject equipment. A maximum gap of 3 feet breaking the contiguous perimeter is permitted to allow for equipment access, provided that the access gap does not face a frontage lot line.
- ii. A minimum of 20 screening plants shall be planted for every 50 linear feet of planting area, measured at the outside perimeter of the planting area.
- iii. Screening plants shall meet the requirements of *Sec.4C.6.4.C.3.b. (Screening Plants)*.

D. Measurement

1. For measurement of opacity see *Sec. 14.1.13. (Opacity %)*.
2. For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.
3. Height from topmost point of the equipment is measured to the top of the screen and gate at their lowest point.

- Site Elements -

4. For measurement of plant and hedge height at maturity, see *Sec. 4C.6.4.D.11, (Height at Maturity)*.
5. For measurement of plant and hedge spread at maturity, see *Sec.4C.6.4.D.3. (Canopy Diameter, Spread, and Height at Maturity)*.
6. For measurement of planting area width, see *Sec. 4C.6.4.D.1. (Planting Area Width)*.
7. For measurement of parking setback see *Sec. 3C.2.1.D. (Measurement, Parking Setback)*.
8. For measurement of building width see *Sec 2C.6.1.D. (Building Width)*.

E. Relief

1. Where Los Angeles Department of Water and Power determines that utility equipment must be located in the frontage yard and that locating the equipment in a below grade vault is infeasible for reasons not related to cost, the applicant may request an alternative to the ground-mounted equipment location standards in accordance with *Sec. 13B.5.2 (Alternative Compliance)* allowing for the utility equipment to be located above-grade and in a frontage yard.
2. A deviation from any ground-mounted equipment screening dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. Deviation from any ground-mounted equipment screening standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.3. **WALL-MOUNTED EQUIPMENT**

A. **Intent**

To ensure wall-mounted equipment is concealed to minimize effects on the public realm.

B. **Applicability**

Wall mounted equipment standards apply to all mechanical or utility equipment attached to the exterior wall of a building or structure, with the exceptions of wireless telecommunication uses. Wireless telecommunication uses shall meet the screening requirements outlined in Sec. 4C.8.8. (*Wireless Telecommunication Facilities*). Wall-Mounted Equipment standards do not apply to fire alarms.

C. **Standards**

1. **Location**

Wall-mounted electrical meters, gas meters, cable boxes and other utility equipment shall not be attached to a building facade facing a frontage yard and shall not be located in a frontage yard unless it is fully screened with a screening enclosure meeting the standards below and that screening enclosure complies with the frontage yard fences and walls type standards allowed in the applicable Frontage District.

2. **Screening Enclosure**

Wall-mounted equipment located on a building or structure facade abutting a frontage yard shall be screened with an enclosure that meets the following requirements:

- a. Has a minimum of 75% enclosure for a height of at least 6 inches taller than the topmost point of the equipment. For wall mounted equipment located more than 3 feet above the base of the wall, the enclosure shall have a minimum of 75% enclosure for no less than 6 inches below the bottommost point of the equipment.
- b. Has a minimum opacity of 75%.
- c. Access gates provided in the screening enclosure shall meet the following standards:
 - i. Shall have a height no less than 6 inches taller than the topmost point of the equipment and, where located more than 3 feet above the base of the wall, shall continue no less than 6 inches below the bottommost point of the equipment.
 - ii. Where a screening structure is taller than the minimum height, gates may differ no more than 1 foot from the height of the wall or fence provided.
 - iii. In no case shall gates exceed the height of the screening structure by more than 1 foot.
 - iv. Has a minimum opacity of 90%.

- d. The screening structure shall comply with *Sec. 4C.7.3 (Fence/Wall Design & Installation)*.

D. Measurement

1. For measurement of opacity see *Sec. 14.1.13. (Opacity %)*.
2. For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.
3. Height from topmost point of the equipment is measured to the top of the screen and gate at their lowest height.

E. Exceptions

[Reserved]

F. Relief

1. An alternative to wall-mounted equipment screening standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any wall-mounted equipment screening dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. Deviation from any wall-mounted equipment screening standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.4. **WIRELESS TELECOMMUNICATION FACILITIES**

A. **Intent**

To minimize visual impacts, make the installation, operation, and appearance of wireless telecommunication facilities as inconspicuous as possible, to prevent the facility from visually dominating the surrounding area, and to hide the installation from predominant views from surrounding properties.

B. **Applicability**

All wireless telecommunications uses, excluding satellite dish antennae, radio, and television transmitters and antennae incidental to residential uses.

C. **Standards**

Wireless telecommunications facilities shall meet the following screening design standards. Specific screening and design requirements depend on the proposed site and surroundings based on discretionary review by the approving authority.

1. **General**

- a. All wireless telecommunications facilities shall meet the minimum siting distances to habitable structures required for compliance with Federal Communications Commission (FCC) regulations and standards governing the environmental effects of radio frequency emissions.
- b. New wireless telecommunication equipment shall be installed at an approved existing facility, when co-location is feasible.
- c. Existing rooftop facilities in which new wireless telecommunication equipment is installed shall be subject to the standards included in Sec. 4C.8.8.C.2.
- d. Existing monopole facilities in which new wireless telecommunication equipment is installed shall be subject to the standards included in Sec. 4C.8.8.C.3.

2. **Rooftop Wireless Telecommunications Facilities**

Rooftop wireless telecommunications facilities, including antennas and any associated equipment shall meet the following standards:

- a. Rooftop Wireless Telecommunications facilities are only allowed where they are a permitted use in the applied *Use District (Part 5B)*.
- b. Where located on the rooftop of a designated historic resource or a surveyed historic resource rooftop Wireless Telecommunications facilities require review and approval pursuant to Sec. 13B.2.2. (Class 2 Conditional Use Permit).
- c. Shall be located on rooftops no less than 40 feet above grade.

- d. Shall be screened on all sides by a parapet or screening enclosure that meet the standards provided in *Sec. 4C.8.5.C (Roof-Mounted Equipment)*.
- e. The structure covering the antenna and any equipment cabinet shall be painted and textured to match the exterior walls of the building.
- f. Any wireless antenna structures and associated equipment shall have a height no greater than 10 feet, measured from rooftop surface at the base of the structures or equipment.
- g. Where mounted on the walls of a rooftop enclosure for mechanical equipment or vertical circulation, wireless antenna structures and associated equipment cabinets shall not exceed the height of the rooftop enclosure.
- h. The cumulative area occupied by all rooftop wireless telecommunications facilities and associated equipment shall not exceed 10% of the total area of the rooftop.

3. **Monopole Installations**

Monopole wireless telecommunications facilities, including antennas and any associated equipment shall meet the following standards:

- a. The footing of a monopole antenna shall be structurally designed to support a monopole which is at least 15 feet higher than the monopole under review, while being within the applicable requirements of the maximum height specified in the applied *Form District (Part 2C)*, in order to allow a future wireless network to replace an existing monopole with a new monopole capable of supporting equipment co-location.
- b. Monopoles shall be set back a minimum distance equal to 20 percent of the monopole height or 35 feet, whichever is greater, from the following lot lines:
 - i. Primary and side street lot lines;
 - ii. Lot lines shared with a lot that includes a sensitive use; and
 - iii. Lot lines shared with a lot that zoned with a residential or agricultural use district.
- c. Monopoles shall be screened on all sides with a planting area meeting the following standards:
 - i. Shall have a minimum width of 5 feet.
 - ii. Shall provide a screening plant at a frequency of 30 per 50 feet of planting area.
 - iii. Shall provide a large species tree at a frequency of 3 per 50 feet of planting area.
- d. All monopole wireless telecommunication facilities shall use surfacing and camouflaging techniques that satisfy the following criteria:
 - i. Exterior colors, textures, and shapes are visually compatible with the surrounding built or natural environment.

- ii. Exterior finish is non-reflective, unless otherwise required by the Federal Aviation Administration
- iii. Shall be situated so as to utilize existing natural or man-made features including topography, vegetation, buildings, or other structures to provide the greatest amount of visual screening.
- e. The approving authority may require additional measures designed to camouflage a monopole wireless telecommunication facility, including placing the facility entirely within a vertical screening structure. Suitable architectural features include, but are not limited to, clock towers, bell towers, church steeples, icon signs, lighthouses, flagpoles or utility poles. All facility components, including the antennas, shall be mounted inside said structure.
- f. Monopoles that are not vertically screened shall be of tapered design (3 foot diameter at the base up to 1.5 foot diameter at the top).
- g. All wireless telecommunication facilities shall be removed within 90 days of discontinuance of use.

D. Measurement

1. Setbacks from Lot Lines are measured according to *Sec. 2C.2.2.D. (Building Setbacks)*.
2. Planting area width is measured according to *Sec. 4C.6.4.D.1. (Planting Area Width)*.
3. Planting frequency is measured according to *Sec. 14.1.8. (Frequency)*.
4. Screening Plants are measured as provided or not provided, based on the presence of screening plants that comply with *Sec. 4C.6.4.C.3.b. (Screening Plants)* and all other applicable provisions of *Sec. 4C.6.4. (Plant Design and Installation)*.
5. Large species trees are measured as provided or not provided, based on the presence of large species trees that comply with *Sec. 4C.6.4.C.3.a. (Trees)* and all other applicable provisions of *Sec. 4C.6.4. (Plant Design and Installation)*.

E. Relief

1. An alternative to wireless telecommunication facilities standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any wireless telecommunication facilities dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. Deviation from any wireless telecommunication facilities standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.5. WASTE RECEPTACLES

A. Intent

To ensure waste receptacle service areas are designed in a manner that does not detract from the safety, comfort, or enjoyment of users of the lot, neighboring lots or the public realm.

B. Applicability

1. All solid waste, recycling, and organic waste receptacles 96 gallon in size or greater stored on a lot, with the exception of lots containing only residential uses and 4 or fewer dwelling units.
2. Use modification project activities on a site having less than 2,500 square feet of lot area shall be exempt from waste receptacle screening and enclosure standards.

C. Standards

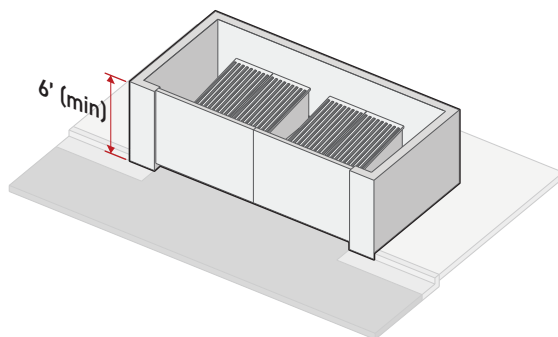
1. Location

- a. Waste receptacles and their screening enclosures shall not be located in a frontage yard.
- b. Waste receptacles may be located within a building or structure provided they are located in a room with 100% enclosure.
- c. Waste receptacles may be located in the same area, room, or enclosure as required recycling areas as long as the area, room, or enclosure meets both the *waste receptacle standards* (Sec. 4C.9.5.) and the recycling areas standards outlined in Sec. 4C.12.6. (*Recycling Areas*).
- d. Waste receptacle storage areas shall be made accessible to the public right of way, a driveway, or a motor vehicle use area through a pedestrian accessway with a minimum width of 4 feet in order to accommodate waste hauling services.

2. Screening Enclosure

The outdoor waste receptacle shall be screened with an enclosure that meets the following requirements:

- a. Has 100% enclosure for a minimum height of 6 feet , but no less than 1 foot taller than the height of the waste receptacles the facility is designed to enclose.
- b. Has a minimum opacity of 90%.



- c. Outdoor waste receptacle enclosures located on a lot zoned with a Residential or Agricultural Use Uistrict or located on a lot abutting a Residential or Agricultural use district shall be sheltered. The sheltering structure shall meet the following standards:
 - i. Shall have a slope of no less than 5 degrees;
 - ii. Shall be and made of non pervious material to ensure runoff; and
 - iii. Shall provide a minimum clear height of 8 feet under the structure.
- d. Wheel stops with a minimum height of 8 inches shall be installed a minimum of 6 inches from interior walls of waste receptacle enclosures to prevent damage to walls.
- e. Access gates provided in the screening enclosure shall meet the following standards:
 - i. Shall have a height of no less than 6 feet.
 - ii. Where a screening structure is 7 feet or greater in height, gates may be no more than 1 foot shorter than th height of the screening enclosure provided.
 - iii. In no case shall gates exceed the height of the screening structure by more than 1 foot.
 - iv. Has a minimum opacity of 90%.
- f. All provided screening enclosures shall comply with *Sec. 4C.7.3 (Fence/Wall Design & Installation)*.

D. Measurement

1. For frontage yard designation see *Sec. 14.1.16.G. (Frontage Yard)*.
2. For measurement of height see *Sec. 4C.7.1.D.1 (Fence and Wall Height)*.
3. For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.
4. For measurement of opacity see *Sec. 14.1.13. (Opacity %)*.

E. Relief

1. An alternative to waste receptacle standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any waste receptacle dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. Deviation from any waste receptacle standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.6. **RECYCLING AREAS**

An outdoor enclosure or a room within a building which is designated for the collection of recyclable materials generated by the use(s) on a lot.

A. Intent

To ensure that adequate facilities for collecting and loading recyclable materials are provided in order to divert solid waste, address source reduction, and facilitate recycling and composting activities by users, tenants, and residents.

B. Applicability

1. Recycling areas standards apply to projects involving new construction resulting in:
 - a. A 25% increase in floor area for residential projects with four or more dwelling units; or
 - b. a 30% increase of floor area for non-residential projects. For marinas, floor area includes the space dedicated to the docking or mooring of marine vessels
2. Any site where multiple building permits are issued within a 12-month period that result in the addition of floor area beyond the above thresholds is also required to meet the recycling areas standards.

C. Standards

1. General

- a. Recycling areas shall be equipped with recycling receptacle containers that are covered, durable, waterproof, rustproof, and of incombustible construction, and that either provide protection against the environment or are located in a building or structure that is covered and enclosed. Containers must be clearly labeled to indicate the type of material to be deposited, and all recyclable materials must be placed or stored in such containers.
- b. When a project provides a trash chute, including adding a trash chute to an existing development, a recycling chute shall also be provided. Recycling chutes shall be clearly marked "recycling only" at every point of entry.
- c. Outdoor recycling areas shall be constructed with a concrete floor sloped to drain, and a water faucet for hose attachment shall be located adjacent to or within the enclosure.
- d. The recycling area shall be clearly identified by one or more signs with a minimum dimension of 16 inches by 20 inches that designate the area for recycling collection and loading;
- e. The recycling area shall be available for use by persons residing or employed on the property

- f.** No payment shall be made to persons depositing recycling materials in the recycling area and no processing of recycling materials shall be permitted within the recycling area. For recyclable materials deposited or redeemed for monetary value, see Sec.5C.1.8.D.1. (Recycling Facility, Collection). For sorting or processing of recyclable materials from off-site sources, see Sec.5C.1.8.D.3. (Recycling Facility, Sorting & Processing).
- g.** Each property owner or lessee shall contract with a recycler or hauler for the pick-up of recyclable materials, separate from trash collection, when receptacles are full or every week, whichever occurs first.
- h.** To encourage active participation in recycling to the maximum extent possible, each property owner, manager, or lessee shall inform all tenants and/or employees living or working on the property of the availability and location of the recycling area(s), the types of materials that are collected for recycling, and that the recycling collection facilities are located on the property pursuant to state law requiring the diversion of a substantial portion of solid waste.
- i.** No toxic or hazardous material shall be stored in recycling areas or receptacles;
- j.** Recycling areas shall be kept free of litter, debris, spillage, bugs, rodents, odors, and other similar undesirable hazards.

2. **Location**

- a.** Outdoor recycling areas and their screening enclosures shall not be located in a frontage yard.
- b.** Recycling areas may be located within a building or structure provided they have 100% enclosure.
- c.** Recycling areas shall be placed within 10 feet of waste receptacles or waste receptacle service areas or rooms wherever feasible. Where multiple recycling areas are provided, at least one recycling area must be placed within 10 feet of at least one waste receptacle or waste receptacle service area or room.
- d.** Recycling areas may be located in the same area, room, or enclosure as waste receptacles as long as the area, room, or enclosure meets both the recycling area standards and the waste receptacle standards outlined in Sec. 4C.12.5. (Waste Receptacles).
- e.** Recycling areas shall not diminish the required number of automobile parking stalls or bicycle parking spaces or impair traffic flow.

3. **Size**

- a.** For residential uses with 20 or fewer dwelling units or any other uses with a total floor area of less than 3,000 square feet, the minimum area of the required recycling area shall be 30 square feet;

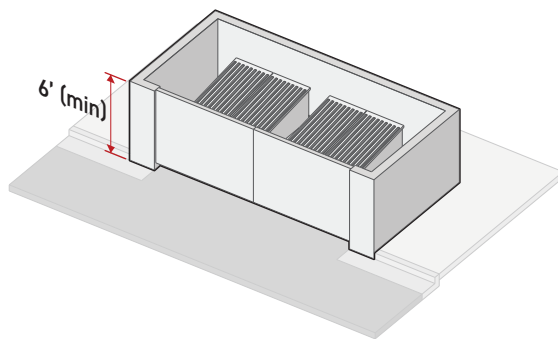
- Site Elements -

- b. For residential uses of 21 to 50 dwelling units or any other uses having a total floor area of 3,001 to 7,500 square feet, the minimum area of the required recycling area shall be 60 square feet;
- c. For residential uses of 51 or more dwelling units, or any other uses having a total floor area of greater than 7,500 square feet, the minimum area of the required recycling room shall be 100 square feet;
- d. No individual area recycling area shall exceed an area of 300 square feet.
- e. Multiple recycling areas on the same lot may be combined to meet the applicable required minimum area, as long as no individual recycling area has an area of less than 30 feet and the total combined area of the provided recycling areas does not exceed 300 square feet.
- f. Every recycling area shall contain a minimum clear height at least eight feet.
- g. The recycling area shall be of adequate size for the collection of all recyclable materials generated by the use(s) occupying the site, without such materials overflowing the area or forcing significant amounts of recycling to be discarded as general refuse. If the Department of Building and Safety determines the proposed recycling area to be inadequate, they may require a larger space, even if the proposed area exceeds the minimum requirements listed in Sec. 4C. 12.C.3.a-c. (Size) above.

4. Screening Enclosure

Outdoor recycling areas shall be screened with an enclosure that meets the following requirements:

- a. Has 100% enclosure for a minimum height of 6 feet.
- b. Has a minimum opacity of 90%.



- c. Access gates provided in the screening enclosure shall meet the following standards:
 - i. Shall have a height of no less than 6 feet.
 - ii. Where a screening structure is 7 feet or greater in height, gates may be no more than 1 foot shorter than the height of the screening enclosure provided.

- iii. In no case shall gates exceed the height of the screening structure by more than 1 foot.
- iv. Has a minimum opacity of 90%.
- d. All provided screening enclosures shall comply with Sec. 4C.7.3 (Fence/Wall Design & Installation).

D. Measurement

1. For frontage yard designation see *Sec. 14.1.16.G. (Frontage Yard)*.
2. For measurement of height see *Sec. 4C.7.1.D.1 (Fence and Wall Height)*.
3. For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.
4. For measurement of opacity see *Sec. 14.1.13. (Opacity %)*.

E. Relief

1. An alternative to recycling receptacle standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any recycling receptacle dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. Deviation from any recycling receptacle standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

SEC. 4C.12.7. **SHOPPING CART CONTAINMENT**

A. **Intent**

To prevent or reduce the accumulation of abandoned shopping carts in the City, which may obstruct pedestrian and vehicular traffic, and constitute a hazard to the health, safety, and general welfare of the public.

B. **Applicability**

Shopping cart containment requirements apply to projects involving new construction, site modification, use modification, and major renovation for commercial uses established in Sec. 5C.1.5. (*General Commercial Uses*) that provide six or more shopping carts.

C. **Standards**

1. **General**

a. **Shopping Cart Noticing**

Every shopping cart owned or provided by any business establishment in the City must have a notice permanently affixed to it that:

- i. Identifies the owner of the cart or the name of the business establishment, or both.
- ii. Notifies the public of the procedure to be utilized for authorized removal of the cart from the business premises.
- iii. Notifies the public that the unauthorized removal of the cart from the premises or parking area of the business establishment is a violation of State and City law.
- iv. Lists a telephone number to contact to report the location of the abandoned cart.
- v. Lists an address for returning the cart to the owner or business establishment.

b. **Shopping Cart Collection Areas**

Shopping cart corrals and/or storage areas shall be provided with a minimum width of 5 feet and minimum depth of 15 feet, but shall not be located within a required frontage yard.

c. **Signs**

Signs that warn customers that shopping cart removal is prohibited and constitutes a violation of *Sec. 22435.1. of the California Business and Professions Code* and *Sec. 41.45. of Chapter 4 (Public Welfare) of the LAMC* shall be installed and maintained at exits, shopping cart collection areas, and any vehicular or pedestrian accessways. Signs shall be no less than 16 inches by 20 inches, and placed at a minimum height of 3 feet and a maximum height of 6 feet.

2. Containment Methods

A project shall include a practical containment approach with one or more of the following containment methods to ensure that shopping carts remain on the premises.

a. Wheel Locking or Stopping Mechanisms

Shopping carts shall be equipped with a wheel locking or stopping mechanism that is used in conjunction with an electronic magnetic barrier along the perimeter of the commercial use or lot, including customer entrances, loading areas, basements, landscaped areas, along crossings and access points required for driveways, drive aisles, pedestrian accessways, and pedestrian passageways, or any other perimeter identified on a shopping cart containment plan. The wheel locking or stopping mechanism must activate when the shopping cart crosses the electronic or magnetic barrier.

b. Screening Plants

A type F1 frontage screen, in accordance with *Sec. 4C.8.1.C.2.a. (F-Screen 1)*, shall be provided along the perimeter of the commercial use or lot, or any other perimeter identified on a shopping cart containment plan.

c. Bollards

Bollards shall be installed at customer entrances, or within 10 feet of the entrances, and shall be spaced at a maximum distance of 17 inches from each other or nearby enclosed space.

d. Other Methods

Other methods for shopping cart containment so long as the Department of Public Works, Bureau of Sanitation, or its successor agency, has approved the system or method which would effectively contain or control shopping carts on the premises.

3. Performance Standards

Applicants shall execute and record a covenant and agreement to the satisfaction of the Department of Public Works, Bureau of Sanitation, meeting the following standards:

a. Daily After Hours Cart Containment

A plan for securing shopping carts whenever the store is not open for business shall be provided.

b. Shopping Cart Retrieval

The owner shall be responsible for retrieving their own carts or provide evidence of a contract with a shopping cart retrieval service with terms requiring collection of abandoned shopping carts within 24 hours of notification of an abandoned shopping cart.

c. Employee Training

The owner of the retail establishment shall implement and maintain a periodic training program for its new and existing employees designed to educate employees about the abandonment and retrieval of shopping carts from the premises of the retail establishment.

D. Measurement

1. Shopping Cart Containment Plan

A shopping cart containment plan shall be prepared that identifies areas on a lot where shopping carts can be removed from the lot and identifies the proposed containment method for each area.

2. Recorded Agreement

Prior to issuance of a Building Permit, a covenant acceptable to the Department of Public Works, Bureau of Sanitation and consistent with *Sec. 1.3.2.C.6. (Recorded Agreements)* shall be recorded with the Los Angeles County Recorder, guaranteeing that the contaminants methods, general requirements, and performance standards established in this Section are met.

E. Relief

- 1.** A deviation from shopping cart containment standards established in this Section may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.
- 2.** A deviation from any shopping cart containment dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
- 3.** A deviation from any shopping cart containment standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

F. Enforcement

Regardless of *Div. 13B.10. (Department of Building and Safety)*, the Department of Public Works, Bureau of Sanitation shall have the authority and responsibility to enforce the provisions of this Section.

DIV. 4C.13. **ENVIRONMENTAL PROTECTION**

SEC. 4C.13.1. **ENVIRONMENTAL PROTECTION MEASURES**

A. **Intent**

1. Ensure that development in the City does not result in detrimental impacts to those residing or working in and around construction activities, and to abutting properties, and the public right of way, including the habitat, cultural resources, and historic or fragile buildings.
2. Provide a mechanism for mitigation measures adopted to certify environmental impact reports for City plans, policies, or regulations to be made enforceable on future development projects consistent with *CEQA Guidelines, Section 15162.4*.
3. Provide a flexible mechanism to adopt and amend uniformly applicable development standards to allow streamlined environmental review, including pursuant to *CEQA Guidelines Section 15183.3*.

B. **Applicability**

No permit shall be issued by the Department of Building and Safety without the applicant demonstrating compliance with applicable environmental protection measures.

C. **Adoption and Maintenance of the Environmental Protection Measures**

The Director of Planning, as they deem necessary and appropriate, shall have the authority to prepare, maintain, amend, and adopt the environmental protection measures. The Director of Planning may, as they deem appropriate, use technical consultants or a consultant advisory panel to make recommendations on new environmental protection measures or updates to existing environmental protection measures.

D. **Noncompliance**

Failure to comply with the environmental protection measures or any condition or commitments made in compliance with the environmental protection measures is a violation of the Code, subject to all available administrative, criminal and civil remedies. Additionally, upon confirmation of non-compliance, the Director of Planning may require as deemed necessary and appropriate the applicant or property owner to retain at its own expense an independent consultant, subject to the Director of Planning's approval, to ensure compliance with the environmental protection measures and any conditions or commitments made in compliance with the environmental protection measures.

DIV. 4C.14. **DEVELOPMENT REVIEW**

SEC. 4C.14.1. **DEVELOPMENT REVIEW THRESHOLD PACKAGES**

A. **Intent**

To require the discretionary review of development projects when certain thresholds are met, and to allow for variation in these thresholds appropriate to the context of development.

Applicability

Individual projects and related or successive project activities which are determined by the Director to be part of a larger project, meeting a condition specified in either *development review threshold package 1 (Sec. 4C.14.1.C.1.)* or *development review threshold package 2 (Sec. 4C.14.1.C.2.)*.

B. **Standards**

1. **Development Review Threshold Package 1**

a. **Project Review Thresholds**

When the applicable *Development Standards District (Part 4B)* specifies development review threshold package 1, the following development projects are subject to Sec. 13B.2.4. (*Project Review*):

- i. Any development project which creates, or results in an increase of, 50,000 square feet or more of nonresidential floor area.
- ii. Any development project which creates, or results in an increase of, 50 or more dwelling units.
- iii. Any development project that includes drive-through lanes which results in a net increase of 500 or more average daily trips.
- iv. Any change of use which results in a net increase of 1,000 or more average daily trips.
- v. Any one unit development with a floor area of 17,500 square feet or larger located in the Hillside Area Map (Sec. 1.4.4).

b. **Major Development Project Review Thresholds**

When the applied *Development Standards District (Part 4B)* specifies Development Review Threshold Package 1, development projects having one or more of the characteristics listed below are subject to Sec. 4C.14.C.3. (*Supplemental Procedure*):

- i. Any development project that creates or results in an increase of 250,000 square feet or more of warehouse floor area.

- ii. Any development project that creates or results in an increase of 250 or more lodging units.
- iii. Any development project that creates or results in an increase of 100,000 square feet or more of floor area in other non-residential or non-warehouse uses.

2. Development Review Threshold Package 2

a. Project Review Thresholds

When the applicable *Development Standards District (Part 4B)* specifies development review threshold package 2, development projects participating in the *community benefits program (Div. 9.3.)* having one or more of the characteristics listed below are subject to *Sec. 13B.2.4. (Project Review)*. Any development project that is not participating in the community benefits program is subject to development review threshold package 1:

- i. Any development project including a building or structure having a height of 500 feet or taller.
- ii. Any development project which adds at least 500,000 square feet of nonresidential floor area.
- iii. Any development project which adds at least 500 dwelling units.
- iv. Any development project that includes drive-through lanes which results in a net increase of 500 or more average daily trips.
- v. Any change of use which results in a net increase of 1,000 or more average daily trips.
- vi. Any one unit development with a floor area of 17,500 square feet or larger located in the Hillside Area Map (Sec. 1.4.4).

b. Major Development Project Review Thresholds

When the applied *Development Standards District (Part 4B)* specifies Development Review Threshold Package 2, no development projects participating in the *Community Benefits Program (Div. 9.3.)* are subject to the review process outlined in *Sec. 4C.14.C.3.(Supplemental Procedure)*. Any development project that is not participating in the community benefits program is subject to Development Review Threshold Package 1, including the review process and review thresholds outlined in *Sec. 4C.14.C.1.b. (Major Development Project Review Thresholds)* and the review thresholds outlined in *Sec. 4C.14.C.3. (Supplemental Procedure)*

3. Supplemental Procedure

Development projects meeting the thresholds outlined in *Sec. 4C.14.C.1.b. (Major Development Project Review Thresholds)*, shall use an alternative project review approval process. These projects are subject to the process outlined in *Sec. 13B.2.4. (Project Review)*; however, development approval decisions shall be appealed to the City Planning Commission,

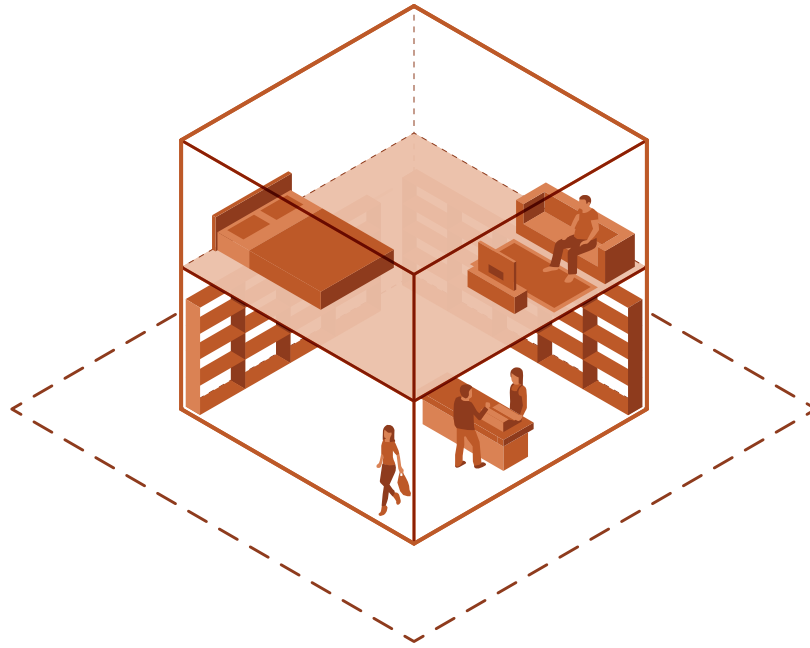
rather than the Area Planning Commission, as described in Sec. 13B.2.4. (Project Review). Additionally, if the Director of Planning fails to make a decision on an application within the time limit specified in Sec. 13B.2.4. (Project Review), the applicant may file a request for transfer of jurisdiction to the City Planning Commission pursuant to Sec. 13.2.6. (Transfer of Jurisdiction), rather than a transfer of jurisdiction to the Area Planning Commission.

C. **Measurement**

1. For calculating floor area see *Sec. 14.1.7. (Floor Area)*.
2. Average daily trips are determined by, and using the trip generation factors promulgatd the Department of Transportation.
3. For building height in feet see *Sec. 2C.4.2.D. (Height in Feet)*.

D. **Relief**

None.



ARTICLE 5. **USE**

[FORM - FRONTAGE - STANDARDS] [**USE** - DENSITY]

Part 5A. **Introduction**

Part 5B. **Use Districts**

Part 5C. **Use Rules**

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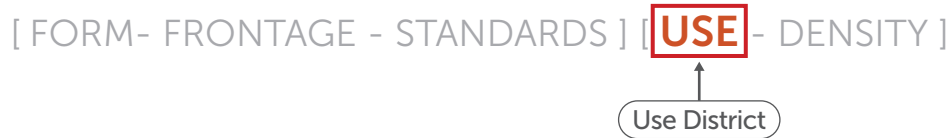
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DIV. 5A.1. **ORIENTATION**

SEC. 5A.1.1. **RELATIONSHIP TO ZONE STRING**

A zone string is composed of the following Districts:



The Use District is a separate and independent component of each zone.

SEC. 5A.1.2. **HOW TO USE ARTICLE 5 (USE)**

A. **Identify the Applied Use District**

The fourth component in a zone string identifies the Use District applied to a property.

B. **Determine What Uses are Permitted**

1. **Reference the Use District Table**

Each Use District outlines the permissions levels and use limitations for all uses in a table that is organized by a uniform list of use categories and uses.

2. **Reference the Use Permissions**

Permission levels are outlined in *Div. 5C.2. (Use Permissions)*, and a key is also included in the footer of each page of the Use District table for each Use District.

3. **Reference the Use Definitions**

Refer to *Div. 5C.1. (Use Definitions)* to confirm the definition of any use listed in each Use District.

C. **Identify Use Standards**

Use District standards are outlined in *Div. 5C.3. (Use Standards)*. Each Use District page identifies the applicable standards specific to each use within that Use District.

1. **Identify Supplemental Standards**

When identified as a use standard on the Use District table, supplemental standards are required. The required supplemental standards for each use are outlined after the allowed uses and standards table for each Use District established in *Part 5B. (Use Districts)*.

2. Identify Supplemental Procedures

When identified as a use standard on the Use District table, supplemental procedures are required. The required supplemental procedures for each use are outlined after the supplemental standards for each Use District established in *Part 5B. (Use Districts)*.

D. Interpret Use Standards

Each use standard on a Use District page in *Part 5B. (Use Districts)* corresponds with a Section in *Part 5C. (Use Rules)*, where the use standard is explained in detail.

Use District Example:

Zone String

[LLM2-MU2-5] [**RG1** -FA]

Find Your Use District

Part 5B & 5C (Use Districts & Use Rules)

DIV. 5C.2. USE PERMISSIONS
SEC. 5C.2.1. GENERAL
 Use permission levels set out in each Use District table indicate how a use is permitted within the district. Permission levels range from permitted without requiring concurrence to any additional standards or conditions of approval, permitted only when specific standards are met, or permitted only through a process requiring approval by a decision-maker or decision-making body. Permission levels may be assigned to individual uses, sets, or entire use categories. Permission levels are represented within each Use District table using symbols that indicate which permission level is assigned to a particular use, set, or use category. The following sections summarize the meanings of each permission level.

SEC. 5C.2.2. PERMITTED (P)
 A use that is permitted without requiring concurrence to specific standards is indicated in the use table by the letter "P". Permitted uses are considered generally appropriate within a district without the need for specific standards to achieve a certain performance outcome or moderate potential effects a use may have on its surroundings.

SEC. 5C.2.3. USE STANDARD APPLIES (*)
 A use that is permitted only when conforming to a specific set of standards is indicated in the use table by the asterisk (*) symbol in combination with the underlying permission level. Any permission level may be combined with an "*" in order to cross-reference a specific set of standards, supplemental standards, or supplemental procedures that shall be applied. Standards, supplemental standards, or supplemental procedures indicated by the presence of an "*" are important for ensuring that a use exists and operates in a manner that is consistent with the intent of the Use District.

SEC. 5C.2.4. CC
 A use that requires of the public meet certain conditions may require space within the use table.

DIV. 5C.1. USE DEFINITIONS
SEC. 5C.1.1. RESIDENTIAL USES
 Any use listed contains a Dwelling Unit or Guest Room.

A. Class I Care
 1. **Class I Care**
 A Class I Care approval grant described in 5C.1.1.1 the use may be account for its intended use.

B. Group Living
 A group living facility of thirty (30) days or more within the use table.

C. Homeless Shelter

D. Household Living

E. Live Work
 1. **General**
 A live work unit contains both household living and live work uses. Household living uses are activities used by one or more residents of the property for dwelling unit and non-resident employees for one or more of the following commercial, office, professional services, general manufacturing, artistic and cultural, work space having minimum dimensions of 10 feet by 10 feet (10' x 10'). Live work units include, but are not limited to, the following: includes Joint Living and Working Quarters.

2. Home Occupation
 An occupation carried on by the occupant or occupants of a Dwelling Unit as an Accessory Use. For Dwelling Units where Home Occupation is conducted, the Home Occupation shall be considered a Residential Use for zoning purposes.

F. Mobilehome Park

DIV. 5B.4. RESIDENTIAL DISTRICTS
SEC. 5B.4.1. RESIDENTIAL GENERAL I (RG1)
A. Intent
 The RG1 Use District housing needs, in a municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL USES			
Community Care Facility	P*		Specified Use
Group Living	P*		
Household Living	P		Accessory to: Household Living
Live Work: Home Occupation	P*		Hours of operation (early/late): 8AM/8PM Client visits per hour (max): 1 Supplemental Standards: Sec. 5B.4.1.C.
Permanent Supportive Housing	P		
Medical	P*		Accessory to: Senior Living Non-Medical
PUBLIC & INSTITUTIONAL USES			
Civic: Local	C3		Supplemental Procedures: Sec. 5B.4.1.D.
Medical, Major	C3		
Nature Reserve	P		
Office, Government, Social Services	P		
Open Space, Public	P		
Outdoor Recreation, Public	P		Use separation: Residential Use 100' Hours of operation (early/late): 7AM/10PM Outdoor sound system: C3 Relief: C2
Parking	P*		Accessory to: Allowed use
Penal Institution	C3		
Public Safety Facility	P		
Religious Assembly	C2		
School, All	P		
Sports Arena and Stadium, Major	C3		

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

C. Supplemental Standards

1. Home Occupation
 On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a designation greater than Class 4 or having a gross vehicular weight rating greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Retail, Farmers' Market, Certified

a. Operator shall be limited to certified producers, non-profit organizations, and local government agencies.

b. When located on a parking lot, a Certified Farmers' Market shall not use more than 80% of the parking stalls required for permanent uses on the site.

c. Safety barricades shall be provided to separate and protect vendors and their customers from moving vehicles wherever active motor vehicular use areas and farmer's market activities are not separated by a permanent curb.

D. Supplemental Procedures

1. Medical, Major

a. The Zoning Administrator shall promptly notify the council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by Sec. 11.4.2 (Conditional Use Permit, Class 2), the Zoning Administrator shall also consider:

i. That the proposed use will not adversely affect the welfare of the pertinent community.

Reference the Use Permissions

Determine What Uses Are Permitted

Reference the Use Definitions

Interpret Any Supplemental Standards

Interpret Any Supplemental Procedures

Interpret Any Use Standards

DIV. 5C.2. USE STANDARDS
SEC. 5C.2.1. ACCESSORY TO
A. Intent
 To support the overall intent of the district by ensuring that the subject use exists as secondary to the specified use to which it is accessory, to allow for the flexibility of multi-use facilities while limiting the impacts of the subject use that would otherwise be detrimental.

B. Applicability
 Applies only when specified by the Use District as a required Use Standard.

C. Standards
 Uses that are accessory to a specified use shall not have a floor area greater than 25% of the floor area designated to the primary use to which it is accessory.

D. Measurement

1. For measuring floor area, see Sec. 14.1.7. (Floor Area).

2. The maximum allowed floor area of the accessory use is calculated by multiplying the total floor area designated for the primary use by 25%.

E. Relief
 See the Use District's allowed uses and use limitations.

SEC. 5C.2.2. ADAPTIVE REUSE PROJECT
A. Intent
 To encourage and facilitate the conversion and retention of existing or historically significant buildings. The goal is to reduce vacant space, as well as preserve the City's architectural and cultural past, and encourage the sustainable practice of retaining the inherent energy that goes into the construction of existing buildings.

B. Applicability
 Applies only when specified by the Use District as a required Use Standard.

C. Standards
 The specified use shall be provided within an adaptive reuse project that meets the standards of either Sec. 9.4.5. (Downtown Adaptive Reuse Projects) or Sec. 9.4.6. (Citywide Adaptive Reuse Projects).

SEC. 5A.1.3. **USE DISTRICT NAMING CONVENTION**

All Use District names are comprised of two components: a Use District Category and a variation number.

A. **Use District Category**

The first component of each Use District name is a Use District Category. Use District Category group all districts with similar characteristics. Use District Category are organized as follows:

1. Open Space
2. Agricultural
3. Residential
4. Residential-Mixed
5. Commercial-Mixed
6. Commercial
7. Industrial-Mixed
8. Industrial
9. Public

B. **Variation Number**

The last component of each Use District name is a variation number. All Use Districts are numbered in the order they fall within Article 5 (Use).



DIV. 5A.2. **OPENING PROVISIONS**

SEC. 5A.2.1. **USE INTENT**

The intent of Article 5 (Use) is to establish the Use Districts, Use Standards, and Use Definitions in order to regulate the activities on a lot, and to mitigate any potential impacts within a lot and on surrounding property as a result of those activities.

SEC. 5A.2.2. **USE APPLICABILITY**

A. **General**

1. Most lots, operations, and facilities will contain more than one use. No use that is not permitted by the Use District shall be allowed with the exception of incidental uses as established in *Sec. 5A.1.2.A.4. (Incidental Uses)*.
2. All projects filed after the effective date of this Zoning Code (Chapter 1A) shall comply with the Use District standards and all other provisions in Article 5 (Use), as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

3. **Project Activities**

4. Categories of Use rules apply to a project based on what types of project activities are proposed, as shown in the table below. Typically, more than one project activity will apply to a proposed project (for example, an addition will also include a use modification).

USE RULE CATEGORY		PROJECT ACTIVITIES								
		New Construction	Major Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Renovation	Maintenance & Repair
<i>Div. 5C.1.</i>	Use Definitions	●	○	○	○	○	●	●	○	○
<i>Div. 5C.2.</i>	Use Permissions	●	○	○	○	○	●	●	○	○
<i>Div. 5C.3.</i>	Use Standards	●	●	●	●	○	●	●	○	○

● = Rules generally apply to this project activity
 ○ = Rules are not applicable

5. Project activities are defined in *Sec. 14.1.15. (Project Activities)*.
6. Where a category of the Use rules are listed as generally applicable in the table above, the project activity shall meet all applicable Use standards within that Division. This general applicability may be further specified for each standard in the applicability provisions in *Part*

5C. (*Use Rules*). Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a category of Use rules is listed as not applicable in the table above, no standards from that Use rule category apply to the project activity.

B. Applicable Components of Lots, Buildings, and Structures

1. Use regulations apply to all portions of a lot.
2. Use regulations apply to all portions of buildings and structures on a lot.
3. Specific use regulations may further limit which components of buildings and lots are required to comply with *Part 5C (Use Rules)*.

C. Nonconformity

Article 12. (Nonconformity) provides relief from the requirements of Article 5 (Use) for existing lots, site improvements, buildings, structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current Use District standards or use permissions. For lots with uses nonconforming as to the provisions of *Div. 5C.2. (Use Permissions)*, *Div. 5C.3. (Use Standards)*, or *Div. 5C.1. (Use Definitions)* specified by the applied Use District (*Part 5B*), no project activity may decrease the conformance with any regulations specified in Article 5 (Use), unless otherwise specified by *Div. 12.6. (Nonconforming Use)*. Consider the following examples:

1. An addition to an existing counter service business: Where the current total floor area of the use exceeds the maximum allowed commercial tenet size of the applied Use District, the addition is not allowed; however, the existing nonconforming tenet area is allowed to be continued.
2. Building a screening wall along the edge of a motor vehicle use area at a gas station: Where fueling station is not a permitted use in applied Use District, the screening wall site modification is allowed because it does not decrease the degree of non-conformity.
3. Demolition of a brewery facility where an accessory restaurant use remains: Where the restaurant is allowed only accessory to food and beverage manufacturing, this major demolition is not allowed unless the restaurant use is discontinued.

D. Incidental Uses

1. A use may be allowed as an incidental use, provided the Zoning Administrator determines it is incidental to and directly associated with an allowed use.
2. The Zoning Administrator shall consider the following characteristics when determining whether a use is incidental to and directly associated with an allowed use:
 - a. The use is customarily associated with the permitted use;
 - b. The use is subordinate in both intent and size to the permitted use;
 - c. The use is located on the same lot as the permitted use;
 - d. The use is abutting, adjacent to, or integrated within the use area of the permitted use;
 - e. The impact of the use is not detrimental when compared to the impact of the permitted use.
3. Where a use standard specifies the use is allowed only when incidental to a specified use, the subject use may not be allowed incidental to any other use except the specified use. See Sec. 5C.3.14. (*Incidental To*) for more standards rules.

SEC. 5A.2.3. **RELATIONSHIP TO FORM, FRONTAGE, & DEVELOPMENT STANDARDS**

Regardless of allowed uses, the form of a building, its architectural elements, and site improvements are regulated by Form, Frontage, and Development Standards Districts which shall be met. For example, an eating & drinking use might be allowed, but the Development Standard regulations may prohibit drive-through facilities.

SEC. 5A.2.4. **RELATIONSHIP TO DENSITY DISTRICTS**

Use Districts that contain provisions for Residential Uses do not include regulations regarding the number of dwelling units that are permitted. The Density District component of the zone-string, as described in *Article 6 (Density)*, is the mechanism that regulates the number of dwelling units permitted on any lot.

PART 5B. USE DISTRICTS

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DIV. 5B.1. OPEN SPACE DISTRICTS

Open Space Use Districts regulate open spaces to be preserved as natural resources or used for outdoor recreation opportunities.

SEC. 5B.1.1. OPEN SPACE 1 (OS1)

A. Intent

The OS1 Use District is intended to protect and preserve natural resources, provide outdoor recreation opportunities, and facilitate the efficient management of municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
Transition screen	T-Screen 1		
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	--		
Regional	--		

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	Permission	Use Standard	Specification
Office, Government	--		
Parking	P*	In conjunction with:	Other allowed use
Public Safety Facility	P		
Religious Assembly	--		
School:			
Preschool/Daycare	--		
K-12	--		
Post-secondary	--		
Social Services	--		
Utilities:			
		Screening	
Minor	P*	Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
		In conjunction with:	Other allowed use
Solar Energy Facility	C2*	Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.1.1.C.1.
Wireless Facility, Rooftop	C2*	Supplemental standards	Sec. 5B.1.1.C.1.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	--		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	C3*	Government owned	Required
Golf Course	C3*	Government owned	Required
		Use separation	
		Residential Use	100'
Recreation, Public	P*	Hours of operation (early/late)	7AM/10PM
		Outdoor sound system	C3
		Relief	C2
Amphitheater or Stadium			
Local	C3		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Railway Facility	--		
Transit Station	--		
Heliport	--		

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

- Open Space Districts -

Use	Permission	Use Standard	Specification
GENERAL COMMERCIAL	*	Government owned	Required
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
		<i>(see General Commercial)</i>	
Alcohol Service	C2*	In conjunction with: Supplemental procedures	Restaurant Sec. 5B.1.1.D.1.
Bar	--		
Counter Service	C1*	<i>(see General Commercial)</i>	
Restaurant	C1*	<i>(see General Commercial)</i>	
Entertainment Venue, Indoor:			
Local	C2*	<i>(see General Commercial)</i>	
Regional	C3*	<i>(see General Commercial)</i>	
Financial Services:			
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			
General	C1*	<i>(see General Commercial)</i>	
Alcohol	C1*	<i>(see General Commercial)</i>	
		<i>(see General Commercial)</i>	
Farmers' Market, Certified	C1*	Hours of operation (early/late) Service hours (early/late) Operating days per week (max) Special use program	7AM/7PM 8AM/8PM 2 Sec. 5C.4.1.
Firearms	--		
Food & Beverage	C1*	<i>(see General Commercial)</i>	
Large Format	--		
Merchant Market	--		
Pet Shop	--		

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Use	Permission	Use Standard	Specification
Temporary, Outdoor	C1*	(see <i>General Commercial</i>)	
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	Accessory to: Screening Outdoor storage screen	Other allowed use S-Screen 2
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	C3*	Government owned	<i>Required</i>
Soundstages & Backlots	--		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			

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- Open Space Districts -

Use	Permission	Use Standard	Specification
Animal Products Processing	--		
Manufacturing, Heavy:	--		
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:	--		
Collection	--		
Donation Bin	--		
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.1.1.C.2.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	--		
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	--		

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C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

- Open Space Districts -

- iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
- iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
- v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

DIV. 5B.2. **AGRICULTURAL DISTRICTS**

Agricultural Use Districts emphasize agriculture-related uses while also allowing for residential uses.

SEC. 5B.2.1. **AGRICULTURAL 1 (A1)**

A. **Intent**

The A1 Use District is intended to protect and preserve agricultural resources and facilitate the efficient management of municipal resources.

B. **Allowed Uses & Use Limitations**

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
		Persons in care (max)	20
		Relief	C2
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	Sec. 5B.2.1.C.1.
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	Sec. 5C.4.4.
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	P*	Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Supportive Housing:			
General	P		
Medical Care	C2*	Accessory to:	Supportive Housing: Non-medical
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
Transition screen	T-Screen 1		

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	Permission	Use Standard	Specification
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	C2		
Regional	C3		
Office, Government	--		
Parking	P*	In conjunction with:	Other allowed use
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P*	Persons in care (max)	20
		Relief	C2
K-12	--		
Post-secondary	--		
Social Services	--		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	C2*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.2.1.C.2.
Wireless Facility, Rooftop	C2*	Supplemental standards	Sec. 5B.2.1.C.2.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	--		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	C2		
Golf Course	P		
Recreation, Public	P*	Use separation	
		Residential Use	100'
		Hours of operation (early/late)	7AM/10PM
		Outdoor sound system	C3
		Relief	C2

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	Permission	Use Standard	Specification
Amphitheater or Stadium			
Local	C3		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	<ul style="list-style-type: none"> • Residential Use • Medical
Railway Facility	--		
Transit Station	--		
GENERAL COMMERCIAL			
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
Alcohol Service	--		
Bar	--		
Counter Service	--		
Restaurant	--		
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	--		
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	--		
Alcohol	--		

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	Permission	Use Standard	Specification
Farmers' Market, Certified	C1*	Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	8AM/8PM
		Operating days per week (max)	2
		Special use program	Sec. 5C.4.1.
Firearms	--		
Food & Beverage	--		
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Temporary, Outdoor	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		

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	Permission	Use Standard	Specification
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	C2		
Soundstages & Backlots	C3		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	--		
Donation Bin	--		
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.2.1.C.3.
Off-Shore Drilling Servicing Installation	--		
Waste Facility:			
Green Waste	C3		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
		Building separation	
Animal Keeping:	*	On-site dwelling units	35'
		Off-site dwelling units	75'
		Relief	C1

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 "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Bees	P*	Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	Sec. 5B.2.1.C.4.
Dairy	P*	Lot area (min)	871,200 SF
Equine, Commercial	C2*	Lot area (min)	17,500 SF
		Per equine	4,000 SF
		Relief	C2
		<i>(see Animal Keeping)</i>	
Equine, Non-commercial	P*	Lot area (min)	17,500 SF
		Per equine	4,000 SF
		Relief	C2
		<i>(see Animal Keeping)</i>	
Livestock	P*	Lot area (min)	17,500 SF
		Per bovine	4,000 SF
		Per swine	3,500 SF
		Relief	C2
		<i>(see Animal Keeping)</i>	
Pets	P*	In conjunction with:	Other allowed use
Small Animals	P*	Lot area (min)	
		Commercial purposes	217,800 SF
		Non-commercial purposes	n/a
		<i>(see Animal Keeping)</i>	
Wild Animals	C2*	<i>(see Animal Keeping)</i>	
Plant Cultivation:			
Community Garden	P		
Farming	P*	Supplemental standards	Sec. 5B.2.1.C.5.
Truck Gardening	P		

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

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

4. Animal Keeping, Bees

- a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.
- b. A water source for bees shall be provided at all times on the lot where the bees are kept.

5. Plant Cultivation, Farming

One farm stand having a floor area no larger than 200 square feet is allowed accessory to farming provided it meets the following standards:

- a. Only agricultural products produced on the lot may be sold at the farm stand.
- b. The farm stand shall be set back a minimum of 10 feet from all frontage lot lines.

DIV. 5B.3. RESIDENTIAL DISTRICTS

Residential Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities.

SEC. 5B.3.1. RESIDENTIAL 1 (RG1)

A. Intent

The RG1 Use District is intended to: accommodate a wide variety of housing types for a variety of housing needs, in a predominately residential setting and facilitate the efficient management of municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	In conjunction with: Persons in care (max) Relief	Dwelling 20 C2
Home Occupation	P*	In conjunction with: Hours of operation (early/late) Client visits per hour (max) Supplemental standards	Dwelling 8AM/8PM 1 <i>Sec. 5B.3.1.C.1.</i>
Home Sharing	P*	In conjunction with: Special use program	Dwelling <i>Sec. 5C.4.4.</i>
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	P		
Medical Care	P*	Accessory to:	Supportive Housing, Non-medical
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	--		
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	--		

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	Permission	Use Standard	Specification
Medical:			
Local	C2		
Regional	C3		
Office, Government	--		
Parking	P*	In conjunction with:	Allowed use
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P*	Persons in care (max)	20
		Relief	C2
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	C2*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.3.1.C.2.
Wireless Facility, Rooftop	C2*	Supplemental standards	Sec. 5B.3.1.C.2.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	--		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	--		
Golf Course	--		
Recreation, Public	P*	Use separation	
		Residential Use	100'
		Hours of operation (early/late)	7AM/10PM
		Outdoor sound system	C3
		Relief	C2
Amphitheater or Stadium			
Local	C3		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		

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

- Residential Districts -

Use	Permission	Use Standard	Specification
Heliport	C2*	Incidental to:	<ul style="list-style-type: none"> Residential Office Medical Use
Railway Facility	--		
Transit Station	--		
GENERAL COMMERCIAL			
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen			
Eating & Drinking:			
Alcohol Service	--		
Bar	--		
Counter Service	--		
Restaurant	--		
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services			
Lodging	--		
Medical Clinic	--		
Office	--		
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	--		
Postmortem Services			
Retail:			
General	--		
Alcohol	--		
Farmers' Market, Certified	C1*	Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	8AM/8PM
		Operating days per week (max)	2
		Special use program	Sec. 5C.4.1.
Firearms	--		
Food & Beverage	--		
Large Format	--		
Merchant Market	--		

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	Permission	Use Standard	Specification
Pet Shop	--		
Temporary, Outdoor	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	Accessory to: Screening Outdoor storage screen	Other allowed use S-Screen 1
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	--		
Soundstages & Backlots	C3		

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

- Residential Districts -

Use	Permission	Use Standard	Specification
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	C2*	In conjunction with:	Public & Institutional use
		Area (max)	200 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Screening	
		Outdoor storage screen	S-Screen 2
		Supplemental standards	Sec. 5B.3.1.C.3.
Supplemental procedures	Sec. 5B.3.1.D.1.		
Donation Bin	--		
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.3.1.C.4.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		

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	Permission	Use Standard	Specification
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	P*	Accessory to:	Dwelling
		Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
Exception	Rooftop location		
Supplemental standards	Sec. 5B.3.1.C.5.		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	P*	Lot area (min)	20,000SF
		Per equine	5,000SF
		Building separation	
		On-site Residential building	35'
		Off-site Residential building	75'
Relief	C1		
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Recycling Facility, Collection

- a. All recycled goods, temporary installations, debris, trash, and any other material associated with the use, shall be placed or stored in a fully covered and enclosed recycling collection facility and not be left or stored outdoors beyond the hours of operation.
- b. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, telephone number, hours of operation, and a notice that no material shall be left outside the enclosure, and each recycling receptacle shall clearly indicate the type of material to be deposited.

4. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

5. Animal Keeping, Bees

- a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.
- b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Recycling Facilities, Collection

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

DIV. 5B.4. RESIDENTIAL-MIXED DISTRICTS

Residential-Mixed Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities and limited commercial uses.

SEC. 5B.4.1. RESIDENTIAL-MIXED 1 (RX1)

A. Intent

The RX1 Use District is intended to accommodate a wide variety of housing types for a variety of housing needs, in a primarily residential setting supported by neighborhood-serving commercial uses and facilitate the efficient management of municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	Sec. 5B.4.1.C.1.
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	Sec. 5C.4.4.
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	P		
Medical Care	P		
Transitional Shelter	P		
PUBLIC & INSTITUTIONAL			
Cemetery	--		
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	C2		
Regional	C3		

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- Residential-Mixed Districts -

Use	Permission	Use Standard	Specification
Office, Government	P*	Non-residential tenant size (max)	1,500 SF
		Relief	C2
		Upper story location	Prohibited
		Hours of operation (early/late)	6AM/10PM
Parking	P*	In conjunction with:	Allowed use
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	C2*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.4.1.C.2.
Wireless Facility, Rooftop	C2*	Supplemental standards	Sec. 5B.4.1.C.2.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P*	Non-residential tenant size (max)	1,500 SF
		Relief	C2
		Upper story location	Prohibited
		Hours of operation (early/late)	6AM/10PM
Nature Reserve	P		
Open Space, Public	P		
Recreation, Public	P*	Use separation	
		Residential Use	100'
		Hours of operation (early/late)	7AM/10PM
		Outdoor sound system	C3
Relief	C2		
Outdoor Recreation, Commercial:			
General	--		
Golf Course	--		
Amphitheater or Stadium			
Local	C3		
Regional	C3		

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	Permission	Use Standard	Specification
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Use, Office or Medical
Railway Facility	--		
Transit Station	--		
GENERAL COMMERCIAL			
	*	Non-residential tenant size (max)	1,500 SF
		Relief	C2
		Upper story location	Prohibited
		Hours of operation (early/late)	6AM/10PM
Animal Services:			
General	--		
Kennel	--		
Veterinary Care	--		
Commissary Kitchen	--		
Eating & Drinking:			
Alcohol Service	C2*	(see General Commercial)	
		In conjunction with:	Restaurant
		Supplemental procedures	Sec. 5B.4.1.D.1.
Bar	C2*	(see General Commercial)	
		Supplemental procedures	Sec. 5B.4.1.D.2.
Counter Service	P*	(see General Commercial)	
Restaurant	P*	(see General Commercial)	
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	P*	(see General Commercial)	
Lodging	--		
Medical Clinic	--		
Office	P*	(see General Commercial)	
Personal Services:			
General	P*	(see General Commercial)	
Massage, Licensed	P*	(see General Commercial)	
Massage, Unlicensed	--		
Postmortem Services	--		
Retail:			

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- Residential-Mixed Districts -

Use	Permission	Use Standard	Specification
General	P*	(see General Commercial)	
Alcohol	C2*	(see General Commercial)	
Farmers' Market, Certified	C1*	Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	8AM/8PM
		Operating days per week (max)	2
		Special use program	Sec. 5C.4.1.
Firearms	--		
Food & Beverage	P*	(see General Commercial)	
Large Format	--		
Merchant Market	--		
Pet Shop	--		
Temporary, Outdoor	--		
Smoke & Vape Shop	--		
Sexually Oriented Business:	--		
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Household Moving Truck Rental	--		
Standard Vehicle	--		
Commercial Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	Accessory to: Screening Outdoor storage screen	Other allowed use S-Screen 1
Cargo Container	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
Commercial Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			

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Use	Permission	Use Standard	Specification
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	--		
Soundstages & Backlots	C3		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	C2*	In conjunction with:	Public & Institutional use
		Area (max)	200 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Screening	
		Outdoor storage screen	S-Screen 2
		Supplemental standards	Sec. 5B.4.1.C.3.
Supplemental procedures	Sec. 5B.4.1.D.3.		
Donation Bin	--		
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.4.1.C.3.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			

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

- Residential-Mixed Districts -

Use	Permission	Use Standard	Specification
Animal Keeping:			
Bees	P*	Accessory to:	Dwelling
		Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Use Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	Sec. 5B.4.1.C.4.
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Recycling Facility, Collection

- a. All recycled goods, temporary installations, debris, trash and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling collection facility and not be left or stored outdoors beyond the hours of operation.
- b. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, telephone number, hours of operation, and a notice that no material shall be left outside the enclosure, and each recycling receptacle shall clearly indicate the type of material to be deposited.

4. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

5. Animal Keeping, Bees

- a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.
- b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

- Residential-Mixed Districts -

- i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control’s guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
- i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Bar

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the proposed use will not adversely affect the welfare of the pertinent community.

- ii. That the granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a 1,000-foot radius of the lot, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.
 - iii. That the proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from sensitive uses, and other establishments dispensing alcoholic beverages, including beer and wine.
- c. Permission for multiple approvals to allow bars for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
- i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

3. **Recycling Facilities, Collection**

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

DIV. 5B.5. **COMMERCIAL-MIXED DISTRICTS**

Commercial-Mixed Use Districts promote neighborhoods with a mixture of uses including commercial and residential.

SEC. 5B.5.1. **COMMERCIAL-MIXED 1 (CX1)**

A. **Intent**

The CX1 Use District allows for commercial uses generally within a 10,000 square foot establishment size on the ground story, 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.

B. **Allowed Uses & Use Limitations**

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	Incidental to	Dwelling
Home Occupation	P*	Incidental to	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	<i>Sec. 5B.5.1.C.1.</i>
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	<i>Sec. 5C.4.4.</i>
Joint Living & Work Quarters	P*	Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
Live/Work	P*	Unit size (min avg.)	750 SF
		Designated work space:	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%

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Use	Permission	Use Standard	Specification
Mobilehome Park	--		
Supportive Housing:			
General	P		
Medical Care	P		
Transitional Shelter	P		
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
Transition screen	T-Screen 1		
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.5.1.C.2.
Wireless Facility, Rooftop	P*	Supplemental standards	Sec. 5B.5.1.C.2.

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Use	Permission	Use Standard	Specification
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P*	Non-residential tenant size (max)	10,000 SF
		Relief	C2
		Upper story location	Prohibited
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P*	Non-residential tenant size (max)	10,000 SF
		Relief	C2
		Upper story location	Prohibited
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	C2		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
	*	Non-residential tenant size (max)	15,000 SF
		Relief	C2
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		
Veterinary Care	P*	(see General Commercial)	
		Use enclosure	Fully indoor
Commissary Kitchen	P*	(see General Commercial)	
Eating & Drinking:			
Alcohol Service	P*	(see General Commercial)	
		In conjunction with:	Restaurant
		Special use program	Sec. 5C.4.2.
		Relief	C2
Bar	C2*	Supplemental procedures	Sec. 5B.5.1.D.1.
		(see General Commercial)	
		Supplemental procedures	Sec. 5B.5.2.D.2.

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Use	Permission	Use Standard	Specification
Counter Service	P*	(see General Commercial)	
Restaurant	P*	(see General Commercial)	
Entertainment Venue, Indoor:			
Local	P*	(see General Commercial)	
Regional	C3		
Financial Services:			
General	P*	(see General Commercial)	
Alternative	--		
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
		Supplemental standards	Sec. 5B.5.1.C.3.
		Relief	C2
Medical Clinic	P*	(see General Commercial)	
Office	P*	(see General Commercial)	
Personal Services:			
General	P*	(see General Commercial)	
Massage, Licensed	P*	(see General Commercial)	
Massage, Unlicensed	--		
Postmortem Services	C2*	(see General Commercial)	
Retail:			
General	P*	(see General Commercial)	
Alcohol	C2*	(see General Commercial)	
		Supplemental procedures	Sec. 5B.5.1.D.3.
Farmers' Market, Certified	C1*	Hours of operation (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	Sec. 5C.4.1.
Food & Beverage	P*	(see General Commercial)	
Large Format	--		
Merchant Market	P		
Pet Shop	P*	(see General Commercial)	
Temporary Outdoor	C2		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		

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- Commercial-Mixed Districts -

Use	Permission	Use Standard	Specification
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	Accessory to: Screening Outdoor storage screen	Other allowed use S-Screen 1
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL	*	Non-residential tenant size (max) Relief	10,000 SF C2
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	--		
Artistic & Artisanal	--		
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	C3*	(see Light Industrial)	
Soundstages & Backlots	C3*	(see Light Industrial)	
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	C2*	In conjunction with:	Other allowed use
		Area (max)	200 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	Sec. 5B.5.1.C.4.
		Supplemental procedures	Sec. 5B.5.1.D.4.
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	Sec. 5B.5.1.C.5.
		Supplemental procedures	Sec. 5B.5.1.D.5.
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.5.1.C.6.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		

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Use	Permission	Use Standard	Specification
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other Allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Recycling Facility, Collection

- a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.
- b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.
- d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.
- e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

5. Recycling Facility, Donation Bin

- a. No more than one collection bin shall be located on any lot.
- b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

- c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.
- d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.
- e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.
- f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

6. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider, the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

- c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. **Bar**

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider, the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow bars for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

- i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
- ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
- iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
- iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
- v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

3. Retail, Alcohol

- a. The Zoning Administrator shall promptly notify the council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider, the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

4. Recycling Facilities, Collection

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

5. **Recycling Facility, Donation Bin**

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards).*

SEC. 5B.5.2. COMMERCIAL-MIXED 2 (CX2)

A. Intent

The CX2 Use District allows for commercial uses generally within a 50,000 square foot establishment size on the ground story, as well as a wide range of housing types. The Use District is intended to support a broad range of residential, commercial, and civic facility uses to serve surrounding neighborhoods as well as visitors to the area. Public and institutional services and amenities are also allowed.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	Accessory to:	Dwelling
Home Occupation	P*	Accessory to:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	Sec. 5B.5.2.C.1.
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	Sec. 5C.4.4.
Joint Living & Work Quarters	P*	Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
Live/Work	P*	Unit size (min avg.)	750 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
Mobilehome Park	--		

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Use	Permission	Use Standard	Specification
Supportive Housing:			
General	P		
Medical Care	P		
Transitional Shelter	P		
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	P		
Regional	P		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.5.2.C.2.
Wireless Facility, Rooftop	P*	Supplemental standards	Sec. 5B.5.2.C.2.

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Use	Permission	Use Standard	Specification
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P*	Non-residential tenant size (max)	50,000 SF
		Upper story location	Prohibited
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P*	Non-residential tenant size (max)	50,000 SF
		Upper story location	Prohibited
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
	*	Non-residential tenant size (max)	50,000 SF
		Relief	C2
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		
Veterinary Care	P*	(see General Commercial)	
		Use enclosure	Fully indoor
Commissary Kitchen	P*	(see General Commercial)	
Eating & Drinking:			
Alcohol Service	P*	(see General Commercial)	
		In conjunction with:	Restaurant
		Special use program	Sec. 5C.4.2.
		Relief	C2
Bar	C2*	Supplemental procedures	Sec. 5B.5.2.D.1.
		(see General Commercial)	
Counter Service	P*		
Restaurant	P*	(see General Commercial)	
Entertainment Venue, Indoor:			

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Use	Permission	Use Standard	Specification
Local	P*	(see General Commercial)	
Regional	P*	(see General Commercial)	
Financial Services:			
General	P*	(see General Commercial)	
Alternative	C2*	(see General Commercial)	
Instructional Services	P*	(see General Commercial)	
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
		Exception	Regional Center, Transit Core, or Traditional Core General Plan Designation
		Supplemental standards	Sec. 5B.5.2.C.3.
		Relief	C2
Medical Clinic	P*	(see General Commercial)	
Office	P		
Personal Services:			
General	P*	(see General Commercial)	
Massage, Licensed	P*	(see General Commercial)	
Massage, Unlicensed	--		
Postmortem Services	C2*	(see General Commercial)	
Retail:			
General	P*	(see General Commercial)	
Alcohol	C2*	(see General Commercial)	
		Supplemental procedures	Sec. 5B.5.2.D.3.
Farmers' Market, Certified	C1*	Hours of operation (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	Sec. 5C.4.1.
Food & Beverage	P*	(see General Commercial)	
Large Format	--		
Merchant Market	P		
Pet Shop	P*	(see General Commercial)	
Temporary Outdoor	C2		
Smoke & Vape Shop	P*	(see General Commercial)	
Sexually Oriented Business:			
General	P*	(see General Commercial)	
Sexual Encounter	--		

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- Commercial-Mixed Districts -

Use	Permission	Use Standard	Specification
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 1
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL			
	*	Non-residential tenant size (max)	50,000 SF
		Relief	C2
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	C2*	(see Light Industrial)	
		Accessory to:	Restaurant
Artistic & Artisanal	P*	(see Light Industrial)	
		Accessory to:	General Retail or Merchant Market
Cosmetic, Pharmaceutical	--		
Food & Drink	--		
Textile & Apparel	--		
Research & Development	C3*	see Light Industrial)	
Soundstages & Backlots	C3*	(see Light Industrial)	
Wholesale Trade & Warehousing	--		

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Use	Permission	Use Standard	Specification
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	C2*	In conjunction with	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	Sec. 5B.5.2.C.4.
Supplemental procedures	Sec. 5B.5.2.D.4.		
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	Sec. 5B.5.2.C.5.
		Supplemental procedures	Sec. 5B.5.2.D.5.
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.5.2.C.6.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		

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

- Commercial-Mixed Districts -

Use	Permission	Use Standard	Specification
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Recycling Facility, Collection

- a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.
- b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.
- d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.
- e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

5. Recycling Facility, Donation Bin

- a. No more than one collection bin shall be located on any lot.
- b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

- c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.
- d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.
- e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.
- f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

6. **Resource Extraction, Exploratory Core Hole**

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. **Supplemental Procedures**

1. **Alcohol Service**

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

- c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. **Bar**

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider, the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow bars for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

- i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
- ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
- iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
- iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
- v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

3. Retail, Alcohol

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

4. Recycling Facilities, Collection

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

5. **Recycling Facility, Donation Bin**

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards).*

SEC. 5B.5.3. COMMERCIAL-MIXED 3 (CX3)

A. Intent

The CX3 Use District allows for primarily commercial uses. This District is intended to accommodate a variety of uses, mixing housing with small and large-scale commercial amenities and services.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	Sec. 5B.5.3.C.1.
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	Sec. 5C.4.4.
Joint Living & Work Quarters	P*	Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
Live/Work	P*	Unit size (min avg.)	750 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
Open plan area (min)	70%		
Mobilehome Park	--		
Supportive Housing:			
General	P		
Medical Care	P		
Transitional Shelter	P		

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Use	Permission	Use Standard	Specification
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	P		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	P		
Regional	P		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.5.3.C.1.
Wireless Facility, Rooftop	P*	Supplemental standards	Sec. 5B.5.3.C.1.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		

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Use	Permission	Use Standard	Specification
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Allowed use
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	P*	In conjunction with:	Restaurant
		Special use program	Sec. 5C.4.2.
		Relief	C2
		Supplemental procedures	Sec. 5B.5.3.D.1.
Bar	C2*	Supplemental procedures	Sec. 5B.5.3.D.2.
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	C2		
Instructional Services	P		
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District (min)	500'
		Exception	Regional Center, Transit Core, or Traditional Core General Plan Designation
		Supplemental standards	Sec. 5B.5.3.C.3.
		Relief	C2
Medical Clinic	P		

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Use	Permission	Use Standard	Specification
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	Sec. 5B.5.3.D.3.
Farmers' Market, Certified	C1*	Hours of operation (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	Sec. 5C.4.1.
Firearms	C2*	Supplemental procedures	Sec. 5B.5.3.D.4.
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	Sec. 5B.5.3.D.5.
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P		
Sexually Oriented Business:			
General	P		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of service and operation (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.5.3.C.4.

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- Commercial-Mixed Districts -

Use	Permission	Use Standard	Specification
Commercial Vehicle	--		
		Use separation	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
Fueling Station	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Service Hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.5.3.C.5.
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	C2*	Accessory to:	Self-Service Indoor Storage
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Standard Vehicle	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	--		
Self-Service Facility	C2		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 1
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	P*	Accessory to:	Restaurant
Artistic & Artisanal	P*	Accessory to:	Retail: General, Merchant Market

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Use	Permission	Use Standard	Specification
Cosmetic, Pharmaceutical	--		
Food & Drink	P*	Accessory to:	Eating & Drinking: General, Restaurant
Textile & Apparel	P*	Accessory to:	Retail: General, Merchant Market
Research & Development	C3		
Soundstages & Backlots	C3		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	C2*	In conjunction with	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	Sec. 5B.5.3.C.6.
Supplemental procedures	Sec. 5B.5.3.D.6.		
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
Supplemental standards	Sec. 5B.6.3.C.7.		
Supplemental procedures	Sec. 5B.6.3.D.7.		

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Use	Permission	Use Standard	Specification
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.6.3.C.8.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A lodging use shall not be permitted where it requires a change of use from any residential use.

4. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

5. Motor Vehicle Services, Fueling Station

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

6. Recycling Facility, Collection

- a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.
- b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.
- d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

- e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

7. Recycling Facility, Donation Bin

- a. No more than one collection bin shall be located on any lot.
- b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.
- d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.
- e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.
- f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

8. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

- i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
- i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Bar

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

- i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
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 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

3. Retail, Alcohol

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

- ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
- iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

4. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

5. Retail, Large Format

- a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:
 - i. The economic impact on retail businesses within a 3-mile radius, based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area, as well as the anticipated customer volume of the study area, shall be included in the report.
 - ii. The destruction or demolition of any buildings, structures, facilities, or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, Nature Reserve, or Public Recreation.
 - iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.
 - iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.
 - v. Fiscal impact on City tax revenue, either positive or negative.
 - vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.
 - vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.

viii. Measures to mitigate any materially adverse impacts identified within the report.

- b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing, that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot, then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:
 - i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:
 - a) Is sufficient in size based on reasonably expected users;
 - b) Located along, but clear of a pedestrian accessway leading to a primary entrance; and
 - c) Is covered to provide adequate shelter from the weather.
 - ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.
 - iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot, directing users to dedicated congregation areas and amenities.

6. **Recycling Facilities, Collection**

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

7. **Recycling Facility, Donation Bin**

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.5.4. COMMERCIAL-MIXED 4 (CX4)

A. Intent

The CX4 District allows for primarily commercial uses. This District is intended to accommodate a variety of uses, mixing housing with small and large-scale commercial amenities and services.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P		
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	Sec. 5B.5.4.C.1.
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	Sec. 5C.4.4.
Joint Living & Work Quarters	P*	Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
Live/Work	P*	Unit size (min avg.)	750 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%
Mobilehome Park	--		
Supportive Housing:			
General	P		
Medical Care	P		
Transitional Shelter	P		

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	Permission	Use Standard	Specification
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	P		
Detention Facility	C3		
Fleet Services	--		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	P		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.5.4.C.2.
Wireless Facility, Rooftop	P*	Supplemental standards	Sec. 5B.5.4.C.2.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		

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	Permission	Use Standard	Specification
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	P*	In conjunction with:	Restaurant
		Special use program	Sec. 5C.4.2.
		Relief	C2
Bar	P*	Supplemental procedures	Sec. 5B.5.4.D.1.
		Special use program	Sec. 5C.4.3.
		Relief	C2
Counter Service	P	Supplemental procedures	Sec. 5B.5.4.D.2.
		Restaurant	
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	C2		
Instructional Services	P		
Lodging	P*	Supplemental standards	Sec. 5B.5.4.C.3.
		Relief	C2
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		

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 "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

- Commercial-Mixed Districts -

Use	Permission	Use Standard	Specification
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	<i>Sec. 5B.5.4.D.3.</i>
Farmers' Market, Certified	C1*	Hours of operation (open/ close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	<i>Sec. 5C.4.1.</i>
Firearms	--		
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	<i>Sec. 5B.5.4.D.4.</i>
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P		
Sexually Oriented Business:			
General	P		
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	--		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	--		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 1
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		

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Use	Permission	Use Standard	Specification
Standard Vehicle	--		
LIGHT INDUSTRIAL			
Electronics Assembly	--		
Maintenance & Repair Services	--		
Manufacturing, Light:			
General	--		
Alcoholic Beverage	P*	Accessory to:	Restaurant
Artistic & Artisanal	P*	Accessory to:	General Retail or Merchant Market
Cosmetic, Pharmaceutical	--		
Food & Drink	P*	Accessory to:	General Eating & Drinking or Restaurant
Textile & Apparel	P*	Accessory to:	General Retail or Merchant Market
Research & Development	C3		
Soundstages & Backlots	C3		
Wholesale Trade & Warehousing	--		
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	C2*	In conjunction with	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	Sec. 5B.5.4.C.4.
		Supplemental procedures	Sec. 5B.5.4.D.5.

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Use	Permission	Use Standard	Specification
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	Sec. 5B.5.4.C.5.
		Supplemental procedures	Sec. 5B.5.4.D.6.
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.5.4.C.6.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	--		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Lodging

A Lodging use shall not be permitted where it requires a change of use from any residential use.

4. Recycling Facility, Collection

- a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.
- b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.
- d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.
- e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

5. Recycling Facility, Donation Bin

- a. No more than one collection bin shall be located on any lot.
- b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

- c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.
- d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.
- e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.
- f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

6. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

- c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. **Bar**

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Establishments that adhere to the provisions of *Sec. 5C.4.3. (Nightlife Beverage Program)* may be exempt from the requirements of *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

- d. Permission for multiple approvals to allow bars for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

3. Retail, Alcohol

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

4. Retail, Large Format

- a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:
 - i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.
 - ii. The destruction or demolition of any buildings, structures, facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.
 - iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.
 - iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.
 - v. Fiscal impact on City tax revenue, either positive or negative.
 - vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.
 - vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.
 - viii. Measures to mitigate any materially adverse impacts identified within the report.
- b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing, that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot, then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:
 - i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:
 - a) Is sufficient in size based on reasonably expected users;

- b) Located along, but clear of a pedestrian accessway leading to a primary entrance;
and
 - c) Is covered to provide adequate shelter from the weather.
- ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.
 - iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

5. Recycling Facilities, Collection

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

6. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

DIV. 5B.6. **COMMERCIAL DISTRICTS**

Commercial Use Districts cater to light industrial and commercial uses including ones that may create more significant impacts, such as vehicle repair and fueling stations.

[Reserved]

DIV. 5B.7. INDUSTRIAL-MIXED DISTRICTS

Industrial-Mixed Use Districts accommodate a mixture of light industrial, office, and research and development activity, with limited residential uses and other compatible uses.

SEC. 5B.7.1. INDUSTRIAL-MIXED 1 (IX1)

A. Intent

The IX1 District is intended to accommodate a wide variety of employment, cultural, and recreational opportunities while supporting vulnerable residents with affordable housing and social services, and facilitate the efficient management of municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL	*	Use Separation (min)	
		Heavy Industrial	50'
		Relief	C1
Dwelling	P*	(see Residential) Restricted affordable units	100% of dwelling units
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	Sec. 5B.7.1.C.1.
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	Sec. 5C.4.4.
Joint Living & Work Quarters	P*	(see Residential)	
		Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	<ul style="list-style-type: none"> Office Personal Services: General Manufacturing, Light: General Manufacturing, Light: Artistic & Artisanal
		Restricted affordable units	100%

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Use	Permission	Use Standard	Specification
Live/Work	P*	<i>(see Residential)</i>	
		Unit size (min avg.)	750 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%
		Restricted affordable units	100%
Mobilehome Park	--		
Supportive Housing:			
General	P*	<i>(see Residential)</i>	
		Restricted affordable units	100%
Medical Care	P*	<i>(see Residential)</i>	
Transitional Shelter	P*	<i>(see Residential)</i>	
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		

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- Industrial-Mixed Districts -

Use	Permission	Use Standard	Specification
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
		Screening	
Minor	P*	Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	<i>Sec. 5B.7.1.C.2.</i>
Wireless Facility, Rooftop	P*	Supplemental standards	<i>Sec. 5B.7.1.C.2.</i>
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
		Use enclosure	Fully indoor
Kennel	P*	Use separation	
		Residential Use District (min)	500'
		Relief	C2
Veterinary Care	P*	Use enclosure	Fully indoor

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Use	Permission	Use Standard	Specification
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with: Supplemental procedures	Restaurant Sec. 5B.7.1.D.3.
Bar	--		
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	--		
Instructional Services	P		
Lodging	--		
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	--		
Farmers' Market, Certified	C1*	Hours of operation (open/ close) Service hours Operating days per week (max) Special use program	7AM/9PM 6AM/10PM 2 Sec. 5C.4.1.
Firearms	C2*	Supplemental procedures	Sec. 5B.7.1.D.4.
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	Sec. 5B.7.1.D.5.
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	P		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	--		

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Use	Permission	Use Standard	Specification
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.7.1.C.3.
Relief	C2		
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	--		
Storage, Indoor:			
General	P		
Self-Service Facility	P		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	P*	Screening	
		Frontage screen	F-Screen 1
		Transition screen	T-Screen 1
		Use separation (min)	
		Residential or Agricultural Use District	300'
Standard Vehicle	--		

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Use	Permission	Use Standard	Specification
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	Sensitive Use, Residential or Agricultural Use District
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	(see <i>Light Industrial</i>)	
Maintenance & Repair Services	P*	(see <i>Light Industrial</i>)	
Manufacturing, Light:			
General	P*	(see <i>Light Industrial</i>)	
Alcoholic Beverage	P*	(see <i>Light Industrial</i>)	
Artistic & Artisanal	P*	(see <i>Light Industrial</i>)	
Cosmetic, Pharmaceutical	P*	(see <i>Light Industrial</i>)	
Food & Drink	P*	(see <i>Light Industrial</i>)	
Textile & Apparel	P*	(see <i>Light Industrial</i>)	
Research & Development	P*	(see <i>Light Industrial</i>)	
Soundstages & Backlots	P*	(see <i>Light Industrial</i>)	
Wholesale Trade & Warehousing	P*	(see <i>Light Industrial</i>)	
		Non-residential tenant size (max)	50,000 SF
		Relief	C2
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		

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- Industrial-Mixed Districts -

Use	Permission	Use Standard	Specification
Recycling Facility:			
Collection	C2*	In conjunction with	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Agricultural or Residential Use District (min)	50'
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	Sec. 5B.71.C.4.
Supplemental procedures	Sec. 5B.71.D.6.		
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	Sec. 5B.71.C.5.
Supplemental procedures	Sec. 5B.71.D.7.		
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.71.C.6.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		

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Use	Permission	Use Standard	Specification
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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 "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

3. Motor Vehicle Services, General

- a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:
 - i. Shall remain closed except during the allowed hours of operation, and
 - ii. Shall not face any frontage lot line.
- b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.
- c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

4. Recycling Facility, Collection

- a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.
- b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.
- d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.

- e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

5. Recycling Facility, Donation Bin

- a. No more than one collection bin shall be located on any lot.
- b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.
- d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.
- e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.
- f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

6. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

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- i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
- i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

- a. Whether the proposed use will result in an over-concentration of this use in the area, and
- b. The number of firearms available for sale at the lot.

3. Retail, Large Format

- a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:
 - i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.
 - ii. The destruction or demolition of any buildings, structures, facilities, or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.
 - iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.
 - iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.
 - v. Fiscal impact on City tax revenue, either positive or negative.
 - vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.
 - vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.
 - viii. Measures to mitigate any materially adverse impacts identified within the report.
- b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:
 - i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:
 - a) Is sufficient in size based on reasonably expected users;

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- b) Located along but clear of a pedestrian accessway leading to a primary entrance;
and
 - c) Is covered to provide adequate shelter from the weather.
- ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.
 - iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

4. Recycling Facilities, Collection

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

5. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.7.2. INDUSTRIAL-MIXED 2 (IX2)

A. Intent

The IX2 District is intended to accommodate light industrial uses, office space, and research and development activity. The Use District also allows a wide range of commercial uses as well as Joint Living and Work Quarters.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	P*	Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Use separation	
		From Heavy Industrial Uses	50'
		Relief	C1
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	P*	Use separation	
		From Heavy Industrial Uses	50'
		Relief	C2

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Use	Permission	Use Standard	Specification
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	P		
Post-Secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	<i>Sec. 5B.7.2.C.1.</i>
Wireless Facility, Rooftop	P*	Supplemental standards	<i>Sec. 5B.7.2.C.1.</i>

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Use	Permission	Use Standard	Specification
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
		Use enclosure	Fully indoor
Kennel	P*	Use separation	
		Residential Use District (min)	500'
		Relief	C2
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	Sec. 5B.7.2.D.1.
Bar	C2*	Supplemental procedures	Sec. 5B.7.2.D.2.
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	--		
Instructional Services	P		
Lodging	--		
Medical Clinic	P		

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Use	Permission	Use Standard	Specification
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	C2		
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	Sec. 5B.7.2.D.3.
Farmers' Market, Certified	C1*	Hours of operation (early/late)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	Sec. 5C.4.1.
Firearms	C2*	Supplemental procedures	Sec. 5B.7.2.D.4.
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	Sec. 5B.7.2.D.5.
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	P		
Smoke & Vape Shop	P		
Sexually Oriented Business:	*	Use separation (min)	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
General	P*	(see Sexually Oriented Business)	
Sexual Encounter	C2*	(see Sexually Oriented Business)	
HEAVY COMMERCIAL			
Motor Vehicle Services:			

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Use	Permission	Use Standard	Specification
General	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.7.2.C.2.
		Car Wash	P*
Sensitive Use	200'		
Residential or Agricultural Use District	200'		
Relief	C2		
Use enclosure			
Car Wash, mechanized	Fully indoor		
Car Wash, self-service	Covered		
Screening	Prohibited		
Frontage screen	F-Screen 3		
Transition screen	T-Screen 1		
Hours of operation (early/late)	7AM/7PM		
Service hours (early/late)	7AM/7PM		
Outdoor sound system	Prohibited		
Supplemental standards	Sec. 5B.7.2.C.3.		
Commercial Vehicle	--		
Fueling Station	P*	Use separation	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.7.2.C.4.
Motor Vehicle Sales & Rental:			

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Use	Permission	Use Standard	Specification
Commercial Vehicle	--		
Household Moving Truck Rental	C2*	Accessory to:	Self-Service Storage
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Standard Vehicle	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P		
Self-service Facility	P		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	P*	Screening	
		Frontage screen	F-Screen 1
		Transition screen	T-Screen 1
		Use separation (min)	
		Residential or Agricultural Use District	300'
Standard Vehicle	P*	Accessory to:	General Motor Vehicle Services
LIGHT INDUSTRIAL		Use standard applicability	
		Abutting	Sensitive Use, Residential or Agricultural Use District
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	(see Light Industrial)	
Maintenance & Repair Services	P*	(see Light Industrial)	
Manufacturing, Light:			
General	P*	(see Light Industrial)	
Alcoholic Beverage	P*	(see Light Industrial)	
Artistic & Artisanal	P*	(see Light Industrial)	
Cosmetic, Pharmaceutical	P*	(see Light Industrial)	

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Use	Permission	Use Standard	Specification
Food & Drink	P*	(see <i>Light Industrial</i>)	
Textile & Apparel	P*	(see <i>Light Industrial</i>)	
Research & Development	P*	(see <i>Light Industrial</i>)	
Soundstages & Backlots	P*	(see <i>Light Industrial</i>)	
Wholesale Trade & Warehousing	P*	(see <i>Light Industrial</i>)	
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			
Collection	C2*	In conjunction with:	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	Sec. 5B.7.2.C.5.
Supplemental procedures	Sec. 5B.7.2.D.6.		
Donation Bin	P*	In conjunction with	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
Supplemental standards	Sec. 5B.7.2.C.6.		
Supplemental procedures	Sec. 5B.7.2.D.7.		
Sorting & Processing	--		
Resource Extraction:			

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

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Use	Permission	Use Standard	Specification
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.7.2.C.7.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURE			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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

C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Motor Vehicle Services, General

- a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:
 - i. Shall remain closed except during the allowed hours of operation, and
 - ii. Shall not face any frontage lot line.
- b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.
- c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

3. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

4. Motor Vehicle Services, Fueling Station

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

5. Recycling Facility, Collection

- a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.
- b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.

- Industrial-Mixed Districts -

- d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.
- e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

6. Recycling Facility, Donation Bin

- a. No more than one collection bin shall be located on any lot.
- b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.
- d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.
- e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.
- f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

7. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

- b.** In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i.** That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control’s guidelines for undue concentration.
 - ii.** Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii.** That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c.** Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i.** Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii.** The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii.** Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv.** Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v.** Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Bar

- a.** In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b.** In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

- Industrial-Mixed Districts -

- i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow bars for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
- i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

3. Retail, Alcohol

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.

- ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
- iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

4. **Retail, Firearms**

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

- a. Whether the proposed use will result in an over-concentration of this use in the area, and
- b. The number of firearms available for sale at the lot.

5. **Retail, Large Format**

- a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:
 - i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.
 - ii. The destruction or demolition of any buildings, structures, facilities, or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.
 - iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.
 - iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.
 - v. Fiscal impact on City tax revenue, either positive or negative.

- vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.
 - vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.
 - viii. Measures to mitigate any materially adverse impacts identified within the report.
- b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:
- i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:
 - a) Is sufficient in size based on reasonably expected users;
 - b) Located along but clear of a pedestrian accessway leading to a primary entrance; and
 - c) Is covered to provide adequate shelter from the weather.
 - ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.
 - iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

6. **Recycling Facilities, Collection**

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

7. **Recycling Facility, Donation Bin**

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.7.3. INDUSTRIAL-MIXED 3 (IX3)

A. Intent

The IX3 District is intended to promote a mixing of uses that support creative production industries, accommodate a wide variety of employment, cultural and recreational opportunities, while supporting vulnerable residents with affordable housing and social services, and facilitate the efficient management of municipal resources.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL	*	Use Separation (min)	
		Heavy Industrial	50'
		Relief	C1
Dwelling	P*	<i>(see Residential)</i>	
		In conjunction with:	<ul style="list-style-type: none"> Office Manufacturing, Light: General Manufacturing, Light: Artistic & Artisanal
		Floor area (min)	1.0 FAR
		Exception	Adaptive reuse projects 100% Restricted affordable units
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	Sec. 5B.7.3.C.1.
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	Sec. 5C.4.4.
Joint Living & Work Quarters	P*	<i>(see Residential)</i>	
		Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	<ul style="list-style-type: none"> Office Personal Services: General Manufacturing, Light: General Manufacturing, Light: Artistic & Artisanal

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Use	Permission	Use Standard	Specification
Live/Work	P*	<i>(see Residential)</i>	
		Unit size (min avg.)	750 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%
		In conjunction with:	<ul style="list-style-type: none"> • Office • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Floor area (min)	1.0 FAR
		Exception	Adaptive reuse projects, 100% Restricted affordable housing
		Supplemental standards	Sec. 5B.7.2.C.2.
Mobilehome Park	--		
Supportive Housing:			
General	P*	<i>(see Residential)</i>	
Medical Care	--		
Transitional Shelter	P*	<i>(see Residential)</i>	
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen required	F-Screen 2
Transition screen required	T-Screen 1		
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	P		
Medical:			

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Use	Permission	Use Standard	Specification
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
		Screening	
Minor	P*	Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
		In conjunction with:	Other allowed use
Solar Energy Facility	P*	Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.7.3.C.3.
Wireless Facility, Rooftop	P*	Supplemental standards	Sec. 5B.7.3.C.3.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor

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Use	Permission	Use Standard	Specification
Kennel	--		
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with: Supplemental procedures	Restaurant <i>Sec. 5B.7.3.D.3.</i>
Bar	C2*	Supplemental procedures	<i>Sec. 5B.7.3.D.4.</i>
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	--		
Instructional Services	P		
Lodging	C2*	Supplemental standards	<i>Sec. 5B.7.3.C.3.</i>
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures Hours of operation (open/ close)	<i>Sec. 5B.7.3.D.5.</i> 7AM/9PM
Farmers' Market, Certified	C1*	Service hours Operating days per week (max) Special use program	6AM/10PM 2 <i>Sec. 5C.4.1.</i>
Firearms	C2*	Supplemental procedures	<i>Sec. 5B.7.3.D.6.</i>
Food & Beverage	P		
Pet Shop	P		
Merchant Market	P		
Temporary Outdoor	P		
Smoke & Vape Shop	P		
Sexually Oriented Business:			

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Use	Permission	Use Standard	Specification
General	P*	Use separation (min)	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.7.3.C.5.
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	--		
Commercial Vehicle	--		

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Use	Permission	Use Standard	Specification
Official Motor Vehicle Impound	P*	Screening	
		Frontage screen	F-Screen 1
		Transition screen	T-Screen 1
		Use separation (min)	
		Residential or Agricultural Use District	300'
Standard Vehicle	P*	Accessory to:	General Motor Vehicle Services
LIGHT INDUSTRIAL		Use standard applicability	
		Abutting	Sensitive Use, Residential or Agricultural Use District
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	(see Light Industrial)	
Maintenance & Repair Services:		(see Light Industrial)	
General	P*	(see Light Industrial)	
Alcoholic Beverage	P*	(see Light Industrial)	
Artistic & Artisanal	P*	(see Light Industrial)	
Cosmetic, Pharmaceutical	P*	(see Light Industrial)	
Food & Drink	P*	(see Light Industrial)	
Textile & Apparel	P*	(see Light Industrial)	
Research & Development	P*	(see Light Industrial)	
Soundstages & Backlots	P*	(see Light Industrial)	
Wholesale Trade & Warehousing	P*	(see Light Industrial)	
		Non-residential tenant size (max)	50,000 SF
		Relief	C2
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	C2*	In conjunction with:	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	Sec. 5B.7.3.C.6.
		Supplemental procedures	Sec. 5B.7.3.D.7.
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	Sec. 5B.7.3.C.7.
		Supplemental procedures	Sec. 5B.7.3.D.8.
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.7.3.C.8.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		

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Use	Permission	Use Standard	Specification
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Live/Work

The designated work space area within each Live/Work unit may count toward the minimum floor area requirement.

3. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

4. Lodging

A lodging use shall not be permitted where it requires a change of use from any residential use.

5. Motor Vehicle Services, General

- a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:
 - i. Shall remain closed except during the allowed hours of operation, and
 - ii. Shall not face any frontage lot line.
- b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading and any other activities requiring the use of commercial vehicles for transportation.
- c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

6. Recycling Facility, Collection

- a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.
- b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

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- c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.
- d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.
- e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

7. Recycling Facility, Donation Bin

- a. No more than one collection bin shall be located on any lot.
- b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.
- d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.
- e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.
- f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

8. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Bar

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow bars for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

3. Retail, Alcohol

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control’s guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

4. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

- a. Whether the proposed use will result in an over-concentration of this use in the area, and
- b. The number of firearms available for sale at the lot.

5. Retail, Large Format

- a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:
 - i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.

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- ii. The destruction or demolition of any buildings, structures, facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.
 - iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.
 - iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.
 - v. Fiscal impact on City tax revenue, either positive or negative.
 - vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.
 - vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.
 - viii. Measures to mitigate any materially adverse impacts identified within the report.
- b.** If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:
- i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:
 - a) Is sufficient in size based on reasonably expected users;
 - b) Located along but clear of a pedestrian accessway leading to a primary entrance;
and
 - c) Is covered to provide adequate shelter from the weather.
 - ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.
 - iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

6. Recycling Facilities, Collection

An annual site inspection shall be conducted by LADBS, pursuant to Sec. 13B.10.3. (*Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards*).

7. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to Sec. 13B.10.3. (*Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards*).

SEC. 5B.7.4. INDUSTRIAL-MIXED 4 (IX4)

A. Intent

The IX4 District 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 District is intended to promote productive industries and entrepreneurial activities.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL	*	Use Separation (min)	
		Heavy Industrial	50'
		Relief	C1
Dwelling	P*	<i>(see Residential)</i>	
		Restricted affordable units	100% of dwelling units
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	<i>Sec. 5B.74.C.1.</i>
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	<i>Sec. 5C.4.4.</i>
Joint Living & Work Quarters	P*	<i>(see Residential)</i>	
		Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal

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Use	Permission	Use Standard	Specification
Live/Work	P*	<i>(see Residential)</i>	
		Unit size (min avg.)	1,000 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' X 15'
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Open plan area (min)	70%
		In conjunction with	<ul style="list-style-type: none"> • Office • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
		Floor area (min)	1.5 FAR
		Exception	Adaptive reuse projects
		100% Restricted affordable units	
		<i>Sec. 5B.74.C.2.</i>	
Mobilehome Park	--		
Supportive Housing:			
General	P*	<i>(see Residential)</i>	
Medical Care	--		
Transitional Shelter	P*	<i>(see Residential)</i>	
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen required	F-Screen 2
Transition screen required	T-Screen 1		
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	C2		
Regional	C3		

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Use	Permission	Use Standard	Specification
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	P		
Post-Secondary	P		
Social Services	P		
Utilities:			
		Screening	
Minor	P*	Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
		In conjunction with:	Other allowed use
Solar Energy Facility	P*	Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.74.C.3.
Wireless Facility, Rooftop	P*	Supplemental standards	Sec. 5B.74.C.3.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
TRANSPORTATION			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	<ul style="list-style-type: none"> • Residential Uses • Office • Medical
Railway Facility	--		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		

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Use	Permission	Use Standard	Specification
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with: Supplemental procedures	Restaurant <i>Sec. 5B.74.D.1.</i>
Bar	C2*	Supplemental procedures	<i>Sec. 5B.74.D.2.</i>
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	P		
Financial Services:			
General	P		
Alternative	--		
Instructional Services	P		
Lodging	C2*	Supplemental standards	<i>Sec. 5B.74.C.4.</i>
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	<i>Sec. 5B.74.D.3.</i>
Farmers' Market, Certified	P*	Hours of operation (open/ close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	<i>Sec. 5C.4.1.</i>
Firearms	C2*	Supplemental procedures	<i>Sec. 5B.74.D.4.</i>
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	<i>Sec. 5B.74.D.5.</i>
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	P		
Smoke & Vape Shop	P		
Sexually Oriented Business:			

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Use	Permission	Use Standard	Specification
General	P*	Use separation (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
Sexual Encounter	--		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.74.C.5.
Commercial Vehicle	--		
Car Wash	--		
Fueling Station	--		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P		
Self-Service Facility	--		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	--		
Commercial Vehicle	--		

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Use	Permission	Use Standard	Specification
Official Motor Vehicle Impound	P*	Screening	
		Frontage screen	F-Screen 1
		Transition screen	T-Screen 1
		Use separation (min)	
		Residential or Agricultural Use District	300'
Standard Vehicle	P*	Accessory to:	General Motor Vehicle Services
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	<ul style="list-style-type: none"> • Sensitive Use • Residential Use District • Agricultural Use Districts
		Screening:	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	(see Light Industrial)	
Maintenance & Repair Services	P*	(see Light Industrial)	
Manufacturing, Light:			
General	P*	(see Light Industrial)	
Alcoholic Beverage	P*	(see Light Industrial)	
Artistic & Artisanal	P*	(see Light Industrial)	
Cosmetic, Pharmaceutical	P*	(see Light Industrial)	
Food & Drink	P*	(see Light Industrial)	
Textile & Apparel	P*	(see Light Industrial)	
Research & Development	P*	(see Light Industrial)	
Soundstages & Backlots	P*	(see Light Industrial)	
Wholesale Trade & Warehousing	P*	(see Light Industrial)	
		Non-residential tenant size (max)	50,000 SF
		Relief	C2
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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Use	Permission	Use Standard	Specification
Collection	C2*	In conjunction with	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	Sec. 5B.74.C.6.
		Supplemental procedures	Sec. 5B.74.D.6.
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	Sec. 5B.74.C.7.
		Supplemental procedures	Sec. 5B.74.D.7.
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.74.C.8.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			
Bees	--		
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		

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Use	Permission	Use Standard	Specification
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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C. Supplemental Standards

1. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

2. Live/Work

The designated work space area within each live/work unit shall not count toward the minimum floor area requirement.

3. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

4. Lodging

A lodging use shall not be permitted where it requires a change of use from any residential use.

5. Motor Vehicle Services, General

- a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:
 - i. Shall remain closed except during the allowed hours of operation, and
 - ii. Shall not face any frontage lot line.
- b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.
- c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

6. Recycling Facility, Collection

- a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.
- b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.

- c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.
- d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.
- e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

7. Recycling Facility, Donation Bin

- a. No more than one collection bin shall be located on any lot.
- b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.
- d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.
- e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.
- f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

8. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

D. Supplemental Procedures

1. Alcohol Service

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
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 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.

- iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
- v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. **Bar**

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
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- v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

3. Retail, Alcohol

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

4. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

- a. Whether the proposed use will result in an over-concentration of this use in the area, and
- b. The number of firearms available for sale at the lot.

5. Retail, Large Format

- a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:

- i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.
 - ii. The destruction or demolition of any buildings, structures, facilities, or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.
 - iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.
 - iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.
 - v. Fiscal impact on City tax revenue, either positive or negative.
 - vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms, requiring the lot to remain vacant for a significant amount of time.
 - vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.
 - viii. Measures to mitigate any materially adverse impacts identified within the report.
- b.** If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:
- i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:
 - a) Is sufficient in size based on reasonably expected users;
 - b) Located along but clear of a pedestrian accessway leading to a primary entrance;
and
 - c) Is covered to provide adequate shelter from the weather.
 - ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.

- iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

6. Recycling Facilities, Collection

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards).*

7. Recycling Facility, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards).*

DIV. 5B.8. INDUSTRIAL DISTRICTS

SEC. 5B.8.1. INDUSTRIAL 1 (I1)

A. Intent

The I1 District allows heavy commercial and light industrial uses as well as a limited amount of commercial activity. This District intends to support employment, goods movement, and warehousing.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
		Building setbacks	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
Cemetery	p*	Residential use (min)	300'
		Relief	C1
		Screening	
		Frontage screen required	F-Screen 2
		Transition screen required	T-Screen 1
Civic Facility:			
Local	P		
Regional	P		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	C2		
Regional	C3		

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- Industrial Districts -

Use	Permission	Use Standard	Specification
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	--		
K-12	--		
Post-Secondary	C2		
Social Services	P		
Utilities:			
		Screening	
Minor	P*	Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
		In conjunction with:	Other allowed use
Solar Energy Facility	P*	Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	Supplemental standards	Sec. 5B.8.1.C.1.
Wireless Facility, Rooftop	P*	Supplemental standards	Sec. 5B.8.1.C.2.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	--		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	C3		
Regional	C3		
TRANSPORTATION			
Airport	--		
Heliport	C2*	Incidental to:	Office or Medical
Freight Terminal	C3		
Railway Facility	C3		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor

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Use	Permission	Use Standard	Specification
Kennel	P*	Use enclosure	
		Animal Keeping	Fully indoor
		Use separation	
		Residential Use District (min)	200'
		Relief	C2
Veterinary Care	P*	Use enclosure	
		Animal Keeping	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with: Supplemental procedures	Restaurant <i>Sec. 5B.8.1.D.1.</i>
Bar	C2*	Accessory to:	Food & Drink Light Manufacturing
		Supplemental procedures	<i>Sec. 5B.8.1.D.2.</i>
Counter Service	P		
Restaurant	P*	Accessory to:	Food & Drink Light Manufacturing
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	P*	Accessory to:	Other allowed use
Lodging	--		
Medical Clinic	--		
Office	P*	Accessory to:	Other allowed use
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	C2		
Postmortem Services	P		
Retail:			
General	P*	Accessory to:	Other allowed use
Alcohol	C2*	Accessory to:	<ul style="list-style-type: none"> Food & Drink Light Manufacturing Fueling Station
		Supplemental procedures	<i>Sec. 5B.8.1.D.3.</i>
Farmers' Market, Certified	C1*	Hours of operation (early/late)	7AM/9PM
		Operating days per week (max)	2
		Special use program	<i>Sec. 5C.4.1.</i>
Firearms	C2*	Supplemental procedures	<i>Sec. 5B.8.1.D.4.</i>

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- Industrial Districts -

Use	Permission	Use Standard	Specification
Food & Beverage	P*	Accessory to:	<ul style="list-style-type: none"> Food & Drink Light Manufacturing Fueling Station
Large Format	C3*	Supplemental procedures	<i>Sec. 5B.8.1.D.5.</i>
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	P		
Smoke & Vape Shop	P		
Sexually Oriented Business:	*	Use separation (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
General	P*	<i>(see Sexually Oriented Business)</i>	
Sexual Encounter	C2*	<i>(see Sexually Oriented Business)</i>	
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	p*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
Supplemental standards	<i>Sec. 5B.8.1.C.2.</i>		

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Use	Permission	Use Standard	Specification
Car Wash	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
		Outdoor sound system	Prohibited
Supplemental standards	Sec. 5B.8.1.C.3.		
Commercial Vehicle	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
Transition screen	T-Screen 1		
Fueling Station	P*	Use separation	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
Supplemental standards	Sec. 5B.8.1.C.4.		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1

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- Industrial Districts -

Use	Permission	Use Standard	Specification
Household Moving Truck Rental	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P		
Self-Service Facility	P		
Storage, Outdoor:			
General	P*	Accessory to:	Other allowed use
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	P*	Use separation (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards	<i>Sec. 5B.8.1.C.5.</i>
Supplemental procedures	<i>Sec. 5B.8.1.D.6.</i>		
Commercial Vehicle	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1

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Use	Permission	Use Standard	Specification
Official Motor Vehicle Impound	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	<ul style="list-style-type: none"> • Sensitive Use • Residential Use Districts • Agricultural Use Districts
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	(see Light Industrial)	
Maintenance & Repair Services	P*	(see Light Industrial)	
Manufacturing, Light:			
General	P*	(see Light Industrial)	
Alcoholic Beverage	P*	(see Light Industrial)	
Artistic & Artisanal	P*	(see Light Industrial)	
Cosmetic, Pharmaceutical	P*	(see Light Industrial)	
Food & Drink	P*	(see Light Industrial)	
Textile & Apparel	P*	(see Light Industrial)	
Research & Development	P*	(see Light Industrial)	
Soundstages & Backlots	P*	(see Light Industrial)	
Wholesale Trade & Warehousing	P*	(see Light Industrial)	

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- Industrial Districts -

Use	Permission	Use Standard	Specification
HEAVY INDUSTRIAL			
Animal Products Processing	P*	Use separation (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards	Sec. 5B.8.1.C.6.
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	P*	Use separation (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
Recycling Facilities			

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Use	Permission	Use Standard	Specification
Collection	P*	Use separation (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (early/late)	
		Within 1000' of Residential or Agricultural Use District	7AM/7PM
		Beyond 1000' of Residential or Agricultural Use District	24-hours
		Service hours (early/late)	
		Within 1000' of Residential or Agricultural Use District	7AM/8PM
		Beyond 1000' of Residential or Agricultural Use District	24-hours
Supplemental standards	<i>Sec. 5B.8.1.C.7.</i>		
Supplemental procedures	<i>Sec. 5B.8.1.D.8.</i>		
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	<i>Sec. 5B.8.1.C.8.</i>
Supplemental procedures	<i>Sec. 5B.8.1.D.8.</i>		

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- Industrial Districts -

Use	Permission	Use Standard	Specification
Sorting & Processing	P*	Use separation (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (early/late)	7AM/7PM
		Within 1000' of Residential or Agricultural Use District	7AM/7PM
		Beyond 1000' of Residential or Agricultural Use District	24-hours
		Service hours (early/late)	7AM/7PM
		Within 1000' of Residential or Agricultural Use District	7AM/8PM
		Beyond 1000' of Residential or Agricultural Use District	24-hours
		Supplemental standards	<i>Sec. 5B.8.1.C.9.</i>
Supplemental procedures	<i>Sec. 5B.8.1.D.8.</i>		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	<i>Sec. 5B.8.1.C.10.</i>
Off-Shore Drilling Servicing Installation	--		
Waste Facility			
Green Waste	P*	Use separation (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Use enclosure	Fully indoor
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Hours of operation (early/late)	7AM/7PM
		Service hours (early/late)	7AM/7PM
Supplemental standards	<i>Sec. 5B.8.1.C.11.</i>		
Hazardous Waste Facility	--		
Solid Waste	--		

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Use	Permission	Use Standard	Specification
AGRICULTURE			
Animal Keeping:	*	Building separation	
		Off-site dwelling units	75'
		Relief	C1
Bees	P*	Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
Dairy	P*	Supplemental standards	<i>Sec. 5B.8.1.C.12.</i>
		Lot area (min)	871,200 SF
Equine, Commercial	P*	Lot area (min)	17,500 SF
		Per equine	4,000 SF
		Relief	C2
		<i>(see Animal Keeping)</i>	
Equine, Non-commercial	--		
Livestock	P*	Lot area (min)	17,500 SF
		Per bovine	4,000 SF
		Per swine	3,500 SF
		Relief	C2
		<i>(see Animal Keeping)</i>	
Pets	P*	In conjunction with:	Other allowed use
Small Animals	P*	Lot area (min)	
		Commercial purposes	217,800 SF
		Non-commercial purposes	n/a
		<i>(see Animal Keeping)</i>	
Wild Animals	C2*	<i>(see Animal Keeping)</i>	
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Motor Vehicle Services, General

- a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:
 - i. Shall remain closed except during the allowed hours of operation, and
 - ii. Shall not face any frontage lot line.
- b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading and any other activities requiring the use of commercial vehicles for transportation.
- c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

3. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

4. Motor Vehicle Services, Fueling Station

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods and any other activities requiring the use of commercial vehicles for transportation.

5. Outdoor Storage, Cargo Container

- a. The entire lot shall be graded pursuant to *Chapter 9, Division 70 (Grading, Excavation and Fills) of the LAMC*.
- b. All driveways, accessways, and parking areas shall be covered with a decomposed granite, crushed gravel, or similar material and be treated with dust control methods.
- c. All containers shall be empty and cleaned of any residue which may pose any kind of physical or health risk.

6. **Animal Products Processing**

No hides (raw) curing, tanning, or storage permitted.

7. **Recycling Facility, Collection**

- a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.
- b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.
- d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.
- e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

8. **Recycling Facility, Donation Bin**

- a. No more than one collection bin shall be located on any lot.
- b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.
- d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.
- e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.
- f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

9. Recycling Facilities, Sorting & Processing

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

10. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

11. Waste Facility, Green Waste and Wood Waste

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

12. Animal Keeping, Bees

- a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.
- b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

- c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. **Bar**

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow bars for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:

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- i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
- ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
- iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
- iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
- v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

3. Retail, Alcohol

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses

4. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

5. Retail, Large Format

- a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:
 - i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.
 - ii. The destruction or demolition of any buildings, structures facilities or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.
 - iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.
 - iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.
 - v. Fiscal impact on City tax revenue, either positive or negative.
 - vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.
 - vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.
 - viii. Measures to mitigate any materially adverse impacts identified within the report.
- b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:
 - i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:
 - a) Is sufficient in size based on reasonably expected users;

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- b) Located along but clear of a pedestrian accessway leading to a primary entrance;
and
 - c) Is covered to provide adequate shelter from the weather.
- ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.
 - iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

6. Outdoor Storage, Cargo Container

- a. The stacking of cargo containers more than 20 feet high shall only be permitted if a structural analysis done by a licensed engineer or architect in the State of California is submitted to and approved by the Los Angeles Department of Building and Safety (LADBS).
- b. An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

7. Manufacturing Heavy, Salvage Yard

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

8. Recycling Facilities, All

An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

SEC. 5B.8.2. INDUSTRIAL 2 (I2)

A. Intent

The I2 District allows heavy commercial, light industrial, and heavy industrial uses as well as a limited amount of commercial activity. This District is intended to support employment and accommodate the most intense industrial activities while minimizing potential disruptions to surrounding uses.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL USES			
Dwelling	--		
Household Business:			
Family Child Care	--		
Home Occupation	--		
Home Sharing	--		
Joint Living & Work Quarters	--		
Live/Work	--		
Mobilehome Park	--		
Supportive Housing:			
General	--		
Medical Care	--		
Transitional Shelter	--		
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building setbacks	
		Street (min)	300'
		Agricultural or Residential Use District (min)	300'
		Residential use (min)	300'
		Screening	
		Frontage screen	F-Screen 2
Transition screen	T-Screen 1		
Civic Facility:			
Local	P		
Regional	P		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		

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Use	Permission	Use Standard	Specification
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	--		
K-12	--		
Post-Secondary	C3		
Social Services	P		
Utilities:			
		Screening	
Minor	P*	Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
		In conjunction with:	Other allowed use
Solar Energy Facility	P*	Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	P*	Supplemental standards	Sec. 5B.8.2.C.1.
Wireless Facility, Rooftop	P*	Supplemental standards	Sec. 5B.8.2.C.2.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	--		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium			
Local	C3		
Regional	C3		
TRANSPORTATION			
Airport	C3		
Freight Terminal	C3		
Heliport	C2*	Incidental to:	Office or Medical
		Relief	C3
Railway Facility	C3		
Transit Station	P		
GENERAL COMMERCIAL			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
		Use enclosure	
		Animal Keeping	Fully indoor
Kennel	P*	Use separation	
		Residential Use District (min)	200'
		Relief	C2

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Use	Permission	Use Standard	Specification
Veterinary Care	P*	Use enclosure Animal Keeping	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with: Supplemental procedures	Restaurant <i>Sec. 5B.8.2.D.1.</i>
Bar	C2*	Accessory to: Supplemental procedures	Manufacturing, Light: Food & Drink <i>Sec. 5B.8.2.D.2.</i>
Counter Service	P		
Restaurant	P*	Accessory to:	Manufacturing, Light: Food & Drink
Entertainment Venue, Indoor:			
Local	--		
Regional	--		
Financial Services:			
General	--		
Alternative	--		
Instructional Services	P*	Accessory to:	Other allowed use
Lodging	--		
Medical Clinic	--		
Office	P*	Accessory to:	Other allowed use
Personal Services:			
General	--		
Massage, Licensed	--		
Massage, Unlicensed	C2		
Postmortem Services	P		
Retail:			
General	P*	Accessory to:	Other allowed use
Alcohol	C2*	Accessory to: Supplemental procedures	<ul style="list-style-type: none"> • Manufacturing, Light: Food & Drink, • Fueling Station <i>Sec. 5B.8.2.D.3.</i>
Farmers' Market, Certified	C1*	Hours of operation (early/late) Operating days per week (max) Special use program	7AM/9PM 2 <i>Sec. 5C.4.1.</i>
Firearms	C2*	Supplemental procedures	<i>Sec. 5B.8.2.D.4.</i>
Food & Beverage	P*	Accessory to:	<ul style="list-style-type: none"> • Manufacturing, Light: Food & Drink • Fueling Station
Large Format	C3*	Supplemental procedures	<i>Sec. 5B.8.2.D.5.</i>
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	P		

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Use	Permission	Use Standard	Specification
Smoke & Vape Shop	P		
Sexually Oriented Business:	*	Use separation (min)	
		Other Sexually Oriented Business	1,000'
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
General	P*	(See Sexually Oriented Business)	
Sexual Encounter	C2*	(See Sexually Oriented Business)	
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	p*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.8.2.C.2.
Car Wash	p*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	Prohibited
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Outdoor sound system	Prohibited		
Supplemental standards	Sec. 5B.8.2.C.3.		

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Use	Permission	Use Standard	Specification
Commercial Vehicle	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Fueling Station	P*	Use separation	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
Supplemental standards	<i>Sec. 5B.8.2.C.4.</i>		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Household Moving Truck Rental	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
Transition screen	T-Screen 1		

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Use	Permission	Use Standard	Specification
Standard Vehicle	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P		
Self-Service Facility	P		
Storage, Outdoor:			
General	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Outdoor storage screen	S-Screen 2
Cargo Container	P*	Use separation (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental standards	Sec. 5B.8.2.C.5.
Supplemental procedures	Sec. 5B.8.2.D.6.		
Commercial Vehicle	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1

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Use	Permission	Use Standard	Specification
Official Motor Vehicle Impound	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
Standard Vehicle	P*	Use separation (min)	
		Sensitive Use	200'
		Residential or Agricultural Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 4
		Transition screen	T-Screen 1
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	<ul style="list-style-type: none"> • Sensitive Use • Residential Use District • Agricultural Use Districts
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	(see Light Industrial)	
Maintenance & Repair Services	P*	(see Light Industrial)	
Manufacturing, Light:			
General	P*	(see Light Industrial)	
Alcoholic Beverage	P*	(see Light Industrial)	
Artistic & Artisanal	P*	(see Light Industrial)	
Cosmetic, Pharmaceutical	P*	(see Light Industrial)	
Food & Drink	P*	(see Light Industrial)	
Textile & Apparel	P*	(see Light Industrial)	
Research & Development	P*	(see Light Industrial)	
Soundstages & Backlots	P*	(see Light Industrial)	
Wholesale Trade & Warehousing	P*	(see Light Industrial)	

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Use	Permission	Use Standard	Specification
HEAVY INDUSTRIAL	*	Use standard applicability	
		Abutting	<ul style="list-style-type: none"> • Sensitive Use • Residential Use Districts • Agricultural Use Districts
		Screening	
		Frontage Screen	F-Screen 5
		Transition Screen	T-Screen 2
		Use enclosure	Fully Indoor
Animal Products Processing	P*	Use separation (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Use enclosure	Fully indoor
		(See Heavy Industrial Uses)	
Manufacturing, Heavy:			
General	P*	Use separation (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		(See Heavy Industrial Uses)	
Chemical Products	P*	Use separation (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Use enclosure	Fully indoor
		(See Heavy Industrial Uses)	
Petroleum and Coal Product	C3*	Use separation (min)	
		Sensitive Use	1,500'
		Residential or Agricultural Use District	1,500'
		Relief	C3
		Supplemental procedures	Sec. 5B.8.2.D.7.

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Use	Permission	Use Standard	Specification
Salvage Yard	P*	Use separation (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Supplemental procedures	Sec. 5B.8.2.D.8.
Recycling Facilities			
Collection	P*	Use separation (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Use enclosure	Fully indoor
Supplemental standards	Sec. 5B.8.2.C.6.		
Supplemental procedures	Sec. 5B.8.2.D.9.		
Donation Bin	P*	In conjunction with	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	Sec. 5B.8.2.C.7.
Supplemental procedures	Sec. 5B.8.2.D.9.		

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Use	Permission	Use Standard	Specification
Sorting & Processing	P*	Use separation (min)	
		Sensitive Use	1000'
		Residential or Agricultural Use District	1000'
		Relief	C3
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Use enclosure	Fully indoor
		Supplemental standards	Sec. 5B.8.2.C.8.
		Supplemental procedures	Sec. 5B.8.2.D.9.
Resource Extraction:			
General	C3*	Supplemental procedures	Sec. 5B.8.2.D.10.
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.8.2.C.9.
Off-Shore Drilling Servicing Installation	C3		
Waste Facility:			
Green Waste	P*	Use separation (min)	
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Use enclosure	Fully indoor
		Supplemental standards	Sec. 5B.8.2.C.10.
		Hazardous Waste	C3*
Sensitive Use	1,500'		
Residential or Agricultural Use District	1,500'		
Relief	C3		
Screening			
Frontage screen	F-Screen 5		
Transition screen	T-Screen 2		
Use enclosure	Fully indoor		
Supplemental standards	Sec. 5B.8.2.C.11.		
Supplemental procedures	Sec. 5B.8.2.D.11.		

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Use	Permission	Use Standard	Specification
Solid Waste	C3*	Use separation (min)	
		Sensitive Use	1,500'
		Residential or Agricultural Use District	1,500'
		Relief	C3
		Screening	
		Frontage screen	F-Screen 5
		Transition screen	T-Screen 2
		Use enclosure	Fully indoor
		Supplemental standards	Sec. 5B.8.2.C.12.
Supplemental procedures	Sec. 5B.8.2.D.12.		
AGRICULTURE			
Animal Keeping:	*	Building separation	
		Off-site dwelling units	75'
		Relief	C1
Bees	P*	Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
Exception	Rooftop location		
Supplemental standards	Sec. 5B.8.2.C.13.		
Dairy	P*	Lot area (min)	871,200 SF
Equine, Commercial	P*	Lot area (min)	17,500 SF
		Per equine	4,000 SF
		Relief	C2
		(see Animal Keeping)	
Equine, Non-commercial	--		
Livestock	P*	Lot area (min)	17,500 SF
		Per bovine	4,000 SF
		Per swine	3,500 SF
		Relief	C2
		(see Animal Keeping)	
Pets	P*	In conjunction with:	Other allowed use
Small Animals	P*	Lot area (min)	
		Commercial purposes	217,800 SF
		Non-commercial purposes	n/a
		(see Animal Keeping)	
Wild Animals	C2*	(see Animal Keeping)	

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Use	Permission	Use Standard	Specification
Plant Cultivation:			
Community Garden	P		
Farming	P		
Truck Gardening	P		

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C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

2. Motor Vehicle Services, General

- a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:
 - i. Shall remain closed except during the allowed hours of operation, and
 - ii. Shall not face any frontage lot line.
- b. An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading, unloading, and any other activities requiring the use of commercial vehicles for transportation.
- c. All client vehicles being serviced by a general motor vehicle service use shall be stored on-site.

3. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

4. Motor Vehicle Services, Fueling Station

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

5. Outdoor Storage, Cargo Container

- a. The entire lot shall be graded pursuant to *Chapter 9, Division 70 (Grading, Excavation and Fills) of the LAMC*.
- b. All driveways, accessways, and parking areas shall be covered with a decomposed granite, crushed gravel, or similar material and be treated with dust control methods.
- c. All containers shall be empty and cleaned of any residue which may pose any kind of physical or health risk.

6. Recycling Facility, Collection

- a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.
- b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.
- d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.
- e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

7. Recycling Facility, Donation Bin

- a. No more than one collection bin shall be located on any lot.
- b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.
- d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.
- e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.
- f. The collection bin shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

8. Recycling Facilities, Sorting & Processing

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

9. Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

10. Waste Facility, Green Waste

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

11. Waste Facility, Hazardous Waste

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

12. Waste Facility, Solid Waste

All leachates shall be collected, controlled, disposed of, and shall not be allowed to remain at the lot at any time.

13. Animal Keeping, Bees

- a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.
- b. A water source for bees shall be provided at all times on the lot where the bees are kept.

D. Supplemental Procedures

1. Alcohol Service

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.

- Industrial Districts -

- iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Bar

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

- c. Permission for multiple approvals to allow bars for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
 - iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
 - iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
 - v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

3. Retail, Alcohol

- a. In addition to the notification otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

4. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

5. Retail, Large Format

- a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:
 - i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.
 - ii. The destruction or demolition of any buildings, structures, facilities, or site area containing any of the following uses: any Residential Use, Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.
 - iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.
 - iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.
 - v. Fiscal impact on City tax revenue, either positive or negative.
 - vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.
 - vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.
 - viii. Measures to mitigate any materially adverse impacts identified within the report.
- b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:
 - i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:
 - a) Is sufficient in size based on reasonably expected users;

- b) Located along but clear of a pedestrian accessway leading to a primary entrance;
and
 - c) Is covered to provide adequate shelter from the weather.
- ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.
 - iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.

6. **Outdoor Storage, Cargo Container**

- a. The stacking of cargo containers more than 20 feet high shall only be permitted if a structural analysis done by a licensed engineer or architect in the State of California is submitted to and approved by the Los Angeles Department of Building and Safety (LADBS).
- b. An annual site inspection shall be conducted by LADBS, pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers or Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

7. **Manufacturing, Heavy, Petroleum and Coal Product Manufacturing**

In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new petroleum-based oil refineries and existing refineries expanding operations beyond the current property lines are required to:

- a. Comply with all of the required Unified Programs (Unified Hazardous Waste and Hazardous Materials Management Regulatory Program). California Environmental Reporting System (CERS) database submittals may serve as proof of compliance.
- b. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.
- c. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.
- d. Submit a truck routing plan that minimizes the incidence of a commercial truck traveling past residences, churches, schools, hospitals, public playgrounds, nursing homes, daycare centers, and other similar uses.

8. **Manufacturing Heavy, Salvage Yard**

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

9. **Recycling Facilities, All**

An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards)*.

10. **Resource Extraction, General**

In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, new resource extraction facilities and existing resource extraction facilities expanding operations beyond the current property lines are required to:

- a. Comply with all of the required Unified Programs (Unified Hazardous Waste and Hazardous Materials Management Regulatory Program). California Environmental Reporting System (CERS) database submittals may serve as proof of compliance.
- b. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.
- c. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.
- d. Submit a truck routing plan that minimizes the incidence of a commercial truck traveling past residences, churches, schools, hospitals, public playgrounds, nursing homes, child care centers, and other similar uses.

11. **Waste Facility, Hazardous Waste**

In addition to the other findings required by *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall make all of the following findings:

- a. That the proposed location of the facility will not result in an undue concentration of waste processing facilities in the immediate area, will not create a cumulative impact with special consideration given to the location of waste facilities already permitted, and will support the equitable distribution of these facilities citywide.
- b. That the facility will not detrimentally affect nearby residential uses and other sensitive land uses, taking into consideration the number and proximity of residential buildings, churches, schools, hospitals, public playgrounds, nursing homes, daycare centers, and other similar uses within a 1,500-foot radius of the proposed lot.
- c. That the facility operator will provide community benefits as determined appropriate to businesses and residents likely to be impacted by this facility, taking into consideration the location of the proposed lot and nearby uses.

12. **Waste Facility, Solid Waste**

In addition to the other findings required by *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall make all of the following findings:

- a. That the proposed location of the facility will not result in an undue concentration of waste processing facilities in the immediate area, will not create a cumulative impact with special consideration given to the location of waste facilities already permitted, and will support the equitable distribution of these facilities citywide.
- b. That the facility will not detrimentally affect nearby residential uses and other sensitive land uses, taking into consideration the number and proximity of residential buildings, churches, schools, hospitals, public playgrounds, nursing homes, daycare centers, and other similar uses within a 1,500-foot radius of the proposed lot.
- c. That the facility operator will provide community benefits as determined appropriate to businesses and residents likely to be impacted by this facility, taking into consideration the location of the proposed lot and nearby uses.

DIV. 5B.9. PUBLIC DISTRICTS

Public Use Districts promote public and institutional uses and allow a limited amount of compatible uses.

SEC. 5B.9.1. PUBLIC 1 (P1)

A. Intent

The P1 Use District allows for government buildings, structures, offices, and services facilities. This District is intended to provide regulations for the use and development of land owned by a government agency. For most uses, district permissions assume those of the most restrictive adjoining use district.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	A-		
Household Business:			
Family Child Care	A-		
Home Occupation	A-		
Home Sharing	A-		
Joint Living & Work Quarters	A-		
Live/Work	A-		
Mobilehome Park	A-		
Supportive Housing:			
General	A-		
Medical Care	A-		
Transitional Shelter	P		
PUBLIC & INSTITUTIONAL			
Cemetery	A-		
Civic Facility:			
Local	P*	Government owned	Required
		Relief	C3
Regional	C3		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	P*	Government owned	Required
Regional	P*	Government owned	Required
Office, Government	P		
Parking	A-		

KEY: "P" = Permitted Use; "*" = Use standard applies; "A+" = Dependent on most permissive zoning; "A-" = Dependent on most restrictive zoning; "C1" = Approval by Zoning Administrator; "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Public Safety Facility	P		
Religious Assembly	A-		
School:			
Preschool/Daycare	P		
K-12	P*	Government owned	Required
Post-secondary	C3		
Social Services	P		
Utilities:			
Minor	P*	Screening Frontage screen Transition screen	F-Screen 2 T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with: Floor area (min) Relief	Other allowed use 0.1 FAR C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.9.1.C.1.
Wireless Facility, Rooftop	P*	Supplemental standards	Sec. 5B.9.1.C.1.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	A-		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	A-		
Golf	A-		
Recreation, Public	P		
Amphitheater or Stadium			
Local	C2		
Regional	C3		
TRANSPORTATION			
Airport	A-		
Freight Terminal	A-		
Heliport	A-		
Railway Facility	A-		
Transit Station	A-		
GENERAL COMMERCIAL			
Animal Services:			
General	A-		
Kennel	A-		

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- Public Districts -

Use	Permission	Use Standard	Specification
Veterinary Care	A-		
Commissary Kitchen	A-		
Eating & Drinking:			
Alcohol Service	A-		
Bar	A-		
Counter Service	A-		
Restaurant	A-		
Entertainment Venue, Indoor:			
Local	A-		
Regional	C2		
Financial Services:			
General	A-		
Alternative	A-		
Instructional Services	A-		
Lodging	A-		
Medical Clinic	P*	Government owned	Required
Office	A-		
Personal Services:			
General	A-		
Massage, Licensed	A-		
Massage, Unlicensed	A-		
Postmortem Services	A-		
Retail:			
General	A-		
Alcohol	A-		
Farmers' Market, Certified	A-		
Firearms	A-		
Food & Beverage	A-		
Large Format	A-		
Merchant Market	A-		
Pet Shop	A-		
Temporary, Outdoor	A-		
Smoke & Vape Shop	A-		
Sexually Oriented Business:			
General	A-		
Sexual Encounter	A-		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	A-		
Car Wash	A-		
Commercial Vehicle	A-		

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Use	Permission	Use Standard	Specification
Fueling Station	A-		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	A-		
Household Moving Truck Rental	A-		
Standard Vehicle	A-		
Storage, Indoor:	A-		
General	A-		
Self-Service Facility	A-		
Storage, Outdoor:			
General	A-		
Cargo Container	A-		
Commercial Vehicle	A-		
Official Motor Vehicle Impound	A-		
Standard Vehicle	A-		
LIGHT INDUSTRIAL USES			
Electronics Assembly	A-		
Maintenance & Repair Services	A-		
Manufacturing, Light:			
General	A-		
Alcoholic Beverage	A-		
Artistic & Artisanal	A-		
Cosmetic, Pharmaceutical	A-		
Food & Drink	A-		
Textile & Apparel	A-		
Research & Development	C3		
Soundstages & Backlots	A-		
Wholesale Trade & Warehousing	A-		
HEAVY INDUSTRIAL USES			
Animal Products and Processing	A-		
Manufacturing, Heavy:			
General	A-		
Chemical Products	A-		
Petroleum & Coal Products	A-		
Salvage Yard	A-		
Recycling Facilities			
Collection	C3		
Donation Bin	A-		
Sorting & Processing	C3		
Resource Extraction:			

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- Public Districts -

Use	Permission	Use Standard	Specification
General	A-		
Exploratory Core Hole	A-		
Off-Shore Drilling Servicing Installation	A-		
Waste Facility:			
Green Waste	A-		
Hazardous Waste	A-		
Solid Waste	C3		
AGRICULTURE USES			
Animal Keeping:			
Bees	A-		
Dairy	A-		
Equine, Commercial	A-		
Equine, Non-commercial	A-		
Livestock	A-		
Pets	A-		
Small Animals	A-		
Wild Animals	A-		
Plant Cultivation:			
Community Garden	A-		
Farming	A-		
Truck Gardening	A-		

KEY: "P" = Permitted Use; "*" = Use standard applies; "A+" = Dependent on most permissive zoning; "A-" = Dependent on most restrictive zoning; "C1" = Approval by Zoning Administrator; "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

C. Supplemental Standards

1. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

SEC. 5B.9.2. PUBLIC 2 (P2)

A. Intent

The P2 Use District allows for government buildings, structures, offices, and services facilities. This District is intended to provide regulations for the use and development of land owned by a government agency. For most uses, district permissions assume those of the most permissive adjoining use district.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL			
Dwelling	P*	Use separation	
		Heavy Industrial	300'
		Restricted affordable units	100% of dwelling units
		Supplemental procedures	Sec.5B.9.2.C.1.
		Relief	C3
		Supplemental procedures	Sec.5B.9.2.D.1.
Government owned	Required		
Household Business:			
Family Child Care	A+		
Home Occupation	A+		
Home Sharing	A+		
Joint Living & Work Quarters	A+		
Live/Work	A+		
Mobilehome Park	A+		
Supportive Housing:			
General	A+		
Medical Care	A+		
Transitional Shelter	P		
PUBLIC & INSTITUTIONAL			
Cemetery	A+		
Civic Facility:			
Local	P*	Government owned	Required
		Relief	C3
Regional	C3		
Detention Facility	C3		
Fleet Services	P		
Medical:			
Local	P*	Government owned	Required
Regional	P*	Government owned	Required
Office, Government	P		
Parking	A+		

KEY: "P" = Permitted Use; "*" = Use standard applies; "A+" = Dependent on most permissive zoning; "A-" = Dependent on most restrictive zoning; "C1" = Approval by Zoning Administrator; "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Public Safety Facility	P		
Religious Assembly	A+		
School:			
Preschool/Daycare	P		
K-12	P*	Government owned	Required
Post-secondary	C3		
Social Services	P		
Utilities:			
		Screening	
Minor	P*	Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
		In conjunction with:	Other allowed use
Solar Energy Facility	P*	Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	Sec. 5B.10.2.C.1.
Wireless Facility, Rooftop	P*	Supplemental standards	Sec. 5B.10.2.C.1.
OPEN SPACE & RECREATION			
Indoor Recreation, Commercial	A+		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	A+		
Golf	A+		
Recreation, Public	P		
Amphitheater or Stadium			
Local	C2		
Regional	C3		
TRANSPORTATION			
Airport	A+		
Freight Terminal	A+		
Heliport	A+		
Railway Facility	A+		
Transit Station	A+		
GENERAL COMMERCIAL			
Animal Services:			
General	A+		
Kennel	A+		
Veterinary Care	A+		
Commissary Kitchen	A+		
Eating & Drinking:			

KEY: "P" = Permitted Use; "*" = Use standard applies; "A+" = Dependent on most permissive zoning; "A-" = Dependent on most restrictive zoning; "C1" = Approval by Zoning Administrator; "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

- Public Districts -

Use	Permission	Use Standard	Specification
Alcohol Service	A+		
Bar	A+		
Counter Service	A+		
Restaurant	A+		
Entertainment Venue, Indoor:			
Local	A+		
Regional	C2		
Financial Services:			
General	A+		
Alternative	A+		
Instructional Services			
Lodging	A+		
Medical Clinic	P*	Government owned	Required
Office	A+		
Personal Services:			
General	A+		
Massage, Licensed	A+		
Massage, Unlicensed	A+		
Postmortem Services			
Retail:			
General	A+		
Alcohol	A+		
Farmers' Market, Certified	A+		
Firearms	A+		
Food & Beverage	A+		
Large Format	A+		
Merchant Market	A+		
Pet Shop	A+		
Temporary, Outdoor	A+		
Smoke & Vape Shop	A+		
Sexually Oriented Business:			
General	A+		
Sexual Encounter	A+		
HEAVY COMMERCIAL			
Motor Vehicle Services:			
General	A+		
Car Wash	A+		
Commercial Vehicle	A+		
Fueling Station	A+		

KEY: "P" = Permitted Use; "*" = Use standard applies; "A+" = Dependent on most permissive zoning; "A-" = Dependent on most restrictive zoning; "C1" = Approval by Zoning Administrator; "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Motor Vehicle Sales & Rental:			
Commercial Vehicle	A+		
Household Moving Truck Rental	A+		
Standard Vehicle	A+		
Storage, Indoor:			
General	A+		
Self-Service Facility	A+		
Storage, Outdoor:			
General	A+		
Cargo Container	A+		
Commercial Vehicle	A+		
Official Motor Vehicle Impound	A+		
Standard Vehicle	A+		
LIGHT INDUSTRIAL USES			
Electronics Assembly	A+		
Maintenance & Repair Services	A+		
Manufacturing, Light:			
General	A+		
Alcoholic Beverage	A+		
Artistic & Artisanal	A+		
Cosmetic, Pharmaceutical	A+		
Food & Drink	A+		
Textile & Apparel	A+		
Research & Development	C3		
Soundstages & Backlots	A+		
Wholesale Trade & Warehousing	A+		
HEAVY INDUSTRIAL USES			
Animal Products and Processing	A+		
Manufacturing, Heavy:			
General	A+		
Chemical Products	A+		
Petroleum & Coal Products	A+		
Salvage Yard	A+		
Recycling Facilities			
Collection	C3		
Donation Bin	A+		
Sorting & Processing	C3		
Resource Extraction:			
General	A+		

KEY: "P" = Permitted Use; "*" = Use standard applies; "A+" = Dependent on most permissive zoning; "A-" = Dependent on most restrictive zoning; "C1" = Approval by Zoning Administrator; "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

- Public Districts -

Use	Permission	Use Standard	Specification
Exploratory Core Hole	A+		
Off-Shore Drilling Servicing Installation	A+		
Waste Facility:			
Green Waste	A+		
Hazardous Waste	A+		
Solid Waste	C3		
AGRICULTURE USES			
Animal Keeping:			
Bees	A+		
Dairy	A+		
Equine, Commercial	A+		
Equine, Non-commercial	A+		
Livestock	A+		
Pets	A+		
Small Animals	A+		
Wild Animals	A+		
Plant Cultivation:			
Community Garden	A+		
Farming	A+		
Truck Gardening	A+		

KEY: "P" = Permitted Use; "*" = Use standard applies; "A+" = Dependent on most permissive zoning; "A-" = Dependent on most restrictive zoning; "C1" = Approval by Zoning Administrator; "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

C. Supplemental Standards

1. Dwelling

An alternative percentage of restricted affordable units may be authorized by a Community Plan Implementation Overlay (CPIO) Subarea.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.4. (Wireless Telecommunication Facilities)*.

D. Supplemental Procedures

1. Dwelling

In addition to the findings otherwise required by *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall also find:

- a. A minimum percentage of restricted affordable housing shall be provided in accordance with the most applicable Local Affordable Housing Incentive Program.

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DIV. 5C.1. **USE DEFINITIONS**

Where a use definition contains a list of included uses, the uses on the list are to be considered example uses, and not all-inclusive. The Zoning Administrator has the responsibility for categorizing all uses, including uses determined to be similar to those listed.

SEC. 5C.1.1. **RESIDENTIAL USES**

Uses that provide housing accommodations, residential support services, and home-based enterprise.

A. Dwelling

Housing accommodations serving as a primary residency or having a tenancy of 30 days or greater. Includes household dwelling unit, efficiency dwelling unit, accessory dwelling unit, junior accessory dwelling unit.

B. Household Business

Household business uses combine dwelling with productive uses and entrepreneurial activities within a unit or building.

1. Family Child Care

The provision of non-medical care and supervision for children in the provider's own household dwelling unit, for periods of less than 24 hours per day. No more than 14 children shall be in care concurrently, unless use district standards specify otherwise. Any children under the age of 10 years who reside within the dwelling unit and are in care count toward the maximum number of children in care. Any such use shall comply with all regulations set forth in Health and Safety Code Section 1597.465.

2. Home Occupation

The incidental use of a dwelling unit for the intent of conducting a business enterprise by a primary resident of the dwelling unit.

3. Home Sharing

The temporary use of a dwelling unit or portion thereof for transient occupancy for periods of 30 days consecutively or less. The use of a dwelling unit for home-sharing shall be incidental to a dwelling use. Such uses shall be licensed and meet the standards in Sec. 5C.4.4. (Home-Sharing Program).

4. **Joint Living & Work Quarters**

The adaptive reuse of a building or portion of a building, that is part of an adaptive reuse project, from commercial or industrial uses to live/work use.

5. **Live/Work**

A live/work unit combines both a dwelling unit with work space designated for productive uses and entrepreneurial activities within a single dwelling unit.

C. **Mobilehome Park**

Any lot or portion of a lot used to provide rental or lease sites for 2 or more individual manufactured homes, mobile homes, park trailers, or recreational vehicles.

D. **Supportive Housing**

A residential living facility that provides housing accommodations and support services to residents on an ongoing basis.

1. **General**

Residential use with no limit on length of stay for persons who may require frequent support from on-site or off-site supportive services for daily living. May include, among other populations, seniors, children within the foster care system, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, individuals receiving rehabilitation or mental health support, veterans, and persons or families experiencing homelessness. The housing is linked to on-site or off-site supportive services, and any floor area used for the delivery of supportive services shall be considered incidental to the residential use. Full-time medical services shall not be provided on the premises. Supportive Housing, General includes all residential community care facilities and permanent supportive housing. Residential uses with 6 or fewer beds shall be classified as a dwelling rather than non-medical supportive housing. For non-residential community care facilities see Government Office, Social Services (Sec. 5C.1.2.E.2.).

2. **Medical Care**

Residential use of long, and short-term occupation which may be licensed by the California Department of Health to provide full-time non-acute medical services on the premises. May include dwelling units, common dining areas, or other community rooms.

3. **Transitional Shelter**

A facility operated by a "provider," other than a "community care facility" as defined in the California Health and Safety Code, Section 1502, which provides temporary accommodations or services to persons or families experiencing homelessness and which meets the standards for shelters contained in the California Code of Regulations, Chapter 7, Title 25. The term temporary accommodations means that a person or family experiencing homelessness will be

allowed to reside at the shelter for a time period not to exceed 6 months. For the purpose of this definition, a provider shall mean a government agency or private non-profit organization which provides, or contracts with recognized community organizations to provide, emergency or temporary shelter or services for persons or families experiencing homelessness, and which has been certified by the Housing and Community Investment Department of the City of Los Angeles to meet all applicable requirements as such which are contained in the California Health and Safety Code and the California Code of Regulations.

SEC. 5C.1.2. **PUBLIC & INSTITUTIONAL USES**

Uses dedicated to serving the public through the provision of government services, utilities, healthcare, education, and culture.

A. Cemetery

As defined by the California Health and Safety Code. The term cemetery includes columbarium, crypt, and mausoleum facilities integrated within a burial ground. Includes burial park, columbarium, and mausoleum. For crematorium see Postmortem Services (Sec. 5C.1.5.K.).

B. Civic Facility

Any publicly-accessible facility that provides essential or cultural services and is owned by a governmental or community organization. Includes post office, civic center, community center, museum, and library.

1. Local

A publicly-accessible facility that provides essential or cultural services to a city or town and is owned by a governmental or community organization. May include no more than 75 parking stalls to be consider a Civic, Local use. Includes post office, civic center, community center, and branch library. For similar uses that include more than 75 parking stalls, see civic facility, regional (Sec. 5C.1.2.B.2.). For similar uses that are not publicly accessible see office (Sec. 5C.1.5.J.).

2. Regional

A publicly-accessible facility that provides essential or cultural services to a region and for display, preservation, or enjoyment of heritage, history, and the arts, or any municipal building which is owned by a governmental or community organization and includes more than 75 parking stalls. Includes city hall, cultural center, main library, museum, and observatory. For similar uses that include fewer than 75 parking stalls, see civic facility, local (Sec. 5C.1.2.B.1.). For similar uses that are not publicly accessible, see office (Sec. 5C.1.5.I.).

C. Detention Facility

Any facility where persons are incarcerated or otherwise involuntarily confined or where unaccompanied minors are housed, under the jurisdiction and custody of a governmental entity. All detention facilities shall be operated solely by a public or governmental entity. Includes correctional facilities, penal institutions, and any facility where unaccompanied minors are housed in the custody of the federal government. A detention facility shall not include any facility described in Penal Code Section 9502, except a facility described in subsection (d) if that facility is used to house persons in the custody of the federal government.

D. Fleet Services

Maintenance, storage, and management of motor vehicles, such as school buses or ambulances, in service of any civic institutional use. Where uses, such as dispatch, do not include motor vehicle maintenance or storage, they are allowed as Government Office.

E. Medical

An inpatient or outpatient healthcare facility that provides direct medical treatment to patients.

1. Local

An inpatient or outpatient acute or sub acute care facility with a capacity of fewer than 100 beds that provides direct medical treatment to patients. For outpatient facilities not providing acute or sub acute care, see Sec. 5C.1.5.H. (Medical Clinic).

2. Regional

An inpatient acute care and sub acute care facility with a capacity of more than 100 beds that provides direct medical treatment to patients. For inpatient facilities providing sub acute care with a capacity of fewer than 100 beds, see Sec. 5C.1.2.E.1. (Medical, Local).

F. Office, Government

Government administrative services and professional services that support government administration and are operated by a government entity.

G. Parking

A use intended for the temporary storage of operable vehicles and designed to meet the standards of Sec 4C.4.3. (Parking Area Design). Includes parking structure and surface parking lot. For vehicle storage, see Sec. 5C.1.6.D. (Outdoor Storage).

H. Public Safety Facility

Any government facility that provides public safety services. Includes fire station and police station.

I. Religious Assembly

Any facility which is used primarily for the congregation of people for religious or spiritual activities. Includes a house of worship, church, chapel, meditation center, mosque, religious meeting room, religious retreat, synagogue, or temple.

J. School

An institution of learning and development which offers instruction, inclusive of preschool, K-12, and post-secondary education. For other educational or instruction based uses, see Sec. 5C1.5.F. (Instructional Services).

1. Preschool/Daycare

An establishment providing care, supervision, and educational services to children during the day. Includes all forms of early childhood education, daycare, and after school supervision. For in-home child care see Family Child Care (Sec. 5C.1.1.B.1).

2. K-12

An institution of learning which offers instruction in grades Kindergarten through 12th grade, and associated recreation and athletic facilities serving its students.

3. Post-Secondary

An institution offering a formal educational program beyond K-12, including programs whose intent is academic, vocational, or continuing professional education. Includes athletic and recreational facility associated with the educational facility, not including stadium with a capacity of 10,000 seats or more. Includes college, technical school, trade school, and university. For post-secondary school uses involving heavy industrial activities or equipment, see Sec. 5C.1.8. (Heavy Industrial Uses). For postsecondary schools including stadiums with seating capacity in excess of 10,000 seats, see Sec. 5C.1.3.F. (Sports Arena or Stadium, Major).

K. Social Services

Publicly-accessible administrative services and governmental services that support public welfare through social programs. May be operated by a government entity, a non-profit or a non-governmental organization. Includes welfare services, foster family services, day treatment, adult day care, special needs care, and all other non-residential community care facilities.

L. Utilities

Infrastructure necessary for the provision of services such as water, sewer, power or communications. Excluding off-site transmission lines, pipes, or other systems for conveying and transmitting services within utility easements, those systems are allowed in all Use Districts.

1. Minor

Utility infrastructure with no on-site personnel and having modest impact on surrounding properties. Minor Utilities includes passive energy generation such as wind turbine, geothermal system, and solar photovoltaic system, serving no more than 10 different lots with supporting on-site storage, control and transmission equipment, storm water retention or detention ponds, aeration and septic system, reservoir, lift station, water supply well and water tank or tower, telecommunications switching facility, and electrical substation. For wireless telecommunication facilities, see Sec. 5C.1.2.L.4. (Wireless Facility, Monopole) and Sec. 5C.1.2.L.5. (Wireless Facility, Rooftop).

2. Major

Utility infrastructure providing services and having considerable impacts on adjacent lots, often including on-site staff. Includes power generation facilities serving 11 or more lots, wastewater treatment, and water supply treatment. For wireless telecommunication facilities, see Sec. 5C.1.2.L.4. (*Wireless Facility, Monopole*) and Sec. 5C.1.2.L.5. (*Wireless Facility, Rooftop*).

3. Solar Energy Facility

Utility infrastructure that generates energy using a solar photovoltaic system primarily for off-site use or sale serving 11 or more lots. For solar energy generating facilities generating energy primarily for no more than 10 different lots, see Sec. 5C.1.2.L.1. (Utilities, Minor).

4. Wireless Facility, Monopole

A device or system that is mounted on a monopole tower for the transmitting or receiving of electromagnetic signals, including, but not limited to, radio waves and microwaves, for cellular technology, personal communications services, mobile services, paging systems and related technologies. Facilities include antennas, microwave dishes, parabolic antennas and all other types of equipment used in the transmission and reception of such signals; structures for the support of such facilities, associated buildings or cabinets to house support equipment, and other accessory structures or development. A wireless communication facility is a type of telecommunications facility.

5. Wireless Facility, Rooftop

A device or system that is mounted on a building or structure rooftop for the transmitting or receiving of electromagnetic signals, including, but not limited to, radio waves and microwaves, for cellular technology, personal communications services, mobile services, paging systems and related technologies. Facilities include antennas, microwave dishes, parabolic antennas and all other types of equipment used in the transmission and reception of such signals; structures for the support of such facilities, associated buildings or cabinets to house support equipment, and other accessory structures or development. A wireless communication facility is a type of telecommunications facility.

SEC. 5C.1.3. OPEN SPACE & RECREATION USES

Uses that provide opportunities for recreation, sport, and the enjoyment of open space and nature.

A. Indoor Recreation, Commercial

Any indoor commercial use not operated by an educational or public institution, engaged in providing sports and recreation services. Includes health clubs, fitness centers, dance studios, gymnasiums, yoga studios, swimming pools, athletic facilities, and sports courts.

B. Nature Reserve

An area managed so as to protect its flora, fauna, and physical features. Includes ecological preserve, marine preserve, natural resource preserve, and water conservation area.

C. Open Space, Public

Publicly accessible, outdoor areas for passive recreation. Includes spaces such as parks, plazas, walking trails, lawns, and picnic benches.

D. Outdoor Recreation, Commercial

Any outdoor commercial use engaged in providing sports, athletics, or recreation services, typically for an entry or membership fee. For outdoor recreation uses that are accessible to the public and where no entrance or membership fee is charged, see outdoor recreation, public (Sec. 5C.1.3.E.). For similar uses with seating capacity of more than 10,000 seats, see Sec. 5C.1.3.F. (Sports Arena or Stadium, Major).

1. General

Any commercial outdoor recreation use, excluding golf courses (Sec. 5C.1.3.D.2.). Includes outdoor batting cage, skate park, and sports court.

2. Golf Course

An area of land designed and intended for the game of golf with a series of holes each including tee, fairway, and putting green, and often one or more natural or artificial hazards. A golf course use includes only standard-sized golf courses having an average fairway length of 125 yards or greater. This use also includes a clubhouse incidental to a standard-sized golf course. For miniature golf, pitch & putt, driving range, or any illuminated courses, see General Commercial Outdoor Recreation (Sec. 5C.1.3.1.).

E. Outdoor Recreation, Public

Publicly accessible, outdoor areas for active recreation. Public outdoor recreation includes sports courts or athletic fields charging no entry or membership fees and having fewer than 200 seat capacity. Includes skate parks, play equipment, sports courts, and other athletic fields. For outdoor recreation uses with a capacity of 200 seats or greater, or where entry or membership fees are

charged, see outdoor recreation, commercial (Sec. 5C.1.3.D.). For outdoor recreation associated with an educational institution, see Sec. 5C.1.2.J. (School).

F. Amphitheater or Stadium

1. Local

Any outdoor or semi outdoor assembly facility intended to accommodate a large number of spectators for performances or sporting events and having an associated seating capacity of less than 3,000 seats. For facilities with seating capacity of 3,000 seats or more, see Sec. 5C.1.3.F.2. (Amphitheater or Stadium, Regional). For an amphitheater or stadium associated with a school, see Sec. 5C.1.2.J. (School). For a fully indoor assembly facility intended to accommodate a large number of spectators for performances or sporting events, see Sec. 5C.1.5.D. (Entertainment Venue).

2. Regional

Any outdoor or semi outdoor assembly facility intended to accommodate a large number of spectators for performances or sporting events and having an associated seating capacity of 3,000 seats or more. For facilities with seating capacity of less than 3,000 seats, see Sec. 5C.1.3.F.1. (Amphitheater or Stadium, Local). For an amphitheater or stadium associated with a school, see Sec. 5C.1.2.J. (School). For a fully indoor assembly facility intended to accommodate a large number of spectators for performances or sporting events, see Sec. 5C.1.5.D. (Entertainment Venue).

SEC. 5C.1.4. **TRANSPORTATION USES**

Uses that facilitate major modes of transportation for the loading or unloading of passengers and freight.

A. Airport

A runway landing area or other facility used for the landing and taking off of aircraft including all the necessary taxiways, aircraft storage and tie-down areas, hangars, passenger terminals, and other necessary facilities.

B. Freight Terminal

A facility intended for freight pick-up, transfer, or distribution by ground or water, including the facility used in connection with such activities. Includes freight yard, railroad yard, and trucking yard. For the storage of empty cargo containers, see Sec. 5C.1.6.D.2. (Outdoor Storage, Cargo Container).

C. Railway Facility

Any facility related to a freight railway; or a railway yard, maintenance, or fueling facility related to a passenger or freight railway.

D. Transit Station

Any publicly accessible facility, such as a bus or rail station, where transport vehicles regularly load and unload passengers along a fixed route.

E. Heliport

Any public-use, special-use, or personal-use airport, as defined by the California Code of Regulations, suitable only for use by helicopters.

SEC. 5C.1.5. **GENERAL COMMERCIAL USES**

Uses that involve business activity serving the general public, including retail, professional and personal services, hospitality, and entertainment.

A. Animal Services

A use involving the provision of services related primarily to domestic animal care and keeping.

1. General

Any use in which domestic dogs or cats are provided non-medical care, grooming, training, or supervision. The maximum number of adult dogs or cats is limited to no more than 20, or 1 for every 60 square feet of floor area of the facility rounded up to the nearest whole number, whichever results in the greater number of animals. No more than thirty percent 30% of the floor area of the facility shall be used for overnight boarding. Animal boarding areas shall not occupy the area within the first twenty 20 feet, as measured from the storefront of the facility, and shall be separated from retail, grooming, or food storage areas. For uses where the overnight boarding of dogs or cats exceeds 30% of the floor area of a facility, see (Sec.5C.1.5.A.2.). For the medical treatment of animals, see Animal Sales and Services, Veterinary (Sec.5C.1.5.A.3.).

2. Kennel

Any use in which 4 or more dogs or cats, at least 4 months of age, are sheltered for periods beyond 24 hours per day. This definition does not include animal retail uses. For animal retail use, see Retail, Pet Shop. (Sec. 5C.1.5.L.8.). For uses where the sheltering dogs or cats beyond 24 hours per day occupies less than 30% of the floor area of a facility, see Animal Services, General (Sec.5C.1.5.A.1.).

3. Veterinary

Any use in which animals or pets are given medical or surgical treatment and care. For the non-medical treatment and care of dogs and cats, see Animal Services, General (Sec.5C.1.5.A.1.).

B. Commissary Kitchen

A kitchen facility used for cooking and preparing food to be primarily served and consumed off-site. Research, design, and processing are allowed as an incidental use. Includes multi-tenant, incubator, preparatory kitchen, and catering kitchen.

C. Eating & Drinking

The sale of prepared, ready-to-consume meals or drinks for consumption by the public.

1. Alcohol Service

The sale of alcoholic beverages that are served to customers while seated at tables where food may also be served. Alcoholic beverages shall be consumed on-site while seated during a dining experience.

2. Bar

Any use, except for a restaurant, that sells alcoholic beverages for consumption by the public. Includes bars integrated within any other use, such as night club or bowling alley. Includes lounge, tavern, or pub.

3. Counter Service

The sale of prepared food and drinks primarily for off-site consumption which may include limited seating for casual dining. On-site seating areas for casual dining are incidental to the primary use of the establishment as floor area dedicated to kitchen and counter service. Temporary outdoor seating shall not count towards on-site seating area. Includes bakery, coffee shop, delicatessen, fast-food establishment, food kiosk, and ice cream shop.

4. Restaurant

An eating and drinking establishment that provides a dining environment where customers are seated at tables and served made-to-order meals prepared in a full-service kitchen on-site and beverages for consumption on-site. Takeout and delivery service is incidental to on-site dining. See Alcohol Services (Sec. 5C.1.5.C.1.) for the inclusion of alcoholic beverages for on-site consumption.

D. Entertainment Venue, Indoor

Any indoor assembly use designed or intended for entertainment.

1. Regional

Any indoor assembly use designed or intended for entertainment, having a capacity of 3,000 person or greater. Includes multiplex theater, auditorium, concert hall, and night club. For similar indoor spaces having a capacity less than 3,000, see Entertainment Venue, Indoor, Local (Sec. 5C.1.5.E.3.). Does not include activities established in Sec. 5C.1.5.M. (Sexually Oriented Business). See Bar (Sec. 5C.1.5.C.2.) for the inclusion of alcoholic beverages for on-site consumption.

2. Local

Any indoor assembly facility designed or intended for entertainment having a capacity of less than 3,000 persons. For similar indoor spaces having a capacity of 3,000 or greater, see Entertainment Venue, Indoor, Regional (Sec. 5C.1.5.E.2.). Includes community theater, movie theater, live-music venue, night club, comedy club, karaoke lounge, banquet hall. Does not

include activities established in Sec. 5C.1.5.M. (Sexually Oriented Business). For the inclusion of alcoholic beverages for on-site consumption, see Bar (Sec. 5C.1.5.C.2.).

E. Financial Services

Professional services involving the investment, lending, or management of money and assets in a publicly-accessible setting rather than a private office setting. For private office settings, see Sec. 5C.1.5.I. (Office).

1. General

Financial institutions that provide retail banking services. This definition includes only those institutions engaged in the circulation of money, such as banks and credit unions. For uses such as check-cashing businesses and payday lenders, see financial services, alternative (Sec. 5C.1.5.F.).

2. Alternative

Any for-profit lending facility offering small, unsecured, short-term loans, such as bail bonds, or a use that primarily consists of check cashing services for a fee, or any business where articles of personal property may be left as security in exchange for a loan of money. Includes pawnshop, precious metal buyback center, short-term credit lender, and title loan center. Does not include remittance service.

F. Instructional Services

Any establishment primarily engaged in offering avocational or recreational educational courses to adults or children for the purposes of play, amusement, or relaxation, including education offered for the intent of teaching the fundamentals, skills, or techniques of a hobby or activity. Includes establishments offering programs in art, cooking, drama, driving, language, music, sewing, tutoring, or other similar forms of self-improvement. For vocational and other educational uses, see Sec. 5C.1.2.J. (School).

G. Lodging

Commercial dwelling accommodations for transient occupancy, often for periods of less than 30 days consecutively. Lodging uses shall not serve as a primary residence. Example include, hotel and motel. For home share see Sec. 5C.1.1.B.3. (Home Sharing). For residential housing accommodations see Sec. 5C.1.1. (Residential Uses).

H. Medical Clinic

An outpatient healthcare facility that provides direct medical, dental, or therapeutic services to patients. This definition does not include healthcare facilities providing acute or sub acute care to patients. For outpatient and inpatient facilities providing acute or sub acute care, see Sec. 5C.1.2.E.1. (Medical, Local) and Sec. 5C.1.2.E.2. (Medical, Regional).

I. Office

Administrative and professional services that provide support to businesses in a private setting. Office uses may be operated independently or combined with other uses, provided each of the other uses is permitted and meets the applicable standards. Includes sales, clerical, legal, accounting, design, consulting, and dry lab.

J. Personal Services

Any commercial use providing services directly to individuals seeking services primarily for personal benefit, rather than commercial gain, in a publicly-accessible setting, rather than a private office setting. Includes repair and maintenance services that meet the above criteria and are less than 3,000 square feet in area. Personal services does not include medical office in Sec. 5C.1.5.H. (Medical Clinic), professional service in Sec. 5C.1.5.I. (Office), financial services in Sec. 5C.1.5.M. (Sexually Oriented Business), or motor vehicle services as established in Sec. 5C.1.6.A. (Motor Vehicle Services).

1. General

Any personal service use excluding licensed and unlicensed massage. Includes travel agent, real estate agent, hair cutting and styling, spa treatment, cleaning service, jewelry repair, tailor or seamstress, tattooing, body piercing, and bicycle repair.

2. Massage, Licensed

Any personal service use providing massage, alcohol rub, fomentation, electric or magnetic treatment, or similar treatment or manipulation of the human body, that is administered by a medical practitioner, chiropractor, physical therapist, or similar professional licensed by the State of California.

3. Massage, Unlicensed

Any personal service use providing massage, alcohol rub, fomentation, electric or magnetic treatment, or similar treatment or manipulation of the human body, that is administered by persons not licensed by the State of California.

K. Postmortem Services

Any commercial use engaged in the provision of services involving the care, preparation, or arrangement of human or animal remains, and conducting memorial services. Includes crematorium, funeral home, mortuary, and pet crematorium. For cemetery, see Sec. 5C.1.2.A. (Cemetery).

L. Retail

A commercial use involved in the sale or dispensing of any material good to the public, including any associated outdoor display and point of sales. For outdoor storage, see Sec. 5C.1.6.D.

1. General

Any retail use involved in the sale of new or used products, or the provision of consumer or rental services, to individuals and businesses. Includes hardware store, pharmacy, electronics store, furniture store, print shop, and clothing store.

2. Alcohol

A retail use involving the sale or dispensing of alcoholic beverages for off-site consumption. Alcohol retail establishments shall be licensed or seeking a license to sell or otherwise dispense alcoholic beverages for off-site consumption, as defined by the California State Alcoholic Beverage Control Act. For uses offering on-site consumption of alcoholic beverages, see Eating & Drinking, Bar (Sec. 5C.1.5.D.3.), and eating & drinking, restaurant (Sec. 5C.1.5.D.4.).

3. Farmers' Market, Certified

A retail use involved in the sale or dispensing of agricultural products by producers or certified producers directly to consumers or to individuals, organizations, or entities that subsequently sell or distribute the products directly to end users. Certified farmers' markets shall be certified by Los Angeles County Agricultural Commissioner.

4. Firearms

A use where firearms, ammunition, and related accessories are sold.

5. Food & Beverage

Any retail use primarily involved in the retail sale of food and beverages for off-site consumption. Includes meat market, produce market, and grocery store. Does not include alcoholic beverage sales, see Retail, Alcohol (Sec. 5C.1.5.L.2.).

6. Large Format

Any retail use with a non-residential tenant size of 100,000 square feet or greater. May include any of the following types of retail when occupying a non-residential tenant size of 100,000 square feet or greater: superstore, department store, wholesale club, furniture store, and home improvement store. For furniture and appliance retail with a non-residential tenant size of less than 100,000 square feet, see General Retail (Sec. 5C.1.5.L.1.).

7. Merchant Market

Any retail use that includes ten or more tenants or vendors within a shared facility with common entrances and walkways, where goods are offered or displayed for sale or exchange.

8. **Pet Shop**

Any use open to the public where dogs, cats, rabbits, birds, reptiles, or any other animals are kept and offered for adoption or sale, for hire, or sold, provided that the facility operates pursuant to a pet shop permit issued by the Department of Animal Services, and is not used for the breeding of dogs, cats, or rabbits, or the commercial boarding of animals. The total number of adult dogs and cats in a pet shop shall not exceed one for every 45 square feet of floor area of the facility, rounded up to the nearest whole number, up to a maximum of 40 adult dogs and cats.

9. **Temporary, Outdoor**

Any event based or seasonal retail use primarily located outdoors. Includes seasonal sale of Christmas trees and pumpkins, swap meet, non-certified farmers' market.

10. **Smoke & Vape Shop**

Any establishment, the main intent of which is the sale of tobacco products, substances intended for smoking, or smoking accessories, including but not limited to pipes, vaporizing devices, or other smoking paraphernalia. If the establishment is solely dedicated to the retail or wholesale sales of tobacco products, substances intended for smoking, or smoking accessories, an attached public or private smokers' lounge that is solely dedicated to smoking may be included. Does not include medicinal or recreational cannabis establishment.

M. **Sexually Oriented Business**

Any commercial use involving the retail sale, rental or exhibition, of any goods or services that are characterized by an emphasis on the exposure or display of specified sexual activities or specified anatomical areas. Each sexually oriented business use shall constitute a separate sexually oriented business, even if operated in conjunction with another adult business at the same establishment, for the intent of meeting applicable use standards.

1. **General**

Any sexually oriented business use, other than a sexual encounter establishment. Includes adult arcade, adult bookstore, adult cabaret, adult motel, adult motion picture theater, adult theater.

2. **Sexual Encounter**

Any sexually oriented business use, other than lodging offering public accommodations, which, for any form of consideration, provides a place where two or more persons may congregate, associate or consort in connection with specified sexual activities or the exposure of specified anatomical areas. Does not include a use where a medical practitioner, psychologist, psychiatrist, or similar professional licensed by the State of California engages in sexual therapy.

SEC. 5C.1.6. **HEAVY COMMERCIAL USES**

Uses that involve the servicing and sale of motor vehicles, and businesses dedicated primarily to storage.

A. Motor Vehicle Services

A use involving the diagnosing of malfunctions, repairing, or maintaining motor vehicles.

1. General

Any motor vehicle services use involving the diagnosis, repair, maintenance or servicing of non-commercial motor vehicles. Includes automotive emissions testing, electrical diagnostic, battery testing, changing, and charging, tire removal, replacement, and repair, mechanical adjustment, lubrication, sound system, alarm service and installation, window tint, paint, and body work. Does not include car wash or fueling station.

2. Car Wash

Any motor vehicle services use engaged in cleaning, washing, or waxing of non-commercial motor vehicles, such as passenger cars, trucks, vans, and trailers. For wash facilities for commercial vehicles, see Sec. 5C.1.6.A.4. (Commercial Vehicle).

3. Fueling Station

Any motor vehicle services use that sells and dispenses vehicle fuel, including diesel, gasoline, hydrogen, and other alternative fuels. Includes electric vehicle charging station and commercial vehicle fueling. Does not include electric vehicles charging spaces within a parking area serving another use or uses.

4. Commercial Vehicle

Any motor vehicle services use involving the diagnosing of malfunctions, repairing or maintaining of commercial vehicles.

B. Motor Vehicle Sales and Rental

Any heavy commercial use that sells, rents, or leases motor vehicles.

1. Household Moving Truck Rental

Any use involving the rental of household moving rental trucks or utility trailers.

2. Standard Vehicle

Any display of 3 or more new or used non-commercial motor vehicles for sale, rental, or lease, including recreational vehicles, passenger vehicles, pickup trucks, motorcycles, or boats. For vehicle storage, see Sec. 5C.1.6.D. (Outdoor Storage).

3. Commercial Vehicle

Any use involving the sale, rental, or lease of new or used commercial motor vehicles. For vehicle storage, see Sec. 5C.1.6.D. (Outdoor Storage).

C. Storage, Indoor

The holding of goods, merchandise, supplies, material, machinery, equipment, or other items for future use located indoors.

1. General

Any indoor storage use, excluding self-service indoor storage.

2. Self-Service

Any indoor storage use that offers secure self-storage for household goods in individual rooms, compartments, lockers, or containers, to which clients bring goods for storage and retrieve them at any time during normal business hours.

D. Storage, Outdoor

The outdoor holding of goods, merchandise, supplies, material, machinery, equipment, vehicles, or other items for future use. Includes contractor's equipment storage yard and lumber yard.

1. General

Any outdoor storage use that does not involve the keeping of empty cargo containers (Sec. 5C.1.6.D.2.), inactive commercial vehicles (Sec. 5C.1.6.D.3.), towing and storage for official motor vehicle impound (Sec. 5C.1.6.D.4.), or inactive standard vehicles (Sec. 5C.1.6.D.5.).

2. Cargo Container

Any outdoor storage use involving the keeping of empty cargo containers. Cargo container outdoor storage may include storage of container chassis and commercial truck cabs, repair facility, warehouse, and office, incidental to the movement or storage of cargo containers. For the storage of cargo containers that are not empty, or uses which are part of any freight transfer, see Sec. 5C.1.4.D. (Freight Terminals).

3. Commercial Vehicle

The storage of commercial motor vehicles that are not actively used by the principal occupants of the lot. Includes storage of tractor trailers, cement trucks, and specialized trailers for oversized loads. For uses where vehicles are actively used by the principal occupants of lot, see Sec. 5C.1.2.I. (Parking).

4. Official Motor Vehicle Impound

Any vehicle towing and storage service that involves City-approved vendors that support the public safety mission of the Los Angeles Police Department (LAPD) and Department of Transportation (DOT).

5. Standard Vehicle

The storage of non-commercial motor vehicles, including passenger vehicles, pickup trucks, motorcycles, and boats, that are not actively used by the principal occupants of the lot. Includes storage of inoperable vehicles. For uses where vehicles are actively used by the principal occupants of lot, see Sec. 5C.1.2.I. (Parking).

SEC. 5C.1.7. **LIGHT INDUSTRIAL USES**

Uses involving the production, warehousing, or manufacturing of goods, materials, and products in an intensive manner that require a significant separation from residential and commercial districts.

A. Electronics Assembly

Light industrial use involved in the assembly of computer and electronic products, electrical equipment, appliances, fixtures, and electronic product components. This use includes testing and repair incidental to the product or component assembly. For uses including manufacturing of computer and electrical equipment see Sec. 5C.1.7.C. (Manufacturing, Light).

B. Maintenance & Repair Services

Light industrial use engaged in the maintenance or repair of industrial, business, or consumer machinery, equipment, or products. Includes carpet cleaning, dry-cleaning, and maintenance and repair of household appliances, furniture, office equipment. For repair and maintenance under 3,000 square feet, see Sec. 5C.1.5.K. (Personal Services). For motor vehicle repair and maintenance, see Sec. 5C.1.6.A. (Motor Vehicle Services).

C. Manufacturing, Light

Any light industrial use involving the making or processing of materials or components into products.

1. General

The manufacturing of finished goods intended to be sold as consumer goods to the general public, including devices and instruments used in a workplace. Includes the manufacturing and assembly of the following: medical equipment and supplies, semiconductors and electronic instruments, signs and printed material, musical instruments, toys, furniture, crates, boxes, and barrels. Excludes the manufacturing of heavy machinery, motor vehicles, aircraft and watercraft, metal fabrication, and manufacturing involving the processing, mixing, or refinement of inorganic raw materials, see Manufacturing, Heavy; General (Sec. 5C.1.8.B.1.).

2. Alcoholic Beverage

Any light manufacturing use where beer, wine, or other alcoholic beverages are processed or prepared for consumption.

3. Artistic & Artisanal

A small-scale light manufacturing use which does not involve automated or mechanized production methods. Instead, skilled craftspersons are integral to the creation of each product, requiring products to be produced in small quantities. Artistic & artisanal uses are less than 3,000 square feet in area or include a staff of fewer than 25 persons.

4. Cosmetic, Pharmaceutical

Any light manufacturing use where cosmetics, soaps, or pharmaceutical drugs are produced. Includes manufacturing of makeup products, deodorants, shampoos, hair dyes, perfumes, skin moisturizers, medications, and supplements.

5. Food & Drink

Any light manufacturing use where food or drink products are processed or manufactured. The food and beverage products manufactured in these facilities are typically sold to wholesalers or retailers for distribution to consumers. Includes manufacturing and packaging of tobacco products, animal food, sodas, juices, dairy products, ice, the preserving of fruit and vegetables, grain milling, oilseed milling, seafood products, and sugar and confectionery products. For animal slaughtering or meat related products, see Sec. 5C.1.8.A. (Animal Product Processing). For breweries, distilleries, and wineries see Sec. 5C.1.7.C.2. (Alcoholic Beverage).

6. Textile & Apparel

Any light manufacturing use that processes or otherwise manufactures textile and other apparel products. Includes fabric mill, finishing and coating mill, jewelry manufacture, and leather product manufacture.

D. Research & Development

Any light industrial use requiring a wet laboratory where chemicals, drugs, or other material or biological matter are handled in liquid solutions or volatile phases, requiring direct ventilation, and specialized piped utilities. For uses requiring a dry laboratory, see Sec. 5C.1.5.K. (Office).

E. Soundstages & Backlots

Any light industrial use providing space for the construction and use of indoor sets, or any outdoor set, backlot, or other outdoor facility, including supporting indoor workshops and craft shops.

F. Wholesale Trade & Warehousing

Any light industrial use engaged in operating wholesale, warehousing, or storage facilities for general merchandise, refrigerated goods, food and beverage products, and other warehouse products. May also provide logistics services related to the distribution of goods.

SEC. 5C.1.8. HEAVY INDUSTRIAL USES

Uses involving manufacturing, processing of waste, and resource extraction, which shall be conducted away from the general public due to potentially adverse impacts on the immediate surroundings.

A. Animal Products Processing

A use engaged in one or more of the following: dressing or dyeing furs, preparing processed meat and meat byproducts, preparing, tanning, and finishing hides and skins, refining or rendering animal fat, bones, and meat scraps, and slaughtering animals.

B. Manufacturing, Heavy

Any heavy industrial use involving the making or processing of materials or components into finished products.

1. General

Manufacturing that requires significant health, safety, and environmental precautions due to potential adverse impacts from the manufacturing process on immediate surroundings. Includes the manufacturing of heavy machinery, motor vehicles, aircraft and watercraft, petroleum and coal products, plastic and rubber products, primary metal products, wood and paper products, metal fabrication, and manufacturing involving the processing, mixing, or refinement of inorganic raw materials.

2. Chemical Products

Any heavy manufacturing use producing basic chemicals or manufacturing products by predominantly chemical processes. Includes production of acid, alkali, organic chemical, salt, dry color, pigment, synthetic fiber, fertilizer, explosive, and paint. For the production of asphalt coating, petroleum lubricating oil, plastic, and natural rubber, see Sec. 5C.1.8.B.3. (Petroleum & Coal Products).

3. Petroleum & Coal Products

Any heavy manufacturing use that processes petroleum, coal, plastic, or rubber materials into products.

C. Salvage Yard

Any heavy industrial use, having any portion of the use located outdoors, where a junk dealer or automobile dismantler operates, or where partially dismantled, obsolete, or wrecked automobiles are stored. For motor vehicle storage see Sec. 5C.1.6.D. (Outdoor Storage).

D. Recycling Facility

Any use that includes the recovery and processing of recyclable or reusable materials.

1. Collection

Any recycling facility use where recyclable materials including paper, plastic, glass, metal, newspaper, and cardboard, are deposited or redeemed for monetary value. May include baling or crushing operations for the purposes of efficiency of storage and transfer, but shall not include sorting or processing activities for other than temporary storage purposes. Includes reverse vending machine and buyback center.

2. Donation Bin

Any box, canister, receptacle, or other container that can be opened and closed, and is used for collecting salvageable personal property, including, but not limited to, clothing, shoes, books, and household items for periodic off-site processing or redistribution. For purposes of this definition, salvageable personal property shall not include recyclable materials not intended for re-use, including, but not limited to, newspapers, plastic, glass, aluminum, electronics, toxic or hazardous materials, and solid waste.

3. Sorting & Processing

Any recycling facility use that accepts recyclable materials for on-site sorting or processing. For the purpose of this definition, processing shall mean the process of changing the physical characteristics of a recyclable material, including the shredding, smelting, grinding and crushing of cans, bottles, and other materials, for other than temporary storage purposes. Includes scrap metal processing and transfer station.

E. Resource Extraction

Any heavy industrial use involving the withdrawal of materials from the natural environment.

1. General

Any resource extraction use engaged in the extraction of metallic minerals, non-metallic minerals, oil, or gas. Includes the exploration or development of any lot for such purposes, and any preparation of those resources until the point of shipment from the producing property. Includes metal ore mining, nonmetallic mineral mining, quarrying, drilled wells, oil fields, sulfur recovery from natural gas, and recovery of hydrocarbon liquids.

2. Exploratory Core Hole

Any resource extraction use, including a seismic test hole or exploratory core hole, used or intended to be used exclusively for geological, geophysical, and other exploratory testing for natural gas, oil, or other hydrocarbon substances.

3. Off-Shore Oil Drilling Servicing Installation

Onshore installations required in connection with the drilling for, or production of oil, gas, or hydrocarbons in an offshore Oil Drilling District.

F. Solid Waste Facility

Any heavy industrial use involving receipt, storage, separation, conversion, combustion, processing of solid wastes, transfer of solid wastes directly from small to larger vehicles for transport, or operation as a landfill. Includes composting facility, construction, demolition debris and inert material facility, solid waste disposal site, transfer and processing facility, and transformation facility.

1. General

Solid waste facility use that does not involve any storage, treatment, and disposal of hazardous waste, or that does not exclusively receive green waste.

2. Green Waste

Any solid waste facility use that receives green waste or wood waste for chipping and grinding, composting, curing, or mulching. Does not include any chipping and grinding, composting, curing, or mulching conducted for noncommercial, nonprofit purposes.

3. Hazardous Waste

Any solid waste facility use involving the storage, treatment, and disposal of hazardous waste, as defined in the California Health and Safety Code, Section 25117.1.

SEC. 5C.1.9. **AGRICULTURAL USES**

Uses dedicated to the cultivation of plants or the keeping of animals.

A. Animal Keeping

Any agricultural use that includes the breeding, boarding, training, or raising of animals.

1. Bees

Any animal keeping use that includes the keeping of bees.

2. Dairy

An animal keeping use that including the storage, processing, or distribution of milk or milk products.

3. Equine, Commercial

The keeping, breeding, raising, training, or boarding of more than 2 equines not owned by and registered to residents on the same lot as the equine use. Includes mules and donkeys.

4. Equine, Non-Commercial

The keeping, breeding, raising, training, or boarding of equines owned by and registered to residents on the same lot as the equine use. No more than 2 equines owned by or registered to persons not residing on the same lot shall be allowed. Includes mules and donkeys.

5. Livestock

Any animal keeping use that includes the breeding, raising, training, boarding, and keeping of animals such as alpacas, cattle, donkeys, goats, mules, sheep, swine, or similar livestock, typically for fiber, meat, milk, or other products. Includes day-to-day care, selective breeding, raising, and selling of livestock.

6. Pets

Any animal keeping use that includes keeping common household domestic pets readily classifiable as being incidental to another use. Includes cats, guinea pigs, hamsters, fish, fowl, lizards, rabbits, reptiles, small amphibians, snakes and dogs. For a use where more than three 3 dogs over the age of 4 months are locate on the same lot, see Sec. 5C.1.5.A.1. (Kennel).

7. Small Animals

Any animal keeping use not incidental to another use that includes the breeding, raising, training, boarding, and keeping of animals such as fish, fowl, rabbits, and rodents.

8. Wild Animals

The keeping of any wild, exotic, dangerous, or non-domestic animal. However, the following wild animals shall never be permitted: bear, civet, coyote, eagle, eland, elephant, elk, giraffe,

gnu, gorilla, hyena, hippopotamus, jaguar, leopard, lion, lynx, moose, orangutan, puma, rhinoceros, sea lion, tiger, venomous reptile, vulture, walrus, wart hog, wolf, or yak.

B. Plant Cultivation

Any agricultural use that includes the growing of plants.

1. Community Garden

A plant cultivation use designed and intended for multiple households or organizations to cultivate plants for domestic use. May include shared facilities for storage and services incidental to the agricultural use, and teaching garden.

2. Farming

The cultivation of plants for domestic use, or for sale or distribution either on-site or off-site.

3. Truck Gardening

The cultivation of plants for domestic use, or for off-site sale or distribution.

DIV. 5C.2. **USE PERMISSIONS**

SEC. 5C.2.1. **GENERAL**

Use permission levels set out in each Use District table indicate how a use is permitted within the district. Permission levels range from permitted without requiring conformance to any additional standards or conditions of approval, permitted only when specific standards are met, or permitted only through a process requiring approval by a decision-maker or decision-making body. Permission levels may be assigned to individual uses, uses, or entire use categories. Permission levels are represented within each Use District table using symbols that indicate which permission level is assigned to a particular use, use, or use category. The following sections summarize the meaning of each permission level.

SEC. 5C.2.2. **PERMITTED (P)**

A use that is permitted without requiring conformance to specific standards is indicated in the use table by the letter P. Permitted uses are considered generally appropriate within a district without the need for specific standards to achieve a certain performance outcome or moderate potential effects a use may have on its surroundings.

SEC. 5C.2.3. **USE STANDARD APPLIES (*)**

A use that is permitted only when conforming to a specific set of standards is indicated in the use table by the asterisk (*) symbol in combination with the underlying permission level. Any permission level may be combined with an * in order to cross-reference a specific set of standards, supplemental standards, or supplemental procedures, that shall be applied. Standards, supplemental standards, or supplemental procedures indicated by the presence of an * are important for ensuring that a use exists and operates in a manner that is consistent with the intent of the Use District.

SEC. 5C.2.4. **CONDITIONAL USES (C1, C2 & C3)**

A use that requires approval by an authority or decision-making body with input from the members of the public most likely to be affected by the existence of that use. The use may be approved under certain conditions that address potential issues the use may introduce to its surroundings. Uses that may require specific conditions of approval applied through a discretionary process are indicated within the use tables by the following permission levels: C1, C2, and C3.

A. Class 1 Conditional Use (C1)

A C1 permission level indicates that a Class 1 Conditional Use Permit shall be obtained through approval granted by the Zoning Administrator in accordance with the processes and procedures described in *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*. A C1 permission level signifies that the use may be considered generally appropriate, but should be given thorough consideration to account for the welfare of uses and residents in the immediate surrounding properties, as well as specific lot conditions.

B. Class 2 Conditional Use (C2)

A C2 permission level indicates that a Class 2 Conditional Use Permit shall be obtained through approval granted by the Zoning Administrator in accordance with the processes and procedures described in *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*. A C2 permission level signifies that the use may be considered appropriate, but should be given thorough consideration to account for the welfare of uses and residents occupying the surrounding area, as well as specific site conditions.

C. Class 3 Conditional Use (C3)

A C3 permission level indicates that a Class 3 Conditional Use Permit shall be obtained through approval granted by the City Planning Commission in accordance with the processes and procedures described in *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*. A C3 permission level signifies that the use may be considered appropriate, but should be given thorough consideration to account for the welfare of uses and residents occupying the surrounding area, the needs of the region, and specific site conditions.

SEC. 5C.2.5. **DEPENDENT ON ADJOINING ZONING (A- & A+)**

When an A- or A+ permission level is indicated the use shall assume the same use permissions, use standards, supplemental standards, and any supplemental procedures required by a Use District applied to the zoning of an adjoining lot.

A. **Dependent on Most Restrictive Adjoining Zone (A-)**

1. Uses assigned an A- permission level are regulated as follows:
 - a. The use permissions, use standards, supplemental standards, and supplemental procedures of the most restrictive Use District applied to the zoning of an adjoining lot shall apply.
 - b. Any use that is not permitted in the most restrictive Use District applied to the zoning of an adjoining lot may be permitted by a Class 3 Conditional Use Permit. In addition to the other findings required by *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall consider:
 - i. How the use provides a public benefit, whether as a result of increased tax revenue or the provision of public facilities; and
 - ii. Whether the benefit is sufficient to outweigh any potential detriment to the public interest created by the proposed use of the land.
 - c. Only joint public and private developments that are approved in accordance with the processes and procedures described in *Sec. 13B.2.5. (Director Determination)* shall be permitted when a use is assigned an A- permission level. No solely private developments are permitted when a use is assigned an A- permission level.

B. Dependent on Most Permissive Adjoining Zone (A+)

1. Uses assigned an A+ permission level are regulated as follows:
 - a. The use permissions, use standards, supplemental standards, and supplemental procedures of the most restrictive Use District applied to the zoning of an adjoining lot shall apply. The property owner shall also be entitled to the use permissions, use standards, supplemental standards, and supplemental procedures in any other single Use District of an adjoining lot.
 - b. Any use that is not permitted in the most permissive Use District applied to the zoning of an adjoining lot may be permitted by a Class 3 Conditional Use Permit. In addition to the other findings required by *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall consider:
 - i. How the use provides a public benefit, whether as a result of increased tax revenue or the provision of public facilities; and
 - ii. Whether the benefit is sufficient to outweigh any potential detriment to the public interest created by the proposed use of the land.
 - c. Only joint public and private developments that are approved in accordance with the processes and procedures described in *Sec. 13B.2.5. (Director Determination)* shall be permitted when a use is assigned an A+ permission level. No solely private developments are permitted when a use is assigned an A+ permission level.

C. Use District in Order of Restrictiveness

For the purposes of this Section, the order of restrictiveness of Use Districts, the first being the most restrictive and the last being the least restrictive, is as follows:

1. Open Space 1 (OS1)
2. Agricultural 1 (A1)
3. Residential 1 (RG1)
4. Residential-Mixed 1 (RX1)
5. Commercial-Mixed 1 (CX1)
6. Commercial-Mixed 2 (CX2)
7. Commercial-Mixed 3 (CX3)
8. Commercial-Mixed 4 (CX4)
9. Industrial-Mixed 1 (IX1)
10. Industrial-Mixed 2 (IX2)

- Use Permissions -

11. Industrial-Mixed 3 (IX3)

12. Industrial-Mixed 4 (IX4)

13. Industrial 1 (I1)

14. Industrial 2 (I2)

SEC. 5C.2.6. NOT PERMITTED (--)

When a double-dash line (--) is indicated as the permission level for a use or use, the use is not permitted. A -- permission level signifies that under no circumstances shall the use be allowed to be established in the Use District.

DIV. 5C.3. **USE STANDARDS**

SEC. 5C.3.1. **ACCESSORY TO**

A. **Intent**

To support the overall intent of the Use District by ensuring that the subject use exists as secondary to the specified use to which it is accessory, and to allow for the flexibility of multi-use facilities while limiting the impacts of the subject use that would otherwise be detrimental.

B. **Applicability**

Applies only when specified by the Use District as a required use standard.

C. **Standards**

Uses that are accessory to a specified use shall not have a floor area greater than 25% of the floor area designated to the specified use.

D. **Measurement**

1. For measuring floor area, see *Sec. 14.1.7. (Floor Area)*.
2. The maximum allowed floor area of the accessory use is calculated by multiplying the total floor area of the specified use by 25%.

E. **Relief**

See the allowed uses and use limitations of the applied *Use District (Part 5B.)*.

SEC. 5C.3.2. **ADAPTIVE REUSE PROJECT**

A. **Intent**

To encourage and facilitate the conversion and retention of existing or historically significant buildings, to reduce vacant space, as well as preserve the City's architectural and cultural past, and to encourage the sustainable practice of retaining the inherent energy that went into the construction of existing buildings.

B. **Applicability**

Applies only when specified by the Use District as a required use standard.

C. **Standards**

The specified use shall be provided within an adaptive reuse project that meets the standards of either *Sec. 9.4.5. (Downtown Adaptive Reuse Projects)* or *Sec. 9.4.6. (Citywide Adaptive Reuse Projects)*.

D. Measurement

A use shall be measured as satisfying the adaptive reuse project requirement when it meets the standards.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.3. AREA

A. Intent

To regulate the size of a use in order to enable multi-use facilities while meeting the intent of the Use District.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. When the area standard is in the form of a percentage, the lot area designated for the use shall be no less, when a minimum is required, or no greater, when a maximum is required, than the percentage of the total lot area specified by the Use District.
2. When the area standard is in the form of square footage, the number of square feet designated for the use shall be no less, when a minimum is required, or no greater, when a maximum is required, than that specified by the Use District.

D. Measurement

1. For calculating the total lot area, see *Sec. 2C.1.1. (Lot Area)*.
2. The lot area that is either required or allowed to be designated for a specified use is calculated by multiplying the total lot area by the percentage specified by the Use District.
3. The square footage that is either required or allowed to be designated for a specified use is calculated by measuring the total square footage of the area designated for the specified use.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.4. **BEDS**

A. **Intent**

To lessen the impact of the subject use on the public realm and neighboring lots containing residential or other sensitive uses by limiting the number of occupants that may be present on the premises overnight.

B. **Applicability**

Applies only when specified by the Use District as a required use standard.

C. **Standards**

The subject use shall concurrently serve no more people as overnight clients or guests than the maximum number of beds specified by the Use District.

D. **Measurement**

1. Each sleeping facility associated with the subject use shall be included in the calculation of number of beds.
2. A sleeping facility designated for more than 1 occupant shall be measured as 1 bed for each occupant.

E. **Relief**

See the allowed uses and use limitations of the applicable Use District.

SEC. 5C.3.5. **BUILDING SEPARATION**

A. **Intent**

To ensure that buildings and structures are located at an adequate distance from streets, uses, or districts so as not to negatively impact neighboring lots, uses, or the public realm.

B. **Applicability**

Applies only when specified by the Use District as a required use standard.

C. **Standards**

All portions of a building designated with the subject use shall be located at a distance of no less than the minimum required building separation from one or more of the following, as specified by the Use District:

1. A street;
2. A specified use;
3. A specified Use District;

4. An on-site dwelling unit; and
5. An off-site dwelling unit.

D. Measurement

Building separation shall be measured to any portion of a building designated with the subject use from one of the following:

1. When measured from a street, perpendicular from the street lot line inward.
2. When measured from a use, perpendicular from the nearest lot line of the lot designated with the specified use.
3. When measured from a Use District, from the nearest lot line of all lots zoned with the specified Use District.
4. When measured from an on-site or off-site dwelling unit, from the nearest portion of a building that is designated as a dwelling unit and is a habitable space.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.6. CLIENT VISITS PER HOUR

A. Intent

To limit the negative impacts of the subject use on neighboring lots containing residential or other sensitive uses.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The number of clients visiting the subject use per hour shall not exceed the maximum allowed client visits per hour specified by the Use District.

D. Measurement

Client visits shall be measured as the number of clients present on the property on which the subject use is located and are calculated for each hour.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.7. **NON-RESIDENTIAL TENANT SIZE**

A. **Intent**

To protect the character of the area and ensure that the scale of tenant spaces are appropriate to their neighboring context.

B. **Applicability**

1. Applies only when specified by the Use District as a required use standard.
2. Applies only to the ground story.

C. **Standards**

The maximum floor area permitted for a non-residential tenant space shall not exceed the maximum non-residential tenant size specified by the Use District.

D. **Measurement**

1. A "non-residential tenant" shall refer to any individual tenant space that meets the following standards:
 - a. Is contained within walls;
 - b. Has a designated entrance;
 - c. Has no direct connections between other non-residential tenant spaces;
 - d. May have connections to common areas and shared facilities; and
 - e. Is not dedicated to a residential use.
2. Any limitations on non-residential tenant size restrictions shall apply to the cumulative sum of related or successive permits that are a part of a larger project, such as piecemeal additions to a building, or multiple buildings on a lot or adjacent lots, as determined by the Director of Planning.
3. For the measurement of floor area see *Sec. 14.1.7. (Floor Area)*.
4. Common areas, including corridors and shared restrooms, shall not be included in the calculation of floor area for the purposes of measuring non-residential tenant size.

E. **Relief**

1. A deviation from the maximum floor area permitted for a non-residential tenant space of up to 20% may be requested in accordance with *Sec. 13B.7.2 (Adjustments)*.
2. Additional floor area for a non-residential tenant space beyond 20% may be requested in accordance with *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

SEC. 5C.3.8. DESIGNATED WORK SPACE AREA

A. Intent

To ensure that each live/work unit contains an area designated for productive uses and entrepreneurial activities as a component of a dwelling unit.

B. Applicability

Applies to all live/work units on a lot where required by the Use District.

C. Standards

1. The designated work space area shall be provided within each live/work unit, and shall be at least the minimum work space size required by Use District.
2. The designated work space area for each unit shall be clearly demarcated on approved building plans.

D. Measurement

Designated work space area is measured as a percentage, calculated as the total floor area of the designated work space area divided by the total floor area of the live/work unit.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.9. DESIGNATED WORK SPACE DIMENSIONS

A. Intent

To ensure that any designated work space area required as a component of a live/work unit is designed to accommodate sufficient area for productive uses and entrepreneurial activities to take place within a dwelling unit.

B. Applicability

Applies to all live/work units on a lot where required by the Use District.

C. Standards

1. The designated work space area shall have the minimum horizontal dimensions set by the Use District.
2. The designated work space dimensions for each dwelling unit shall be clearly demarcated on approved building plans.

D. **Measurement**

Work space size is measured as the shortest horizontal distance along the boundaries of the dedicated work space area to determine the shortest minimum horizontal dimension. For determining any other required horizontal dimension that is greater than the minimum, the horizontal dimension measurement may be taken between any two boundaries of the dedicated work space area.

E. **Relief**

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.10. **DESIGNATED WORK SPACE USES**

A. **Intent**

To ensure that any designated work space area required as a component of a live/work unit is used for productive uses and entrepreneurial activities to take place within a dwelling unit.

B. **Applicability**

Applies to all live/work units on a lot where required by the Use District.

C. **Standards**

1. The designated work space area within each live/work unit shall be reserved for use by any of the uses specified as designated work space uses within the Use District.
2. Uses not specified as designated work space uses within the Use District shall not be allowed within a live/work unit.

D. **Measurement**

A designated work space use is measured based on the utilization of the designated work space area for regular business activity, or activities related to the design and production of products, associated with any use specified as a designated work space use within the Use District.

E. **Relief**

See the allowed uses and use limitations of the applicable Use District.

SEC. 5C.3.11. **GOVERNMENT OWNED**

A. **Intent**

To limit private development of certain uses and facilitate the efficient management of municipal resources.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The subject use shall be permitted if the lot is owned by a government agency.

D. Measurement

A lot is measured as government owned when the lot owner is a government agency.

E. Relief

See the allowed uses and use limitations of the applicable Use District.

SEC. 5C.3.12. HOURS OF OPERATION

A. Intent

To limit the negative impacts of the subject use on neighboring lots containing residential or other sensitive uses by limiting the duration of activity for a subject use.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. The subject use shall not open earlier than the time of earliest open specified by the Use District.
2. The subject use shall not close later than the time of latest close specified by the Use District.
3. The earliest open and latest close times may differ for each day of the week.
4. Service hours are not considered hours of operation, see Sec. 5C.3.18. (*Service Hours*).

D. Measurement

Times at which the subject use is open to the public.

E. Relief

See the allowed uses and use limitations of the applied Use District (*Part 5B*).

SEC. 5C.3.13. IN CONJUNCTION WITH

A. Intent

To allow for the subject use only when accompanied by a specified use, allowing for the flexibility of multi-use facilities and ensuring compatibility with district intent and neighborhood context.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. The subject use shall be permitted on a lot, provided that the use it is required to be in conjunction with is located concurrently on the same tenant space or lot.
2. When a subject use is required to be in conjunction with a specified use, the specified use shall adhere to the minimum or maximum size requirements specified by the Use District.
3. Where permitted as an exception, any subject use located within an adaptive reuse project shall not be required to meet the standards for in conjunction with.

D. Measurement

1. A use shall be measured as in conjunction with another use when both uses are present concurrently on the same tenant space or lot.
2. Floor area ratio (FAR) shall be measured according to the provisions in *Sec. 2C.4.1. (Floor Area Ratio)*.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.14. INCIDENTAL TO

A. Intent

To ensure that the existence of the incidental use is subordinate to the permitted use on the tenant space or lot, to ensure compatibility with the district's intent, and to allow for flexibility of multi-use facilities.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. The subject use is only allowed as incidental to the specified use.
2. The subject use shall not be allowed incidental to any other use except for the specified use or uses.
3. Uses that are incidental to a specified use shall not have a floor area greater than the floor area designated to the specified use to which it is incidental.

D. **Measurement**

1. For measuring floor area, see *Sec. 14.1.7. (Floor Area)*.
2. For determining incidental uses see *Sec. 5A.2.2,E. (Incidental Uses)*.

E. **Relief**

See the allowed uses and use limitations of the applied *Use District (Part 5B)*

SEC. 5C.3.15. **MINIMUM FLOOR AREA**

A. **Intent**

To ensure the subject lot meets the intentions of the district and allows for the privatization of a subject use by requiring a minimum floor area for that subject use in proportion to the lot area.

B. **Applicability**

Applies only when specified by the Use District as a required use standard.

C. **Standards**

The minimum floor area designated for the subject in proportion to the lot area shall be no less than the ratio specified by the Use District.

D. **Measurement**

1. For calculating the floor area, see *Sec. 14.1.7. (Floor Area)*.
2. The minimum floor area of the subject use is calculated based on the proportion of the subject use to the lot area specified by the Use District.

E. **Relief**

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.16. **OPEN PLAN AREA**

A. **Intent**

To ensure that live/work units are designed to promote the flexible use of floor area for productive uses and entrepreneurial activities to take place within each dwelling unit.

B. **Applicability**

Applies to all live/work units on a lot where required by the Use District.

C. **Standards**

Excluding area used for restrooms and storage, a minimum of 70% of the total floor area of each live/work unit shall be open, with no fixed interior separation wall.

D. Measurement

Open plan area shall be measured as the presence of a contiguous floor area with no fixed interior separation walls.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.17. OPERATING DAYS PER WEEK

A. Intent

To limit the negative impacts of the subject use on neighboring lots containing residential or other sensitive uses by limiting the duration of activity for a subject use.

B. Applicability

Applies only when specified by the *Use District* as a required use standard.

C. Standards

The subject use shall not be in operation for more than the maximum number of operating days per week permitted by the *Use District*.

D. Measurement

Any day that the use is in operation for any length of time shall be measured as an operating day.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.18. OUTDOOR SOUND SYSTEM

A. Intent

To limit the negative impacts of the subject use on neighboring lots containing residential or other sensitive uses due to sound amplification.

B. Applicability

Applies only when specified by the *Use District* as a required use standard.

C. Standards

Where prohibited, there shall be no fixed systems for amplified sound present outdoors on the lot. This prohibition includes public address systems.

D. Measurement

An outdoor sound system is measured as present when it is located outdoors and is installed or affixed for permanent or long-term use.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.19. PERSONS IN CARE

A. Intent

To limit the number of persons on a property at any given time to lessen the impact of the subject use on neighboring lots containing residential or other sensitive uses.

B. Applicability

Applies only when specified by the *Use District* as a required use standard.

C. Standards

The number of persons that may be in the care of the facility associated with the subject use at any given time shall not exceed the maximum specified by the *Use District*.

D. Measurement

1. Any person who is in the care of the facility associated with the subject use shall be included in the calculation of number of persons in care.
2. Employees, visitors, and legal guardians shall not be considered persons in care.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.20. RESTRICTED AFFORDABLE UNITS

A. Intent

To increase the production of *affordable housing* in the City of Los Angeles, consistent with the General Plan and other City policies related to housing.

B. Applicability

1. Applies only when specified by the *Use District* as a required use standard.
2. Does not apply to a manager's dwelling unit.

C. Standards

The percentage of dwelling units on a lot that are affordable shall be at least the percentage specified by the Use District.

D. Measurement

1. The percentage of dwelling units on a lot that are restricted affordable is calculated by dividing the number of affordable units by the total number of dwelling units on the lot , exclusive of a manager's unit or units.
2. Dwelling units are measured as restricted affordable when provided in accordance with the definition restricted affordable unit in *Div.14.2. (Glossary)*.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.21. SCREENING

A. Intent

To mitigate negative impacts from subject uses to adjacent uses, promoting visual interest and increasing comfort for users of the subject lot, the public realm, and adjacent lots.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. Subject uses shall be screened using the screen type specified by the Use District.
2. Frontage screens shall meet the standards provided in *Sec. 4C.8.1.C. (Frontage Screens)*.
3. Transition screens shall meet the standards provided in *Sec. 4C.8.2.C. (Transition Screens)*.
4. Outdoor storage screens shall meet the standards provided in *Sec. 4C.8.2.C. (Outdoor Storage Screens)*.

D. Measurement

1. Frontage screens shall be measured according to the provisions of *Sec. 4C.8.1.D. (Frontage Screens)*.
2. Transition screens shall be measured according to the provisions of *Sec. 4C.8.2.D. (Transition Screens)*.
3. Outdoor storage screens shall be measured according to the provisions of *Sec. 4C.8.2.D. (Outdoor Storage Screens)*.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.22. SEATING CAPACITY

A. Intent

To limit the negative impacts of the gathering of large numbers of persons on any neighboring lots containing residential or other sensitive uses, and to contribute to the overall intent of the Use District.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The number of seats provided by a subject use shall not exceed the maximum seating capacity specified by the Use District.

D. Measurement

Seating capacity is measured as the number of seats provided by a subject use.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.23. SERVICE HOURS

A. Intent

To limit the negative impacts of deliveries, trash pickup, and other services necessary for operation of the subject use on neighboring lots containing residential or other sensitive uses.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. Services necessary for business operation shall be conducted within the hours specified by the Use District.
2. Services may include the following:
 - a. Lot preparation associated with the use;
 - b. Clearing of all temporary installations, debris, trash and any other material associated with the use;

- c. Trash service; and
 - d. Loading and unloading activities, including deliveries and shipments.
3. Trash service is prohibited on Sundays and legal holidays.

D. Measurement

Times at which service activities are occurring.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.24. SIZE

A. Intent

To regulate the size of a use in order to limit its scale and impact.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The total size of the use shall not exceed the dimensions specified by the Use District.

D. Measurement

- 1. Maximum height in feet or inches is measured as the vertical distance from finished grade to the top of the structure containing or enclosing the use.
- 2. Maximum depth in feet or inches is measured as the narrowest horizontal distance measured perpendicular from one edge of the structure containing or enclosing the use to the opposite edge.
- 3. Maximum width in feet or inches is measured as the longest horizontal distance measured perpendicular to the depth from one edge of the structure containing or enclosing the use to the opposite edge of the structure containing the use.

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B).

SEC. 5C.3.25. SUPPLEMENTAL PROCEDURES

Supplemental procedures are additional policies or administrative requirements that apply to uses when specified by the Use District. Supplemental procedures are unique for each use and for each Use District. See the Use District for applicable supplemental procedures.

SEC. 5C.3.26. **SUPPLEMENTAL STANDARDS**

Supplemental standards are development and operational regulations that apply only to the specified use. Supplemental standards are unique for each use and for each Use District. See the Use District for applicable supplemental standards.

SEC. 5C.3.27. **UNIT SIZE**

A. **Intent**

To ensure that adequate space is provided for the subject use and support the intent of the Use District.

B. **Applicability**

Applies to all dwelling units on a lot having the specified use designation where required by Use District.

C. **Standards**

The average dwelling unit size shall be at least the minimum average unit size specified by the Use District.

D. **Measurement**

1. Unit size when specified as a minimum average is calculated as follows:
 - a. Average unit size is measured by calculating the sum of the floor area of all applicable dwelling units; then
 - b. Divide the sum by the number of applicable units.
2. For the measurement of floor area see *Sec. 14.1.7. (Floor Area)*.

E. **Relief**

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.28. **UPPER STORY LOCATION**

A. **Intent**

To regulate the placement of the subject use in order to ensure compatibility with the intent of the Use District and the neighboring context.

B. **Applicability**

Applies only when specified by the Use District as a required use standard.

C. Standards

Where upper story location is prohibited, no portion of the subject use shall be located on any upper story of a building.

D. Measurement

1. Any story located above the ground story of a building shall be considered an upper story.
2. For the determination of the ground story, see *Sec. 14.1.10. (Ground Story Determination)*.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.29. USE ENCLOSURE

A. Intent

To ensure the subject use is contained indoors to limit any negative impacts on neighboring lots containing residential or other sensitive uses.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

1. When a subject use is required to be fully indoors, no area on a lot designated with the subject use shall be located outdoors.
2. When a subject use is required to be covered it shall meet the standards of a covered area specified in *Sec. 14.1.1.A. (Covered Area %)*.
3. When a subject use is required to be enclosed it shall meet the standards of enclosure specified in *Sec. 14.1.4.A. (Enclosure)*.

D. Measurement

1. A subject use shall be measured as "fully indoors" where the area on a lot designated with the subject use is contained entirely within a building envelope.
2. For the measurement of covered, see *Sec. 14.1.1.B. (Covered Area %)*.
3. For the measurement of enclosed, see *Sec. 14.1.4.B. (Enclosure)*.

E. Relief

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.30. **USE SEPARATION**

A. **Intent**

To limit negative impacts of the subject use on nearby uses, Use Districts, or buildings by requiring a minimum distance between them.

B. **Applicability**

Applies only when specified by the Use District as a required use standard.

C. **Standards**

The subject use shall be located at least the minimum distance away from any specified use, Use District, or lot line.

D. **Measurement**

Use separation shall be measured as the horizontal distance to any portion of a lot or floor area designated with the subject use from one of the following:

1. When measured from a use, the nearest lot line of all lots containing the specified use.
2. When measured from a Use District, the nearest lot line of all lots zoned as the specified Use District.

SEC. 5C.3.31. **USE SETBACK**

A. **Intent**

To limit negative impacts of the subject use on abutting lots or the public right-of-way by requiring a minimum distance between them.

B. **Applicability**

Applies only when specified by the Use District as a required use standard.

C. **Standards**

The subject use shall be located at least the minimum distance away from any specified lot line.

D. **Measurement**

Use separation shall be measured as the horizontal distance to any portion of a lot or floor area designated with the subject use from the lot line specified by the Use District.

E. **Relief**

See the allowed uses and use limitations of the applied Use District (Part 5B).

SEC. 5C.3.32. **USE STANDARD APPLICABILITY**

A. **Intent**

To ensure that Use Standards are met in specified contexts where their intended impact provides a necessary benefit, while limiting the requirement of Use Standards where their impact may be detrimental or unnecessary.

B. **Applicability**

1. Applies only when specified by the Use District as a required use standard.
2. Where listed bold and not indented, use standard applicability limits the applicability of all use standards required of a use category, or use as specified by the Use District.
3. Where listed indented, use standard applicability only limits the applicability of the use standard in bold located above the use standard applicability standard.

C. **Standards**

When use applicability is specified as abutting specified uses or Use Districts, lots containing the subject use that are abutting a lot containing a specified use or zoned with a specified Use District shall satisfy the Use Standards.

D. **Measurement**

1. The use standard applicability standard shall be measured as satisfied when the required use standards are met by the lot containing an applicable subject use.
2. A lot is measured as abutting another lot when the two lots share a common lot line.

E. **Relief**

See the allowed uses and use limitations of the applied *Use District (Part 5B)*.

SEC. 5C.3.33. **LOT ELIGIBILITY**

A. **Intent**

To limit subject uses only to lots having specific qualities required in order to ensure the use is appropriately sited within its surroundings and complies with the intent of the Use District.

B. **Applicability**

Applies only when specified by the Use District as a required use standard.

C. Standards

1. Alley Abutting

Where the applied Use District specifies 'Alley Abutting' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot that abuts an alley having a width of 15 feet or greater.

2. Boulevard or Avenue Fronting

Where the applied Use District specifies 'Boulevard or Avenue Fronting' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot sharing a lot line with a street designated as a Boulevard or Avenue.

3. Corner Lot

Where the applied Use District specifies 'Corner Lot' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot located at the intersection of two streets.

4. Minimum Lot Area

Where the applied Use District specifies 'Minimum Lot Area' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot having an area that is equal to or greater than the minimum area specified by the applied use district (*Part 5B*).

D. Measurement

1. Alley width is measured as the narrowest horizontal distance between opposite edges of a designated alley.
2. For lot line determination see *Sec. 14.1.12. (Lot Line Determination)*.
3. For lot area measurement see *Sec. 2C.1.1.D. (Lot Area, Measurement)*.

E. Relief

See the allowed uses and use limitations of the applied Use District (*Part 5B*).

DIV. 5C.4. **SPECIAL USE PROGRAMS**

Special use programs are established for uses that require a detailed and prescriptive set of performance standards for safe, orderly, and efficient operation, in addition to any use standards and supplemental standards that may be included in the Use District.

SEC. 5C.4.1. **FARMERS' MARKET**

A. Intent

To increase access to healthy food in neighborhoods and expand opportunities for small-scale entrepreneurs through a set of performance standards that ensure the safe, orderly, and efficient operation of farmer's markets.

B. Performance Standards

1. Operator shall be limited to certified producers, non-profit organizations, and local government agencies.
2. If selling fruits, nuts, or vegetables, the producer is authorized by the County Agricultural Commissioner to sell directly to consumers these products that are produced upon the land which the certified producer farms and owns, rents, leases or sharecrops; and
3. If selling eggs, honey, fish and other seafood and freshwater products, live plants, and other agricultural products, the market operator and producer secure all necessary licenses, certificates and health permits which are required to sell these products directly to consumers, provided these products are raised, grown, caught, and processed, if necessary, in California.
4. Safety barricades shall be provided to separate and protect vendors and their customers from moving vehicles wherever active motor vehicle use areas and farmer's market activities are not separated by a permanent curb.
5. Trash containers shall be provided during the hours of operation.
6. Any portion of the lot used for market activities shall be cleaned at the close of hours of operation. For purposes of this section only, "cleaned" shall include, but not be limited to, the removal of stalls, materials, debris and trash, etc., used in conjunction with market activities;
7. (EBT) card payments shall be accepted by all vendors for all hours of operation. A Food and Nutrition Service (FNS) Number issued by the United States Department of Agricultural shall be available at the public's request as proof of Electronic Benefit Transfer (EBT) card acceptance.
8. Certification of the Certified Farmers' Market and contact information for the operator shall be posted at the main entry, and otherwise available at the public's request. The contact person shall be available during the hours of operation and shall respond to any complaints. The operator shall keep a log of complaints received, the date and time received, and their disposition.

SEC. 5C.4.2. RESTAURANT BEVERAGE PROGRAM

A. Intent

To provide a set of performance standards to enable the administrative review (Sec. 13B.3.1) for the sale or dispensing of alcoholic beverages in conjunction with a restaurant for consumption on the premises, when permitted by a use district.

B. Eligibility

Restaurants that comply with the following shall be permitted through *Administrative Review* (Sec. 13B.3.1):

1. Alcohol service may only be permitted in conjunction with a restaurant.
2. Alcoholic beverages shall only be served to customers while they are seated at tables or counters during a dining experience.
3. The restaurant shall have a maximum of 150 patron seats, including any outdoor seating.
4. The restaurant shall not include drive-through facilities.
5. There shall be no age limitation restricting access to any portion of the restaurant.
6. The restaurant shall not charge for admission, require a minimum drink purchase, or host events involving the pre-purchasing of tickets or tokens to be exchanged for alcoholic beverages.
7. Distilled spirits shall not be sold by the bottle, or wine and champagne bottles that exceed 750 milliliters.

C. Development Standards and Operations

1. The restaurant shall not share seating with any other businesses.
2. The restaurant shall only use a fixed bar for the preparation of alcoholic beverages. Portable bars are prohibited.
3. Walls or partitions used to separate a private dining or banquet area shall be composed of a transparent surface for a minimum of 50% of the surface area along the portion located between the floor and 6 feet in height for the entire wall or partition.
4. Any portion of the restaurant used for private events shall be subject to all the same provisions and hours of operation stated herein.
5. When a property that abuts or is located across an alley from a residential use district includes outdoor dining where alcohol is served, the following standards apply:
 - a. The outdoor dining area shall be screened on all sides that abut a residential use district or alley lot line by a *T-Screen 1* (Sec. 4C.8.2.2.a.) or a fully enclosed building or structure.

- b. Outdoor dining that includes alcohol service shall be limited to the ground story.
 - c. Television monitors and outdoor sound systems shall not be permitted in any outdoor dining areas.
6. A telephone number and email address shall be provided for complaints or concerns regarding the operation of the establishment. The phone number and email address shall be posted on a sign at least 8.5" x 11" in size at the following locations: the entry, made visible to pedestrians, and at the customer service desk, front desk, or near the reception area.
 7. Complaints shall be responded to within 24 hours by the establishment. The establishment shall maintain a log of all calls and emails trailing a period of three years, detailing the date the complaint was received, the nature of the complaint, and the manner in which the complaint was resolved. This log shall be made available to the Department of City Planning upon request.
 8. Live musical entertainment or amplified music for dancing when occurring in conjunction with alcohol service shall require approval pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

D. Security

1. Within the restaurant, the interior shall be adequately illuminated so as to make discernible all objects and persons by providing a minimum average surface illumination of 2.0 footcandles (21.5 lux).
2. All exterior portions of the lot shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space, or have a minimum average surface illumination of 0.2 footcandles (2.15 lx). Lighting shall be directed onto the lot without being disruptive to persons on adjacent properties.
3. A camera surveillance system shall be installed and in operation at all times to monitor the interior, entrance, exits, and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by the Los Angeles Police Department.
4. An electronic age verification device shall be retained on the premises available for use during operational hours. This device shall be maintained in operational condition and all employees shall be instructed in its use.
5. A minimum of one on-duty manager with authority over the activities within the restaurant shall be on the premises at all times that the restaurant is open for business. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements, and the conditions imposed by the Department of Alcoholic Beverage Control (ABC). The restaurant shall be responsible for discouraging illegal and criminal activity on the subject premises and any exterior area under its control.

6. Within the first six months of operation or the administrative clearance, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department “Standardized Training for Alcohol Retailers” (STAR), or Department of Alcoholic Beverage Control “Licensee Education on Alcohol and Drugs” (LEAD) training program, or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the restaurant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. Said letter shall be maintained on the premises and shall be made available to the City upon request. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.

E. Administration

1. The owner or the operator shall reapply for *Administrative Review (Sec. 13B.3.1)* if there is:
 - a. a change in State alcohol license type;
 - b. a modification to the floor plan, including, but not limited to, floor area or number of seats;
or
 - c. a change in the ownership or the operator of the restaurant.
2. The applicant shall pay the fees required per *Article 15 (Fees) of this Zoning Code (Chapter 1A)* for Monitoring Restaurant Beverage Special Use Program Compliance and Inspection and Field Compliance Review of Operations. The applicant shall comply with the requirements of the City’s Monitoring, Verification, and Inspection Program (MViP).
3. The applicant shall comply with the requirements of the City’s Monitoring, Verification, and Inspection Program (MViP). In complying with the MViP program, the restaurant is subject to the following:
 - a. Within the first 24 months of the administrative clearance, a MViP inspector will conduct a site visit to assess compliance with, or violations of, any of the operating standards. A second inspection shall take place after 36 months of the first inspection.
 - b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective actions taken by the City.
4. A copy of the *Restaurant Beverage Special Use Program (Sec. 5C4.2.)* requirements, shall be retained on the premises at all times and produced upon request by the Police Department, the Department of Building and Safety, the Department of City Planning, or the California Department of Alcoholic Beverage Control.

5. If three citations for violating the *Restaurant Beverage Special Use Program (Sec. 5C4.2.)* are issued to the restaurant in a two year period, the restaurant shall not be eligible for the *Restaurant Beverage Special Use Program (Sec. 5C4.2.)* and instead shall be subject to the requirements of *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* for use permission.
 - a. A citation shall include citations issued by the Police Department that have been filed with the Los Angeles County Superior Court or Orders to Comply issued by the Department of Building and Safety.
 - b. The California Department of Alcoholic Beverage Control may be notified by the Los Angeles Police Department or other enforcement agency of the issued citations, which may affect the State issued alcohol license.
6. The owner and operator shall provide a floor plan and site plan to the Department of City Planning that shows compliance with the applicable floor plan and site plan standards pursuant to the *Restaurant Beverage Special Use Program (Sec. 5C4.2.)*.

SEC. 5C.4.3. **NIGHTLIFE BEVERAGE PROGRAM (ON-SITE ALCOHOL CONSUMPTION IN ENTERTAINMENT DISTRICTS)**

A. Intent

To provide a set of performance standards to enable the administrative review (Sec. 13B.3.1) for the sale or dispensing of alcoholic beverages in a bar establishment for consumption on the premises, when permitted by a use district.

B. Eligibility

Bar establishments that comply with the following shall be permitted through *Administrative Review* (Sec. 13B.3.1):

1. The bar establishment shall have a maximum of 150 patron seats, including any outdoor seating.
2. The bar establishment shall be used as a private club or for private events.
3. The bar establishment shall not charge for admission, require a minimum drink purchase, or host events involving the pre-purchasing of tickets or tokens to be exchanged for alcoholic beverages.

C. Development Standards and Operations

1. The bar establishment shall only use a fixed bar for the preparation of alcoholic beverages. Portable bars are prohibited.
2. When a property that abuts or is located across an alley from a residential use district includes an outdoor area where alcohol is served, the following standards apply:
 - a. The outdoor area shall be screened on all sides that abut a residential use district or alley lot line by a *T-Screen 1* (Sec. 4C.8.2.2.a.) or a fully enclosed building or structure.
 - b. Outdoor areas that include alcohol service shall be limited to the ground story.
 - c. Television monitors and outdoor sound systems shall not be permitted in any outdoor areas.
3. A telephone number and email address shall be provided for complaints or concerns regarding the operation of the establishment. The phone number and email address shall be posted on a sign at least 8.5" x 11" in size at the following locations: the entry, made visible to pedestrians, and at the customer service desk, front desk, or near the reception area.
4. Complaints shall be responded to within 24 hours by the establishment. The establishment shall maintain a log of all calls and emails trailing a period of three years, detailing the date the complaint was received, the nature of the complaint, and the manner in which the complaint was resolved. This log shall be made available to the Department of City Planning upon request.

5. Live musical entertainment or amplified music for dancing when occurring in conjunction with a bar shall require approval pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

D. Security

1. All exterior portions of the lot shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space, or have a minimum average surface illumination of 0.2 footcandles (2.15 lx). Lighting shall be directed onto the lot without being disruptive to persons on adjacent properties.
2. A camera surveillance system shall be installed and in operation at all times to monitor the interior, entrance, exits, and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by the Los Angeles Police Department.
3. An electronic age verification device shall be retained on the premises available for use during operational hours. This device shall be maintained in operational condition and all employees shall be instructed in its use.
4. A minimum of one on-duty manager with authority over the activities within the restaurant shall be on the premises at all times that the bar establishment is open for business. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements, and the conditions imposed by the Department of Alcoholic Beverage Control (ABC). The bar establishment shall be responsible for discouraging illegal and criminal activity on the subject premises and any exterior area under its control.
5. Within the first six months of operation or the administrative clearance, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR), or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program, or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the bar establishment shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. Said letter shall be maintained on the premises and shall be made available to the City upon request. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.

E. Administration

1. The owner or the operator shall reapply for *Administrative Review (Sec. 13B.3.1)* if there is:
 - a. a change in State alcohol license type;
 - b. a modification to the floor plan, including, but not limited to, floor area or number of seats;
or
 - c. a change in the ownership or the operator of the bar establishment.

2. The applicant shall pay the fees required per *Article 15 (Fees) of this Zoning Code (Chapter 1A)* for Monitoring Nightlife Beverage Special Use Program Compliance and Inspection and Field Compliance Review of Operations. The applicant shall comply with the requirements of the City's Monitoring, Verification, and Inspection Program (MViP).
3. The applicant shall comply with the requirements of the City's Monitoring, Verification, and Inspection Program (MViP). In complying with the MViP program, the restaurant is subject to the following:
 - a. Within the first 24 months of the administrative clearance, a MViP inspector will conduct a site visit to assess compliance with, or violations of, any of the operating standards. A second inspection shall take place after 36 months of the first inspection.
 - b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective actions taken by the City.
4. A copy of the Nightlife Beverage Special Use Program requirements (Sec. 5C4.3.), shall be retained on the premises at all times and produced upon request by the Police Department, the Department of Building and Safety, the Department of City Planning, or the California Department of Alcoholic Beverage Control.
5. If three citations for violating the *Nightlife Beverage Special Use Program (Sec. 5C4.3.)* are issued to the restaurant in a two year period, the bar establishment shall not be eligible for the *Nightlife Beverage Special Use Program (Sec. 5C4.3.)* and instead shall be subject to the requirements of *Sec. 13B.2.2. (Class 2 Conditional Use Permit)* for use permission.
 - a. A citation shall include citations issued by the Police Department that have been filed with the Los Angeles County Superior Court or Orders to Comply issued by the Department of Building and Safety.
 - b. The California Department of Alcoholic Beverage Control may be notified by the Los Angeles Police Department or other enforcement agency of the issued citations, which may affect the State issued alcohol license.
6. The owner and operator shall provide a floor plan and site plan to the Department of City Planning that shows compliance with the applicable floor plan and site plan standards pursuant to the *Nightlife Beverage Special Use Program (Sec. 5C4.3.)*.

SEC. 5C.4.4. **HOME-SHARING**

A. **Intent**

To allow for the efficient use and sharing of a residential structure which is a host's primary residence, without detracting from the surrounding residential character or the City's available housing stock.

B. **Definitions**

The following definitions shall apply to this Section:

1. **Administrative Guidelines**

The Department of City Planning or Office of Finance may promulgate regulations, which may include, but are not limited to, application requirements, interpretations, conditions, reporting requirements, enforcement procedures, and disclosure requirements, to implement the provisions, and consistent with the intent, of this Section.

2. **Booking Service**

Any reservation or payment service provided by a person that facilitates a short-term rental transaction between a person and a prospective guest or transient user, and for which the person collects or receives, directly or indirectly through an agent or intermediary, a fee in connection with the reservation or payment of services provided for the transaction.

3. **Citation**

Includes any enforcement citation, order, ticket or similar notice of violation, relating to the condition of or activities at a person's primary residence or property, issued by the Los Angeles Department of Building and Safety, Los Angeles Housing and Community Investment Department, Los Angeles Police Department, or Los Angeles Fire Department, including an administrative citation issued pursuant to *Chapter 1, Article 1.2. (Administrative Citations)*.

4. **Extended Home-Sharing**

Home-sharing that is permitted for an unlimited number of days in a calendar year.

5. **Hosting Platform**

A person that participates in short-term rental business by collecting or receiving a fee, directly or indirectly through an agent or intermediary, for conducting a booking service transaction using any medium of facilitation.

6. **Host**

An individual who is registered for home-sharing as the term is defined in *Sec. 5C.1.1.B.2. (Home Sharing)*.

7. Person

Person shall have the same meaning as that term is defined in *Chapter 2, Section 21.7.2. (Definitions) of the LAMC.*

8. Platform Agreement

A signed agreement between a home-sharing hosting platform and the City, which, among other things, provides that the platform will collect and submit the transient Occupancy Tax to the City on behalf of hosts and persons listed for Short Term Rentals.

9. Primary Residence

The sole residence from which the host conducts home-sharing and in which the host resides for more than 6 months of the calendar year.

10. Rental Unit

A dwelling unit or other residential structure, or portion thereof.

11. Short-Term Rental

A rental unit, rented in whole or in part, to any person(s) for transient use of 30 consecutive days or less. Rental units within City-approved lodging uses shall not be considered a short-term rental.

12. Transient

Transient shall have the same meaning as that term is defined in *Chapter 2, Section 21.7.2. (Definitions) of the LAMC.*

C. Home-Sharing Registration

To register a home-sharing, home-based business, the applicant shall provide the material below to the satisfaction of the Director of Planning within 45 days of when the application is first submitted:

1. Information verifying the host's identification and primary residence;
2. Identification of a local responsible contact person;
3. A list of all hosting platforms to be used;
4. Whether home-sharing is for an entire rental unit or a portion thereof;
5. Any other information required by the instructions on the application or by the guidelines promulgated by the Director of Planning; and
6. Payment of any filing fee required under *Article 15. (Fees).*

D. Eligibility Requirements

The following requirements shall be met at the time of submitting an application for home-sharing registration:

- a. The applicant has obtained a Transient Occupancy Registration Certificate from the Office of Finance pursuant to *Chapter 2, Section 21.7.6. (Registration) of the LAMC*, unless the applicant exclusively lists his or her primary residence on hosting platforms that have a platform agreement with the City of Los Angeles.
- b. The proposed home sharing is consistent with the provisions of this Subsection and is limited to the host's primary residence.
 - i. A renter or lessee shall not engage in home-sharing without prior written approval of the landlord. A renter or lessee shall provide copies of the landlord's written approval to the City at the time of filing the application for registration. A landlord may proactively prohibit home sharing by tenants at any or all of the owner's properties by submitting a notification in writing to the Department of City Planning.
 - ii. A primary residence that is subject to affordable housing covenants, or *Chapter 15 (Rent Stabilization Ordinance) of the LAMC*, or are income-restricted under City, State, or Federal law, is not eligible for home-sharing.
 - iii. No primary residence which is the subject of any pending citation may be registered for home sharing.
 - iv. No person may apply for or obtain more than one home-sharing registration or otherwise operate more than one home sharing rental unit at a time in the City of Los Angeles.

1. Expiration and Renewal

- a. A home-sharing registration is valid for one year from the date of issuance. It may not be transferred or assigned and is valid only at the host's primary residence. A home-sharing registration may be renewed annually if the host:
 - i. Pays the renewal fee;
 - ii. Has complied with the provisions of this Section for the past year;
 - iii. Provides information concerning any changes to the previous application for, or renewal of, the home-sharing registration; and
 - iv. Submits home sharing records described in *Sec. 5C.4.4.D. (Eligibility Requirements)* for the last year to demonstrate compliance with this Section, unless the host lists exclusively on a hosting platform with a platform agreement that includes a provision for pass-through registration for applicants for a home sharing registration.

- b. The records described in *Sec. 5C.4.4.D. (Eligibility Requirements)* shall be made public to the extent required by law.

2. **Suspensions and Revocations**

Notwithstanding any other provision to the contrary, the Director of Planning may require the suspension, modification, discontinuance or revocation of any home-sharing registration if it is found that the host has violated this subdivision or any other City, State, or Federal regulation, ordinance or statute.

a. **Suspension**

If a host receives two citations, the host's home-sharing registration shall be suspended for 30 days, or as long as at least one citation is open, whichever is longer. The suspension shall become effective 15 days after the mailing of a Notice of Intent to Suspend the host. If a host initiates an appeal of either citation, the suspension will take effect only if the appeal is not resolved entirely in the host's favor.

- i. A host may challenge a citation by submitting an appeal to the City department that issued the citation and providing notice to the Department of City Planning as described in the Administrative Guidelines.
- ii. Where no process is described in the citation, a host may challenge a citation by submitting an appeal to the Director of Planning in accordance with the process in *Sec. 13B.6.1. (Evaluation of Non-Compliance)*, with no further appeal to a Commission or City Council.

b. **Revocation**

If three citations have been issued to the host and have been sustained (after exhaustion of any related remedies, including appeals) within a registration year, the host's home-sharing registration shall be revoked. The revocation of a host's home-sharing registration shall become effective 15 days after the mailing of a Notice of Intent to Revoke to the host.

- i. A host may challenge a Notice of Intent to Revoke by submitting an appeal to the Director of Planning in accordance with the process in *Sec. 13B.6.1. (Evaluation of Non-Compliance)*, with no further appeal to a Commission or City Council.
- ii. Pursuant to the revocation, the host shall be prohibited from participating in home-sharing for one year from the effective date of the Notice of Intent to Revoke.

c. **Modification**

The Director of Planning may modify, discontinue or revoke any home-sharing registration based upon an order to show cause, pursuant to *Sec. 13B.6.2.A.1. (Zoning Administrator Authority)*, why any proposed modifications, discontinuances or revocations of any home-sharing registration should not be issued. The Director of Planning shall provide notice to the host or recorded owner and lessees of the host's primary residence to appear at

a public hearing at a time and place fixed by the Director of Planning to respond to the Director of Planning's order to show cause.

3. Prohibitions

- a. No person shall offer, advertise, book, facilitate or engage in home-sharing or short-term rental activity in a manner that does not comply with this subdivision.
- b. A host may not participate in home-sharing unless all advertisements clearly list the City-issued home-sharing registration number or pending registration status number.
- c. No host shall engage in home-sharing for more than 120 days in any calendar year unless the City has issued the host an extended home-sharing registration pursuant to Paragraph (h) (Extended home-sharing).
- d. Accessory dwelling units for which a complete building permit application was submitted on or after January 1, 2017, to the Department of Building and Safety pursuant to Sec. 13B.10.1. (*General Provisions; Permits and Vesting of Development Plan*) may not be used for home-sharing, unless an applicant demonstrates the accessory dwelling unit is the applicant's primary residence.
- e. No host shall offer, advertise, or engage in home-sharing in a non-residential building, including but not limited to, a vehicle parked on the property, a storage shed, trailer or any temporary structure, including, but not limited to, a tent.
- f. If a host lists a primary residence on multiple listings on multiple hosting platforms, only one listing may be booked at any given time.
- g. A host may not rent all or a portion of his primary residence for the purposes of home-sharing to more than one group of guests or under more than one booking, at any given time.
- h. Home-sharing is not permitted in buildings that have been converted from units subject to *Chapter 15 (Rent Stabilization Ordinance) of the LAMC* to single-unit dwellings until 5 years after the date of conversion.
- i. Except for allowable Home Occupations, non-residential uses including, but not limited to, sales or exchange of products, events that charge a fee, or the promotion, display or servicing of any product shall not be permitted during home-sharing activity.
- j. A host shall only advertise on a hosting platform that was listed on the host's home-sharing application form, unless the host has submitted a written request and received written approval from the Department of City Planning to use another hosting platform.
- k. No more than 2 overnight guests (not including children) are allowed per habitable room, not including kitchens, during home-sharing activities.

- l. There shall be no use of sound amplifying equipment, as that term is defined in *Chapter 11, Section 111.01.(j) of the LAMC* after 10:00 pm and no evening outdoor congregations of more than 8 people (excluding children) during home-sharing activities. Home-sharing activities are subject to the noise regulations in *Chapter 11 (Sound Amplifying Equipment) of the LAMC*.
- m. A host whose home sharing registration has been suspended is prohibited from participating in home sharing for the duration of the suspension.
- n. A host whose home sharing registration has been revoked may not participate in home-sharing unless and until a new registration is authorized.

E. Host Requirements

1. A host may be responsible for any nuisance violations, as described in *Sec. 13B.6.2.A.1. (Nuisance Abatement/Revocation; Applicability; Zoning Administrator Authority)*, arising at the host's primary residence during home-sharing activities. The host, or owner of the host's primary residence if the host does not own it, may be assessed a minimum inspection fee, as specified in *Chapter 9, Section 98.0412. (Inspection Fees)* for each site inspection.
2. The host shall keep and preserve, for a minimum period of three years, all records regarding each home-sharing stay, including the length of stay and the price paid for each stay, and any other records required by Administrative Guidelines promulgated by the Director of Planning.
3. On the home-sharing registration application, a host shall acknowledge and consent to Office of Finance and other City agencies' inspection of records at all reasonable times and places for purposes of enforcement of this Subdivision.
4. The host shall fully comply with all the requirements of *Chapter 2, Article 1.7. (Transient Occupancy Tax) of the LAMC*.
5. The host shall pay a per-night fee for each night of home-sharing, which will be deposited into the Short Term Rental Enforcement Fund per the requirements in *Section 5.576 of the Los Angeles Administrative Code*. The City Council shall adopt, by resolution, a per-night fee based on an analysis of the cost of implementing, maintaining, and enforcing this Subsection.
6. Every host shall provide and maintain working fire extinguishers, smoke detectors, and carbon monoxide detectors, in compliance with fire, life and safety codes; information related to emergency exit routes on the property and contact information, including the contact information of the host or a designated responsible agent of the host.
7. Every host that lists a primary residence located in a Very High Fire Hazard Severity Zone designated by the City of Los Angeles Fire Department pursuant to *California Government Code Section 51178* shall include in all host listings and post written notices on any patio or deck that smoking is not permitted in any exterior of the property.

8. Every host shall provide a code of conduct to guests that includes the relevant provisions of this Subdivision and other information to address behavioral, safety, security, and other matters, as required in the Department of City Planning Administrative Guidelines.
9. Every host shall authorize any hosting platform on which his or her primary residence is listed to provide to the City the host listing and other information described in Sec. 5C.4.4.E.4.
10. Every host shall consent to receive all City notices and citations regarding their home-sharing registration by U.S. mail.

F. Hosting Platform Responsibilities

1. Hosting platforms shall not process or complete any booking service transaction for any person, unless the person has a valid home-sharing registration number issued by the City or a pending registration status number.
2. Hosting platforms shall not process or complete any booking service transaction for any host listing that has exceeded the authorized 120-day limit in one calendar year, unless the host has obtained an extended home-sharing approval.
3. Within 45 days of the effective date of this Section, hosting platforms with listings located in the City shall provide to the Department of City Planning the contact information for an employee or representative responsible for responding to requests for information, including requests related to possible violations of this Subdivision. Hosting platforms that commence listings in the City after the effective date shall provide this information prior to facilitating home-sharing activity or providing booking services within the City.
4. Subject to applicable laws, a hosting platform with listings in the City shall provide to the Department of City Planning, on at least a monthly basis, in a format as specified by the City, the home-sharing registration number of each listing, the name of the person responsible for each listing, the street address of each listing and, for each booking that occurs within the reporting period, the number of days booked.
5. In the event a hosting platform has entered into an agreement with the Office of Finance to collect and remit transient Occupancy Tax pursuant to *Chapter 2, Article 1.7. (Transient Occupancy Tax) of the LAMC*, and a host has assigned the responsibilities for the collection and remittance of the transient Occupancy Tax to the hosting platform, then the hosting platform and the host shall have the same duties and liabilities, including but not limited to the collection and remittance of the tax to the City on a monthly basis.

G. Exception

1. The provisions of this paragraph shall not apply to a hosting platform whenever it (a) complies with the Administrative Guidelines, issued by DCP and approved by resolution of the City Council, that describe how the platform shall satisfy the hosting platform responsibilities in this paragraph, or (b) enters into a platform agreement, the terms of which shall be set forth in a master platform agreement approved by the City Council, that establishes the manner in

which the hosting platform supports the City's enforcement of this subdivision and meets the purposes of the platform responsibilities in this paragraph. Each individual platform agreement shall be approved by the City Council.

H. Enforcement of Violations

1. The provisions in this Subsection shall be in addition to any criminal, civil, or other legal remedy established by law that may be pursued to address violations of this Section.
2. Any person who has failed to comply with the provisions of this Section may be subject to the provisions of *Chapter 1, Section 11.00 (Provisions Applicable to Code) of the LAMC*. The owner or operator of any property used for Short Term Rentals, including the host or owner of any host primary residence, may be assessed a minimum inspection fee, as specified in *Chapter 9, Section 98.0412. (Inspection Fees) of the LAMC* for each site inspection.
3. The Director of Planning may, at any time, require the modification, discontinuance, or revocation of any home-sharing registration in the manner prescribed in Subdivision C.4. (Suspensions and Revocations).
4. The ACE program in *Chapter 1, Article 1.2. (Administrative Citations) of the LAMC* may be utilized to issue administrative citations and impose fines pursuant to this Section. The citation shall be served by personal service or by depositing in the mail for delivery by the United States Postal Service, in a sealed envelope, postage prepaid, addressed to the operator of the Short Term Rental, the host, or the property owner, if different than the operator or host, shown on the County's last equalized property tax assessment roll. Fines for violations of this subdivision shall be as follows:
 - a. Hosting platform: a \$1,000 fine per day shall be imposed for any of the following violations:
 - i. Completing a booking service transaction for each listing without a valid City home-sharing registration number or pending registration status number.
 - ii. Completing a booking service transaction for each listing where more than one property is affiliated with a single host, or each listing where the host's home address does not match the listing location.
 - iii. Completing a booking service transaction for any listing for a rental unit where the host's home sharing or extended home-sharing registration has been revoked or suspended by the City.
 - iv. Completing a booking service transaction for any rental unit lacking extended home-sharing approval that has exceeded the authorized 120-day limit for hosting short-term rentals in one calendar year.
 - b. Owner of primary residence or host or person:

- i. A daily fine of \$500, or two times the nightly rate charged, whichever is greater, for advertising a rental unit for the purposes of short-term rental in violation of this Subdivision.
 - ii. A daily fine of \$2,000, or two times the nightly rent charged, whichever is greater, for each day of home-sharing activity beyond the 120 day limit in a calendar year, unless the host has a valid extended home-sharing Registration.
 - iii. For all other violations of this subdivision, the administrative fine shall be levied according to the amounts described in *Chapter 1, Section 11.2.04.(a)(2) (Administrative Fines) of Chapter 1 (General Provisions and Zoning)*. The square footage for the use in calculating the fine shall be the amount of indoor space to which the transient guest has access. If the square footage is unable to be ascertained, it shall be deemed to be between 500 and 2,499 square feet.
- c. The fine amounts listed above shall be updated annually, from the date of effective date of this ordinance, according to the Consumer Price Index for All Urban Consumers (CPI-U).

I. **Extended Home-Sharing**

For hosts who participate in extended home-sharing, the following shall apply:

1. **Application and Eligibility Requirements**

a. **Ministerial Approval**

Extended home-sharing may be approved by the Director of Planning if, in addition to the eligibility requirements for home-sharing, all of the following requirements are met:

- i. The host maintains a current home-sharing registration and has maintained a home-sharing registration for at least six months or has hosted for at least 60 days based on substantial evidence provided by the host or hosting platform.
- ii. No more than one citation was issued within the prior three years.
- iii. The host provides proof of mailing of a notification concerning commencement of extended home sharing, which includes a Director of Planning-issued publication outlining the complaint process, to adjacent and abutting owners and occupants on a form provided by the Department of City Planning.

b. **Discretionary Approval**

A discretionary review of an extended home-sharing application is required if the host complies with Subparagraph a.i., but two citations have been issued within the prior three years.

- c. If the Director of Planning finds that the matter may have a significant effect on neighboring properties, the Director of Planning may set the matter for public hearing. Written notice of the hearing shall be sent by First Class Mail at least 21 days prior to the

hearing to the applicant, owners, and tenants of the property involved, owners and tenants of all properties adjacent and abutting the proposed extended home-sharing activity, the City Council Member representing the area in which the property is located, and the applicable Neighborhood Council. If the Director of Planning determines that the matter will not have a significant effect on neighboring properties, no hearing shall be held.

- d. The extended home-sharing application may only be approved if, in addition to the eligibility requirements for home sharing, all of the following requirements are met, to the satisfaction of the Director of Planning:
 - i. The host provides proof of mailing of a notification, which includes a Director of Planning-issued publication outlining the complaint process, to adjacent and abutting owners and occupants on a form provided by the Department of City Planning.
 - ii. In consideration of any comments received by the public on the application, the Director of Planning finds the use is in substantial conformance with the following findings:
 - a) That the extended home-sharing will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region;
 - b) That the extended home-sharing operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, the availability of housing, or the public health, welfare, and safety;
 - c) That the extended home-sharing substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable community plan, and any applicable Specific Plan; and
 - d) That there is no substantial evidence of continued nuisance behavior from the location.
- e. If no appeal is filed within 15 days from the date of the Director of Planning's determination approving or denying an extended home-sharing application, the Director of Planning's decision is final. An appeal to the Area Planning Commission may be filed by the applicant or any adjacent and abutting owner and occupant. An appeal shall be filed at the public counter of the Department of City Planning within 15 days of the date of the Director of Planning's decision. The appeal shall set forth specifically how the appellant believes the Director of Planning's findings and decision are in error. The Area Planning Commission may grant, conditionally grant, or deny the appeal. The failure of the Commission to act upon an appeal within 75 days after the expiration of the appeal period, or within an additional period as may be agreed upon by the applicant and the Director of Planning, shall be deemed a denial of the appeal and the original action on the matter shall become final.

i. Ineligibility

If the host's home sharing registration has been suspended or revoked, the host is not eligible to apply for extended home-sharing for two years from the effective date of the revocation or suspension or as long as a citation remains open or unresolved, whichever is later.

ii. Expiration and Renewal

An extended home sharing registration is valid for one year from the date of issuance. An extended home-sharing registration is subject to the same expiration and renewal terms described in Subdivision C.3. (Expiration and Renewal) and may be renewed annually if the host meets the same renewal requirements in that subparagraph.

iii. Revocations

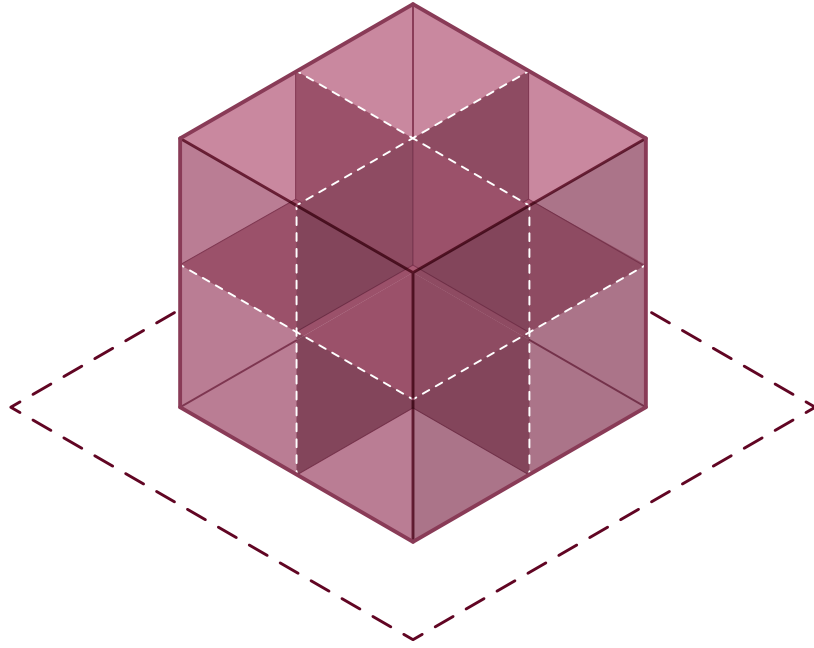
An extended home-sharing approval shall be revoked if there are two citations within a registration year in accordance with the process set forth in Subdivision C.4. (Suspensions and Revocations). Pursuant to the revocation, the host shall be prohibited from participating in home-sharing for two years from the effective date of the Notice of Revocation or as long as a citation remains open or unresolved, whichever is later.

J. Administration and Regulations

No person shall fail to comply with the Administrative Guidelines.

K. Effective Date

This effective date of this Section is July 1, 2019.



ARTICLE 6. **DENSITY**

[FORM - FRONTAGE - STANDARDS] [USE - **DENSITY**]

Part 6A. **Introduction**

Part 6B. **Density Districts**

Part 6C. **Density Rules**

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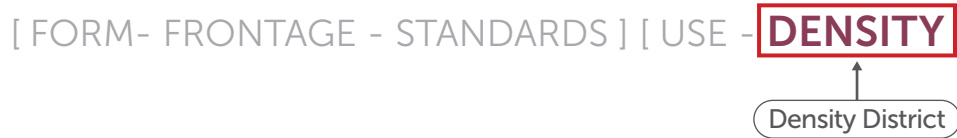
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DIV. 6A.1. **ORIENTATION**

SEC. 6A.1.1. **RELATIONSHIP TO ZONE STRING**

A zone string is composed of the following districts, as established in *Sec. 1.5.2. (Zoning Map)*:



The Density District is a separate and independent component of each zone.

SEC. 6A.1.2. **HOW TO USE ARTICLE 6 (DENSITY)**

A. **Identify the Density District**

The fifth component in a zone string identifies the Density District for a property.

B. **Density District Standards**

Density Districts standards are located in *Part 6B. (Density Districts)*. Each Density District identifies the standards specific to that Density District.

C. **Interpreting Density District Standards**

Each standard in a Density District in *Part 6B. (Density Districts)* provides a reference to *Part 6C. (Density Rules)* where the standard is explained in detail.

Form District Example:

Zone String

[LM2-MU2-5] [RG1-**4**]

Find Your Applied Density District

Part 6B (Density Districts)

SEC. 6B.1.2 LOT AREA-BASED DISTRICTS

In FA, 2, 3, 4, 6, 8, 10, 12, 15, 20, 30, 40, 50, 60 Density Districts, the maximum density of household living units on a lot shall be determined using the table below. A lot may contain a maximum of one group living unit, except where limited by the applicable Use District.

Density District	Lot Area per Household Living Unit (min sq-ft) Sec. 6C.1.2	Lot Area per Group Living Unit (min sq-ft) Sec. 6C.1.3
FA	Limited by Floor Area	Limited by Floor Area
2	200	Limited by Floor Area
3	300	150
4	400	200
6	600	300
8	800	400
10	1000	500
12	1200	600
15	1500	750
20	2000	1000
30	3000	1500
40	4000	2000
50	5000	2500
60	6000	3000
N	Not Permitted	Not Permitted

Annotations: "Density District Category" points to the first column, "Density Standard" points to the second and third columns, "Link to Rules" points to the table, and "Specification for Standard" points to the highlighted row for density district 4.

Learn More About Your Rules

Part 6C (District Rules)

SEC. 6C.1.3 LOT AREA PER GROUP LIVING UNIT

The maximum number of group living units allowed on a lot based on lot area.

A. Intent
 The intent of regulating the number of group living units based on lot area is to provide a method that ensures there is a specified maximum ratio of group living units in relation to the size of a lot.

B. Applicability
 Lot area per guest room applies to any project that includes group living units in a lot area-based Density District.

C. Standards
 The number of group living units on a lot shall not exceed the maximum established by the applicable Density District in Sec. 6B.1.2. (Lot Area-Based Districts).

D. Measurement

- The maximum number of group living units is calculated by dividing the lot area by the group living units per lot area value as outlined in Sec. 6B.1.2. (Lot Area-Based Districts), and can be provided in conjunction with any household living units if permitted on a lot as calculated in Sec. 6C.1.2. (Lot Area per Household Living Unit).
- Lot area is counted only once – for either a household living unit, or a group living unit.
- Fractions of units do not count toward an additional household living unit or guest room, except as permitted in Article 9. (Public Benefit Programs).
- When density is designated as Limited by Floor Area, there is no maximum density. Group living units are limited only by the physical constraints of the applicable Form District and are subject to the dimensional requirements in Chapter 9. (Building Regulations).
- When density is designated as Not Permitted, household living units or group living units are not permitted.

E. Exceptions
 Accessory dwelling units, compliant with Sec. 5C.9.1. (Accessory Dwelling Units) and Sec.

SEC. 6A.1.3. **DENSITY DISTRICT NAMING CONVENTION**

There are two categories of Density Districts, lot-based and lot area-based.

A. **Lot-Based Districts**

Lot-Based Districts names include a number, representing the maximum quantity of household dwelling units that are allowed on a lot, followed by the letter "L".

B. **Lot Area-Based Districts**

With the exception of the "FA" and "N" Density Districts, lot-based Density District names are a number that represents how many hundreds of square feet of lot area are required per household dwelling unit or efficiency dwelling unit. The FA Density District is an abbreviation for "Floor Area", indicating that floor area is the only practical limit to density in this district and that the effective minimum lot area per household dwelling unit or efficiency dwelling unit is 0 square feet. The N Density District is an abbreviation for "Not Permitted", indicating that no household dwelling units or efficiency dwelling units are allowed in this Density District.

DIV. 6A.2. **OPENING PROVISIONS**

SEC. 6A.2.1. **DENSITY INTENT**

The intent of *Article 6 (Density)* is to establish Density Districts, a mechanism that regulates the number of household dwelling units or efficiency dwelling units permitted on any lot, otherwise known as density. Density Districts allow for a wide variety of zoning approaches to housing.

SEC. 6A.2.2. **DENSITY APPLICABILITY**

A. **General**

All projects filed after the effective date of this Zoning Code shall comply with the Density Standards in Article 6 (Density), as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

B. **Project Activities**

- Categories of Density rules apply to a project based on what types of project activities are proposed, as shown in the table below. Typically, more than one project activity will apply to a proposed project (for example, an addition that expands an existing use includes both new construction and a use modification).

DENSITY RULE CATEGORY	PROJECT ACTIVITIES								
	New Construction	Demolition	Lot Modification	Site Modification	Facade Modification	Use Modification	Temporary Use	Minor Renovation	Maintenance & Repair
<i>Div. 6C.1</i> Maximum Density	●	○	●	○	○	●	○	○	○

- = Rules generally apply to this project activity
- = Rules are not applicable

- Project Activities are defined in *Sec. 14.1.15. (Project Activities)*.
- Where a category of Density rules are listed as generally applicable in the table above, and the applied Density District (*Part 6B*) provides specifications for a standard in that Density rule category, the project activity shall meet all applicable Density standards within that Division. This general applicability may be further specified for each standard in the applicability provisions in *Part 6C. (Density Rules)*. Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a Division of the Density District rules is listed as not applicable in the table above, no standards from that Density rule category apply to the project activity.

C. **Nonconformity**

Nonconformity provides relief from the requirements of Article 6 (Density) for existing lots, site improvements, buildings and structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current district standards or use permissions. No project activity may decrease conformance with any Density Standards in Article 6 (Density) for a nonconforming use, unless otherwise specified by *Div. 12.7. (Nonconforming Density)*.

SEC. 6A.2.3. **RELATIONSHIP TO USE DISTRICTS**

- A. When household dwelling units or efficiency dwelling units are permitted by a Use District in *Part 5B. (Use Districts)*, the Density Districts in *Article 6 (Density)* establish limits on the number of household dwelling units or efficiency dwelling units.
- B. Some Use Districts in *Part 5B. (Use Districts)* establish additional requirements for household dwelling units and efficiency dwelling units in addition to those in *Article 6 (Density)*.

SEC. 6A.2.4. **RELATIONSHIP TO PUBLIC BENEFIT SYSTEMS**

Affordable housing incentive programs, outlined in *Article 9. (Public Benefit Systems)*, offer a variety of methods to obtain additional density (in excess of the limits established in *Article 6 (Density)* and the applied Density District) in exchange for different affordability levels and types of affordable housing.

SEC. 6A.2.5. **RELATIONSHIP TO FORM DISTRICTS**

Form Districts do not directly limit density, but do establish requirements that may result in physical constraints that could impact the number of household dwelling units or efficiency dwelling units that can be accommodated on a lot.

PART 6B. DENSITY DISTRICTS

Div. 6B.1. Maximum Density	6-10
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Sec. 6B.1.2. Lot Area-Based Districts	6-11

DIV. 6B.1. **MAXIMUM DENSITY**

Every Density District has a corresponding maximum density. The maximum density either limits the number of dwelling units allowed based on lot area or indicates a flat limit on the number of dwelling units allowed per lot.

SEC. 6B.1.1. **LOT-BASED DISTRICTS**

In 1L, 2L, 3L and 4L Density Districts, the maximum number of dwelling units permitted on a lot is limited according to the table below.

LOT-BASED DISTRICTS	
Density District	Dwelling Units Per Lot (max) <i>Sec. 6C.1.1.</i>
1L	1
2L	2
3L	3
4L	4

SEC. 6B.1.2. LOT AREA-BASED DISTRICTS

In FA, 2, 3, 4, 6, 8, 10, 12, 15, 20, 25, 30, 40, 50, 60, and N Density Districts, the maximum density of household dwelling units and efficiency dwelling units permitted on a lot is limited according to the table below. A lot may contain any combination of household dwelling units and efficiency dwelling units.

LOT AREA-BASED DISTRICTS		
Density District	Lot Area per Household Dwelling Unit (min SF) <i>Sec. 6C.1.2.</i>	Lot Area per Efficiency Dwelling Unit (min SF) <i>Sec. 6C.1.3.</i>
FA	Limited by Floor Area	Limited by Floor Area
2	200	100
3	300	150
4	400	200
6	600	300
8	800	400
10	1000	500
12	1200	600
15	1500	750
20	2000	1000
25	2500	1250
30	3000	1500
40	4000	2000
50	5000	2500
60	6000	3000
N	Not Permitted	Not Permitted

PART 6C. DENSITY RULES

Div. 6C.1. Maximum Density	6-14
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Sec. 6C.1.3. Lot Area Per Efficiency Dwelling Unit	6-17

DIV. 6C.1. MAXIMUM DENSITY

SEC. 6C.1.1. DWELLING UNITS PER LOT

The maximum number of dwelling units allowed on a lot.

A. Intent

The intent of regulating the number of dwelling units based on a fixed number per lot is to provide a method to establish a specific maximum number of dwelling units, regardless of lot area.

B. Applicability

Dwelling units per lot applies to any project that includes dwelling units and is constructed in a lot-based district.

C. Standards

1. Regardless of lot area, the number of dwelling units is limited to the maximum dwelling units per lot outlined in *Sec. 6B.1.1. (Lot-Based Districts)*.
2. Where a lot is large enough to be subdivided following the applied Form District lot area standards and the subdivision requirements in *Article 11. (Division of Land)*, each new lot is entitled to the maximum dwelling units per lot established by the applied Density District.

D. Measurement

1. Dwelling units per lot is measured as the cumulative number of dwelling units on a lot.

E. Exceptions

Accessory dwelling units and junior accessory dwelling units, compliant with *Div. 9.5. (Accessory Dwelling Unit Incentive Programs)*, are exempt from the density limit for lots having one or more dwelling units.

F. Relief

1. An increase in the maximum dwelling units per lot may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.

SEC. 6C.1.2. **LOT AREA PER HOUSEHOLD DWELLING UNIT**

The maximum number of household dwelling units allowed on a lot based on lot area.

A. **Intent**

The intent of regulating the number of household dwelling units based on a lot area is to provide a method that ensures there is a specified maximum ratio of household dwelling units in relation to the size of a lot.

B. **Applicability**

Lot area per household dwelling unit applies to any project that includes household dwelling units in a lot area-based Density District.

C. **Standards**

The number of household dwelling units on a lot shall not exceed the maximum established by the applied Density District in *Sec. 6B.1.2. (Lot Area-Based Districts)*.

D. **Measurement**

1. The maximum number of household dwelling units is calculated by dividing the lot area by the lot area per household dwelling unit value outlined in *Sec. 6B.1.2. (Lot Area-Based Districts)*, and can be provided in conjunction with efficiency dwelling units where permitted, as calculated in *Sec. 6C.1.3. (Lot Area per Efficiency Dwelling Unit)*. For lots that are adjacent to one or more alley, the maximum number of household dwelling units may be calculated using the lot area plus the area between the exterior lot lines and the centerline of the alley.
2. Lot area is counted only once - for either a household dwelling unit or an efficiency dwelling unit. For example, a 5,000 square-foot lot with a 10 Density District could have 5 household dwelling units, or 3 household dwelling units plus 4 efficiency dwelling units, or any combination that does not exceed the maximum number of dwelling units permitted by the ratios.
3. Fractions of units do not count towards an additional household dwelling unit, except as permitted in *Article 9. (Public Benefit Programs)*.
4. When density is designated as "Limited by Floor Area", there is no maximum density. Household dwelling units are limited only by the physical constraints of the applied Form District.
5. When density is designated as "Not Permitted", household dwelling units are not permitted.

E. **Exceptions**

Accessory dwelling units and junior accessory dwelling units, compliant with *Div. 9.5. (Accessory Dwelling Unit Incentive Programs)*, are exempt from the density limit for lots having one or more dwelling units.

F. Relief

1. A decrease in the minimum lot area per household dwelling unit may be requested as a variance pursuant to *Sec. 13B.5.3. (Variance)*.
2. For projects that include multiple parcels with different applied Density Districts (*Part 6B*), the transfer of density across the development site may be requested, in accordance with *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

a. Supplemental Findings

In addition to the findings in *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also find that the project meets the following conditions:

- i. The project meets the definition of unified development.
- ii. All lots included in the project have a Commercial-Mixed (*Div. 5B.6.*), Commercial (*Div. 5B.7.*), Industrial-Mixed (*Div. 5B.8.*), or Industrial (*Div. 5B.9.*) Use District applied, or the project is located entirely in the Downtown Community Plan Area and all lots included in the project have a Residential-Mixed (*Div. 5B.5.*), Commercial-Mixed (*Div. 5B.6.*), Commercial (*Div. 5B.7.*), Industrial-Mixed (*Div. 5B.8.*), or Industrial (*Div. 5B.9.*) Use District applied.
- iii. Where any individual lot exceeds the maximum density specified by the applied Density District (*Part 6B*), the total number of dwelling units across all lots included in the unified development shall not exceed the sum of the maximum number of dwelling units allowed across all lots as calculated based on the maximum density specified by each applied Density District (*Part 6B*).

b. Supplemental Procedures

If the Zoning Administrator approves the density transfer, the applicant shall file a covenant running with the land with the Department of Building and Safety, prior to the issuance of any building permits, that specifies the following:

- i. The operation and maintenance of the development as a unified development is continued in perpetuity;
- ii. The density used and the remaining unbuilt density, if any, is allocated to each lot;
- iii. The unifying design elements are maintained and continued in perpetuity; and
- iv. An individual or entity is specified to be responsible and accountable for compliance and the fee for the annual inspection of compliance by the Department of Building and Safety, as required pursuant to *LAMC Chapter 1, Sec. 19.11. (Annual Inspection of Compliance with Floor Area Ratio Averaging and Residential Density Transfer Covenants)*.

SEC. 6C.1.3. **LOT AREA PER EFFICIENCY DWELLING UNIT**

The maximum number of efficiency dwelling units allowed on a lot based on lot area.

A. **Intent**

The intent of regulating the number of efficiency dwelling units based on lot area is to provide a method that ensures there is a specified maximum ratio of efficiency dwelling units in relation to the size of a lot.

B. **Applicability**

Lot area per efficiency dwelling unit applies to any project that includes efficiency dwelling units in a lot area-based Density District.

C. **Standards**

The number of efficiency dwelling units on a lot shall not exceed the maximum established by the applied Density District in *Sec. 6B.1.2. (Lot Area-Based Districts)*.

D. **Measurement**

1. The maximum number of efficiency dwelling units is calculated by dividing the lot area by the lot area per efficiency dwelling unit value outlined in *Sec. 6B.1.2. (Lot Area-Based Districts)*, and can be provided in conjunction with household dwelling units where permitted, as calculated in *Sec. 6C.1.3. (Lot Area per Household Dwelling Unit)*. For lots that are adjacent to one or more alley, the maximum number of efficiency dwelling units may be calculated using the lot area plus the area between the exterior lot lines and the centerline of the alley.
2. Lot area is counted only once - for either a household dwelling unit or an efficiency dwelling unit. For example, a 5,000 square-foot lot with a 10 Density District could have 5 household dwelling units, or 3 household dwelling units plus 4 efficiency dwelling units, or any combination that does not exceed the maximum number of dwelling units permitted by the ratios.
3. Fractions of units do not count towards an additional household dwelling unit or efficiency dwelling unit, except as permitted in *Article 9. (Public Benefit Programs)*.
4. When density is designated as "Limited by Floor Area", there is no maximum density. Efficiency dwelling units are limited only by the physical constraints of the applied Form District.
5. When density is designated as "Not Permitted", efficiency dwelling units are not permitted.

E. **Exceptions**

Accessory dwelling units and junior accessory dwelling units, compliant with *Div. 9.5. (Accessory Dwelling Unit Incentive Programs)*, are exempt from the density limit for lots having one or more dwelling units.

F. Relief

1. A decrease in the minimum lot area per efficiency dwelling unit may be requested as a variance in accordance with *Sec. 13B.5.3. (Variance)*.
2. For projects that include multiple parcels having different applied Density Districts (*Part 6B*), the transfer of density across the development site may be requested, in accordance with *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

a. Supplemental Findings

In addition to the findings in *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also find that the project meets the following conditions:

- i. The project meets the definition of unified development.
- ii. All lots included in the project have a Commercial-Mixed (*Div. 5B.6.*), Commercial (*Div. 5B.7.*), Industrial-Mixed (*Div. 5B.8.*), or Industrial (*Div. 5B.9.*) Use District applied, or the project is located entirely in the Downtown Community Plan Area and all lots included in the project have a Residential-Mixed (*Div. 5B.5.*), Commercial-Mixed (*Div. 5B.6.*), Commercial (*Div. 5B.7.*), Industrial-Mixed (*Div. 5B.8.*), or Industrial (*Div. 5B.9.*) Use District applied.
- iii. Where any individual lot exceeds the maximum density specified by the applied Density District (*Part 6B*), the total number of dwelling units across all lots included in the unified development shall not exceed the sum of the maximum number of dwelling units allowed across all lots as calculated based on the maximum density specified by each applied Density District (*Part 6B*).

b. Supplemental Procedures

If the Zoning Administrator approves a density transfer, the applicant shall file a covenant running with the land with the Department of Building and Safety, prior to the issuance of any building permits, that specifies the following:

- i. The operation and maintenance of the development as a unified development is continued in perpetuity;
- ii. The density used and the remaining unbuilt density, if any, is allocated to each lot;
- iii. The unifying design elements are maintained and continued in perpetuity; and
- iv. An individual or entity is specified to be responsible and accountable for compliance and the fee for the annual inspection of compliance by the Department of Building and Safety, as required pursuant to *LAMC Chapter 1, Sec. 19.11. (Annual Inspection of Compliance with Floor Area Ratio Averaging and Residential Density Transfer Covenants)*.

ARTICLE 7.
**ALTERNATE
TYPOLOGIES**

Part 7A. **Introduction**

Part 7B. **Alternate Typologies**

Part 7C. **Alternate Typology Rules**

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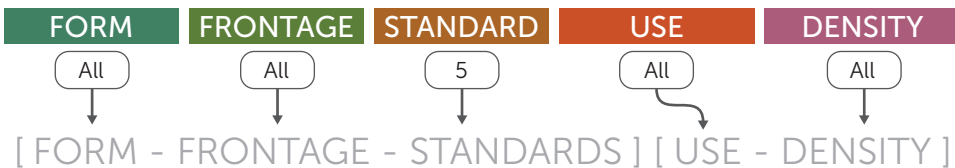
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DIV. 7A.1. ORIENTATION

SEC. 7A.1.1. RELATIONSHIP TO ZONE STRING

Alternative Typologies may be used on lots where all districts in the applied zone string are listed as eligible districts in the eligibility table of the proposed Alternate Typology. The proposed Alternate Typology either supersedes or defers to the standards of the underlying applied zone string districts as specified by the proposed Alternate Typology.



SEC. 7A.1.2. HOW TO USE ARTICLE 7 (ALTERNATE TYPOLOGIES)

A. Determine Eligibility

Review each component in a zone string against the eligible districts for an Alternate Typology.

B. Form Standards

Form regulations are outlined in subsection D. of each Alternate Typology.

C. Frontage Standards

Frontage regulations are outlined in subsection E. of each Alternate Typology.

D. Development Standards

Development Standards regulations are outlined in subsection F. of each Alternate Typology.

E. Use Standards

Use regulations are outlined in subsection G. of each Alternate Typology.

F. Density Standards

Density regulations are outlined in subsection H. of each Alternate Typology.

G. Interpret Standards

Each standard in an Alternate Typology in *Part 7B. (Alternate Typologies)* provides a reference to *Part 7C. (Alternate Typology Rules)* where each standard is explained in detail.

Zone String Example:

Zone String

[LM2] [MU2-5] [RG1] [FA]

See if Your Zoning is Eligible

Part 7B (Alternate Typology)

SEC. 7B.11. CIVIC INSTITUTION 1

A. Eligible Districts

Eligible Districts	FORM	FRONTAGE	STANDARD	USE	DENSITY
	All	All	5	All	All

F. Development Standards
Set by Development Standard District (Part 4B.)

G. Use Standards

- For a minimum of 20 years after the issuance of a Institution 1 Alternate Typology, only public and institutional use shall indicate a public or institutional period.
- Once 20 years have elapsed, any use allowed in the District shall be eligible.
- For additional Use District Standards See Part 5B.1.
- For additional Use Specific Standards See Part 5C.

H. Density Standards
Set by Density District (Part 6B.)

E. Frontage Standards

- Site
- Facade

D. Form Standards

- Lot Parameters
- Bulk and Mass

Unregulated Standard

Defaults to Underlying Zoning

Learn More About Your Rules

Part 7C (Alternate Typology Rules)

Alternate Typologies | ARTICLE 7

DIV. 7C.1. ALTERNATE TYPOLOGY RULES

SEC. 7C.1.1. FORM RULES

A. For Form Standards set by Form District See Part 2B. (Form Districts)

B. For Form Standards Rules See Part 2C. (Form Rules)

SEC. 7C.1.2. FRONTAGE RULES

A. For Frontage Standards set by Frontage District See Part 2B. (Frontage Districts)

B. For General Frontage Rules See Part 2C. (General Frontage Rules)

C. For Character Frontage Rules See Part 2D. (Character Frontage Rules)

SEC. 7C.1.3. DEVELOPMENT RULES

A. For Development Standards set by Development Standard District See Part 4B. (Development Standard Districts)

B. For Development Standards Rules See Part 4C. (Development Standards Rules)

SEC. 7C.1.4. USE RULES

A. For Use District Standards See Part 5B. (Use District Standards)

B. For Use Specific Standards See Part 5C. (Use Standards)

C. For Use Rules See Part 5D. (Use Rules)

SEC. 7C.1.5. DENSITY RULES

A. For Density District Standards See Part 6B. (Density District Standards)

B. For Density Rules See Part 6C. (Density Rules)

PART 7C FORM RULES

PART 6B DENSITY DISTRICTS

SEC. 7A.1.3. ALTERNATE TYPOLOGY GRAPHICS

A. General

1. Illustrations and graphics are included in Article 7 (Alternate Typologies) only to assist users in understanding the intent and requirements of the text. In the event a conflict occurs between the text of Article 7 (Alternate Typologies) and any illustration or graphic, the text prevails.
2. To interpret the Form standard graphics in Article 7 (Alternate Typologies) see *Sec. 2A.1.4.C. (Interpreting Form District Standards)*.
3. To interpret the Frontage standard graphics in Article 7 (Alternate Typologies) see *Sec. 3A.1.4. (Interpreting Frontage District Standards)*.

SEC. 7A.1.4. ALTERNATE TYPOLOGY NAMING CONVENTION

Alternate Typology names are composed of two components: a typology category and a variation number.

A. Typology Category

The first component of each Alternate Typology is a typology category. Typology categories group all typologies with similar allowed uses, characteristics, and intent. Typology categories are organized as follows:

1. Civic Institution
2. Corner Store
3. Small Lot Subdivision
4. Drive-Through
5. Fueling Station

B. Variation Number

The last component of each Alternate Typology name is a variation number. Alternate Typologies are numbered based on the Development Standard Districts in which they are eligible, starting with Development Standards District 5 and ending Development Standards District 1.

DIV. 7A.2. OPENING PROVISIONS

SEC. 7A.2.1. ALTERNATE TYPOLOGIES INTENT

There are certain cases where the desired physical form for a specific type of development is prohibited by the zoning applied to a lot. In those cases, Alternate Typologies provide an option to override specific standards in the underlying zoning that may otherwise prohibit the desired form. In exchange for providing greater flexibility on particular standards, Alternate Typologies require other higher standards that promote the desired form and ensure projects are contextually appropriate.

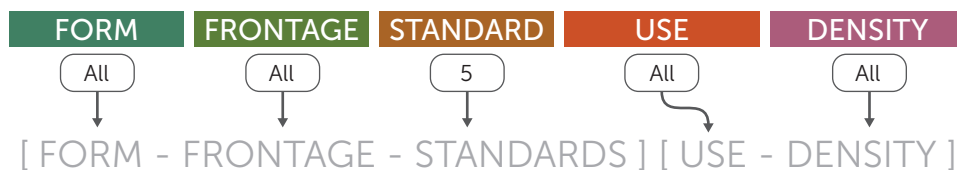
SEC. 7A.2.2. ALTERNATE TYPOLOGIES APPLICABILITY

A. General

All projects approved using an Alternate Typology and filed after the effective date of this Zoning Code (Chapter 1A) shall comply with the applicable Alternate Typology Standards in Article 7 (Alternate Typologies), as further specified below. For vested rights, see *Sec. 1.4.5. (Vested Rights)*, and for continuance of existing development, see *Sec. 1.4.6. (Continuance of Existing Development)*.

B. Eligibility

Alternate Typologies are only allowed in eligible districts. Each Alternate Typology provides an eligibility table that lists all zoning districts where the Alternate Typology is allowed. Any lot within one of the eligible zone districts may use the Alternate Typology. When an eligible district is listed with "_", all variations of the district are eligible (for example, RN_ includes RN1, RN2 and any other RN variation).



C. Project Activities

1. Alternate Typology standards apply to project activities as shown in the applicability tables in Part A of the Zone String Articles, 2-6. More than one project activity may apply to a project (for example, an addition may also include the expansion of a use).
2. Where a rule is listed as generally applicable in the applicability tables in Part A of the Zone String Articles, 2-6, the project activity shall meet the applicable Alternate Typology rules within the Division. This general applicability may be further specified for each standard in the applicability provisions in *Part 2C. (Form Rules)*, *Part 3C. (Frontage Rules)*, *Part 3D. (Character Frontage Rules)*, *Part 4C. (Development Standards Rules)*, *Part 5C. (Frontage Rules)*, and *Part 6C. (Frontage Rules)*. Project applicability may also be modified by *Article 12. (Nonconformities)*. Where a Division of the Alternate Typology rules is listed as not applicable in the applicability tables of the Zone String articles, 2-6, the standards within the Division do not apply to the project activity.
3. For more information about project activities, see *Sec. 14.1.15. (Project Activities)*.

D. Applicable Components of Buildings and Lots

1. Alternate Typology regulations apply to all portions of a lot.
2. Alternate Typology regulations apply to all portions of buildings and structures on a lot.
3. Specific Alternate Typology regulations may further limit which components of buildings and lots are required to comply with the rules in *Part 7C. (Alternate Typology Rules)*.

E. Nonconformity

1. Where an existing lot, site, building, or structure is nonconforming as to the standards specified by the underlying applied zone string districts, a project is eligible to use Alternate Typology for proposed project activities, provided that the uses on the lot will conform to the use standards of the proposed Alternate Typology once the proposed project is complete. Once any project activity is approved under the rules of an Alternate Typology, no future project activity on that lot may decrease the conformance with any Alternate Typology standard in *Article 7 (Alternate Typologies)*, except as specified by the following provision.
2. *Article 12. (Nonconformity)* provides relief from the requirements of *Article 7 (Alternate Typologies)*, for existing lots, site improvements, buildings, structures, and uses that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current district standards or use permissions. No proposed project activity using an Alternate Typology may decrease the conformance with any Form, Frontage, Development Standards, Use, or Density standard in *Article 7 (Alternate Typologies)*, unless otherwise specified in *Div. 12.2. (Form Exceptions)*, *Div. 12.3. (Frontage Exceptions)*, *Div. 12.4. (Development Standards Exceptions)*, *Div. 12.5. (Use Exceptions)*, or *Div. 12.6. (Density Exceptions)*.

SEC. 7A.2.3. **RELATIONSHIP TO ZONING DISTRICTS**

- A. Where a standard is listed in an Alternate Typology, the specification listed for the standard in the Alternate Typology supersedes the specification listed in the underlying zone string districts for the same standard.
- B. The underlying zone string district standard applies where an Alternate Typology:
 - 1. Defers to the underlying districts (for example, "Set by Form District");
 - 2. Provides no specification for a standard listed by the underlying zone string districts; or
 - 3. Does not list a standard that is listed by the underlying zone string districts.

SEC. 7A.2.4. **RELATIONSHIP TO SPECIFIC PLANS & SUPPLEMENTAL DISTRICTS**

- A. Alternate Typologies do not supersede the requirements of Specific Plans or Supplemental Districts.
- B. Special Districts are not eligible to use Alternate Typologies.

PART 7B. ALTERNATE TYPOLOGIES

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DIV. 7B.1. **INSTITUTIONAL 1**

SEC. 7B.1.1. CIVIC INSTITUTION 1

A. Eligible Districts

FORM

All

FRONTAGE

All

STANDARD

5

USE

All

DENSITY

All



B. Intent

The Civic Institution 1 Alternate Typology is intended to promote placemaking through architectural monuments and publicly accessible spaces. This Alternate Typology allows greater design flexibility for civic institutions to differentiate civic assets from the surrounding urban fabric, while maintaining standards essential for ensuring all projects actively contribute to a highly walkable urban environment.

C. Review

Administrative review is required, see *Sec. 14.5.1. (Administrative Review)*.

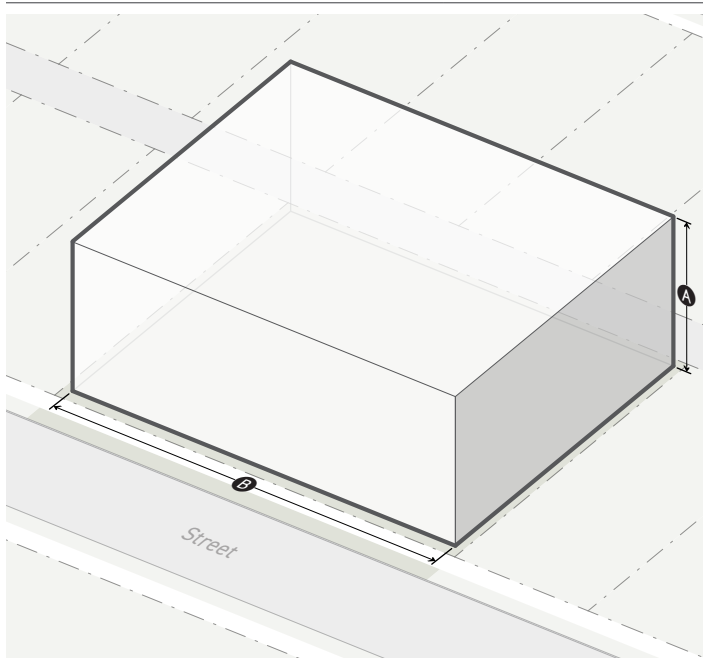
D. Form Standards

1. Lot Parameters



2. LOT SIZE	<i>Sec. 7.3.1</i>
Lot area (min)	n/a
A Lot width (min)	25'
3. COVERAGE	<i>Sec. 7.3.1</i>
B Building coverage (max)	95%
Building setbacks	
C Primary street (min)	0'
Side street (min)	0'
D Side (min)	0'
Rear (min)	0'
E Alley (min)	0'
Special lot line (min)	0'
4. AMENITY	<i>Sec. 7.3.1</i>
Lot amenity space (min)	n/a
Residential amenity space (min)	n/a

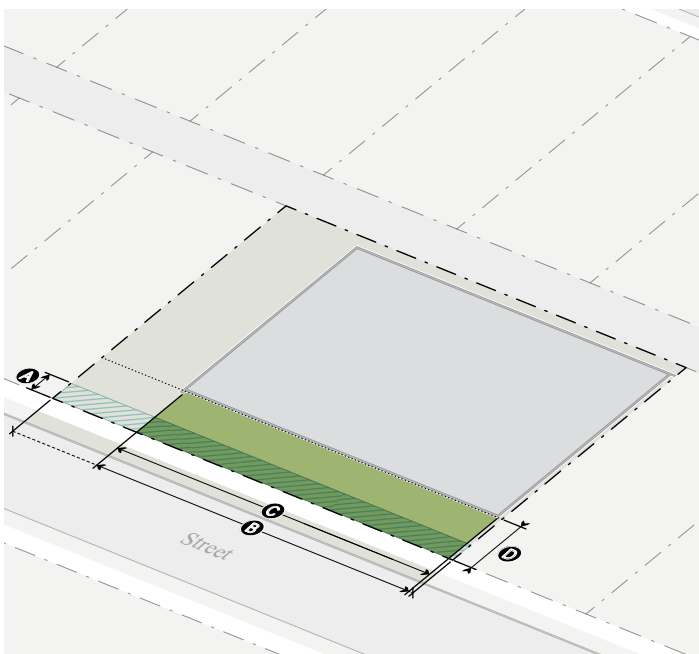
5. Bulk and Mass



6. HEIGHT & FAR	<i>Sec. 7.3.1</i>
FAR (max)	Set by Form District
A Height (max)	n/a
7. UPPER STORY BULK	<i>Sec. 7.3.1</i>
Set by Form District	
8. BUILDING MASS	<i>Sec. 7.3.1</i>
Set by Form District	

E. Frontage Standards

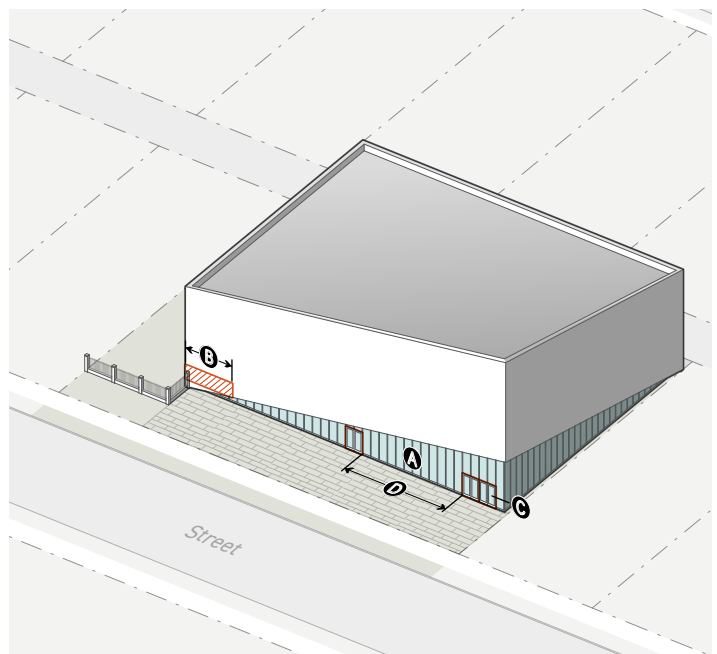
1. Site



	Primary St.	Side St.
BUILD-TO	Sec. 7.3.2	
Applicable stories (min)	1	1
A Build-to depth (max)	0'/10'	0'/10'
B Build-to width (min)	80%	60%
C Pedestrian amenity allowance (max)	100%	100%
PARKING	Sec. 7.3.2	
D Parking setback (min)	25'	0'
Parking between building & street (allowed)	No	No
LANDSCAPE	Sec. 7.3.2	
Frontage planting area (min)	n/a	n/a
Frontage yard fence & wall type allowed:	A3*	A3*

*Fences and walls may not be located between the building face meeting the required build-to width and the street.

2. Facade



	Primary St.	Side St.
TRANSPARENCY	Sec. 7.3.2	
A Ground story (min)	10%*	10%*
Upper stories (min)	n/a	n/a
B Active wall spacing (max)	70'	90'
ENTRANCES	Sec. 7.3.2	
C Street-facing entrance	Required	n/a
D Entrance spacing (max)	100'	150'
Entry feature	n/a	n/a
GROUND STORY	Sec. 7.3.2	
Ground story height (min)		
Residential (min)	n/a	n/a
Nonresidential (min)	16'	16'
Ground floor elevation (min/max)	n/a	n/a

*Ground story window and door glazing may be screened for up to 50% of the glazed area.

F. Development Standards

Set by applied *Development Standard District (Part 4B.)*.

G. Use Standards

1. The Civic Institution 1 Alternate Typology shall only be applied for projects including the following uses for no less than 75% of the total floor area:
 - a. Civic Facility: All (examples include community centers, museums, and libraries);
 - b. Office, Government;
 - c. Public Safety Facility (examples include fire and police stations);
 - d. Religious Assembly (examples include churches, mosques, synagogues, and temples);
 - e. School: K-12;
 - f. School: Post-Secondary;
 - g. Social Services; and
 - h. Transit Terminal.
2. For projects approved using the Civic Institution 1 Alternate Typology, except for incidental uses and accessory uses, only *Public and Institutional Uses (Sec. 5C.1.2.)* are allowed on the lot for a period of 20 years after the project receives its certificate of occupancy.
3. Once 20 years have elapsed, any use allowed in the applied *Use District (Part 5B)* is permitted.
4. For additional Use District standards, see the applied *Use District (Part 5B)*.

H. Density Standards

Set by the applied *Density District (Part 6B.)*.

DIV. 7B.2. **CORNER STORE**

[Reserved]

DIV. 7B.3. **SMALL LOT SUBDIVISION**

[Reserved]

DIV. 7B.4. **DRIVE-THROUGH**

[Reserved]

DIV. 7B.5. **FUELING STATION**

[Reserved]

PART 7C. ALTERNATE TYPOLOGY RULES

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Sec. 7C.1.4. Use Rules	7-20
Sec. 7C.1.5. Density Rules	7-20

DIV. 7C.1. **ALTERNATE TYPOLOGY RULES**

SEC. 7C.1.1. **FORM RULES**

- A. For Form Standards set by Form District, see the applied Form District *Part 2B. (Form Districts)*.
- B. For Form Standards Rules, see the applied Form District *Part 2C. (Form Rules)*.

SEC. 7C.1.2. **FRONTAGE RULES**

- A. For Frontage Standards set by Frontage District, see the applied Frontage District *Part 3B. (Frontage Districts)*.
- B. For General Frontage Rules, see the applied Frontage District *Part 3C. (General Frontage Rules)*.
- C. For Character Frontage Rules, see the applied Frontage District *Part 3D. (Character Frontage Rules)*.

SEC. 7C.1.3. **DEVELOPMENT RULES**

- A. For Development Standards set by the applied Development Standards District, see *Part 4B. (Development Standards Districts)*.
- B. For Development Standards Rules, see the applied Development Standards District *Part 4C. (Development Standards Rules)*.

SEC. 7C.1.4. **USE RULES**

- A. For Use District Standards, see the applied Use District *Part 5B. (Use District Standards)*.
- B. For Use Specific Standards, see the applied Use District *Part 5C. (Use Standards)*.
- C. For Use Rules, see the applied Use District *Part 5D. (Use Rules)*.

SEC. 7C.1.5. **DENSITY RULES**

- A. For Density District Standards, see the applied Density District *Part 6B. (Density District Standards)*.
- B. For Density Rules, see the applied Density District *Part 6C. (Density Rules)*.

ARTICLE 8.
**SPECIFIC PLANS,
SUPPLEMENTAL &
SPECIAL DISTRICTS**

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DIV. 8.1. **SPECIFIC PLANS (SP)**

SEC. 8.1.1. **GENERAL**

A. **Intent**

The intent of a Specific Plan is to provide additional regulatory controls or incentives beyond, or in-lieu of, those provided in this Zoning Code (Chapter 1A) for the systematic implementation of the General Plan.

B. **Applicability**

1. **Definition of Project**

The definition of a project and the applicability of Specific Plan regulations are established in each Specific Plan.

2. **Specific Plan Guidelines**

A Specific Plan may establish guidelines in order to provide guidance for the implementation of the plan or for the review of projects seeking relief from the standards outlined in each Specific Plan.

3. **Reconciling Provisions**

In the event that the regulations of Division 8.1. (Specific Plans) or a Specific Plan conflict with any provisions of the Zoning Districts or Supplemental Districts, the Specific Plan shall prevail. In the event that a Specific Plan is silent regarding any provisions of the Zoning Districts or Supplemental Districts, those provisions shall apply, except that:

- a. Where any process or procedure established in a Specific Plan conflicts with those set forth in *Article 13 (Administration)*, the provisions of the Specific Plan shall prevail.
- b. In the event that any provision of a Specific Plan conflicts with the provisions of a Sign District, the provisions of the Sign District shall prevail.

4. **Violations**

The violation of any provision of an adopted Specific Plan or condition imposed by a decision-making body in approving the site requirements, methods of operation, development plans or other actions taken in accordance with the authority contained in each Specific Plan and Division 8.1. (Specific Plans) shall constitute a violation of this Zoning Code (Chapter 1A).

SEC. 8.1.2. **SPECIFIC PLAN STANDARDS**

A. **Specific Plan Regulations**

Regulations are established in each Specific Plan as a regulatory document outside of this Zoning Code (Chapter 1A).

SEC. 8.1.3. **PROCEDURES**

A. **Establishing & Amending Specific Plans**

Specific Plans are established and amended by the City Council in accordance with *Sec. 13B.1.2. (Specific Plan Adoption/Amendment)*, and are represented as part of the zone of a lot as outlined in *Sec. 1.5.2.A.3. (Specific Plans & Supplemental Districts)*.

B. **Issuance of Building Permits**

For any project within a Specific Plan, the Department of Building and Safety may not issue a building permit for a project unless approved by the Department of City Planning in accordance with the applicable procedures below:

1. **Administrative Review**

As permitted by the applied Specific Plan, a project that complies with the applicable regulations in a Specific Plan may be approved in accordance with *Sec. 13B.3.1. (Administrative Review)*.

2. **Project Compliance**

A project that is subject to review and consideration by the Director of Planning for compliance with the applicable regulations and guidelines in a Specific Plan may be approved in accordance with *Sec. 13B.4.2. (Project Compliance)*.

3. **Project Compliance (Design Review Board)**

A project that is subject to review and consideration by the Director of Planning, with recommendation from a Design Review Board, for compliance with the applicable regulations and guidelines in a Specific Plan may be approved in accordance with *Sec. 13B.4.3. (Project Compliance (Design Review Board))*.

4. **Project Adjustment**

An applicant of a project that cannot comply with the requirements of a Specific Plan may request relief, as applicable, in accordance with *Sec. 13B.4.4. (Project Adjustment)*.

5. **Project Exception**

An applicant of a project that cannot comply with the requirements of a Specific Plan may request relief, as applicable, in accordance with *Sec. 13B.4.5. (Project Exception)*.

6. Specific Plan Interpretation

The Director of Planning may interpret Specific Plans in accordance with *Sec. 13B.4.6. (Specific Plan Interpretation)*.

DIV. 8.2. **SUPPLEMENTAL DISTRICTS**

SEC. 8.2.1. **GENERAL**

A. **Intent**

The zoning system established in this Zoning Code (Chapter 1A) provides responsive zoning solutions to a wide variety of policy objectives. However, some policies are difficult to express through the Zoning Districts alone and are better addressed through topic-specific or geographic-specific regulations. The Supplemental Districts established in Division 8.2. (Supplemental Districts) are intended to provide additional regulations that build upon and enhance the regulations applied through Zoning Districts.

B. **Applicability**

1. **Establishing Supplemental Districts**

New Supplemental Districts are established, and the enabling provisions are amended by the City Council in accordance with *Sec. 13B.1.3. (Zoning Code Amendment)*. Supplemental Districts are applied to lots as outlined in each district, and are represented as part of the third bracket set of the zone of a lot, as outlined in *Sec. 1B.2.3.A.2. (Specific Plans & Supplemental Districts)*, with the acronym established for each district.

2. **Limitations on Supplemental Districts**

The Supplemental Districts established in Division 8.2. (Supplemental Districts) shall not supersede any Zoning District, as established in *Sec. 1.4.2.A.1. (Zoning Districts)*. Sign Districts may supersede the sign regulations established by Development Standards Districts, and Oil Drilling Districts may supersede the use regulations regarding resource extraction in Use Districts.

3. **Definition of Project**

The definition of a project and the applicability of Supplemental District regulations are established, based on the project activities established in *Sec. 14.1.15. (Project Activities)*, in each Supplemental District.

4. **Supplemental District Guidelines**

A Supplemental District may establish guidelines in order to provide guidance for the implementation of a Supplemental District, or for the review of projects seeking relief from the standards outlined in each Supplemental District.

5. **Reconciling Provisions**

The enabling language of each Supplemental District established in Article 8 (Specific Plans, Supplemental & Special Districts) establishes direction regarding potential conflicts with any provisions of applied Zoning Districts and Specific Plans.

6. Issuance of Building Permits

The Department of Building and Safety may not issue a building permit for a Project in a Supplemental District unless approved by the Department of City Planning in accordance with the applicable procedures identified in each Supplemental District, unless otherwise stated in Division 8.2. (Supplemental Districts).

7. Violations

The violation of any provision of a Supplemental District or condition imposed by a decision-making body in approving the site requirements, methods of operation, development plans or other actions taken in accordance with the authority contained in Division 8.2. (Supplemental Districts) shall constitute a violation of this Zoning Code (Chapter 1A).

SEC. 8.2.2. **COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO)**

A. **Intent**

The intent of Community Plan Implementation Overlay (CPIO) Districts is to provide supplemental regulations tailored to each Community Plan area. A CPIO is intended to:

1. Ensure that development enhances the unique architectural, environmental, and cultural qualities of each Community Plan area.
2. Integrate improvements and enhancements to the public right-of-way.
3. Maintain compatible land uses, scale, intensity, and density.

B. **Applicability**

1. **Definition of Project**

The definition of a project and the applicability of CPIO are established in each CPIO. The CPIO may define the term project differently, based on the project activities established in Sec. 14.1.15. (*Project Activities*), for each subarea within the CPIO.

2. **CPIO Guidelines**

CPIO guidelines may be established in order to provide guidance for the implementation or review of projects seeking relief from the regulations outlined in each CPIO.

3. **Reconciling Provisions**

a. **Zoning Districts**

In the event that the provisions of a CPIO conflict with provisions of a Zoning District, the provisions of the Zoning District will prevail.

b. **Other Supplemental Districts**

In the event that the provisions of a CPIO conflict with provisions of another Supplemental District, the more restrictive provision shall prevail, except that where the provisions of a CPIO conflict with those of a Historic Preservation Overlay Zone, then the provisions of the Historic Preservation Overlay Zone shall prevail.

c. **Specific Plans**

Where the provisions of a CPIO conflict with those of a Specific Plan, then the provisions of the Specific Plan shall prevail.

C. District Standards

Each CPIO shall contain the following:

1. Subarea Boundaries

A map showing all lots within the CPIO's subareas.

2. District Regulations

CPIO regulations and definitions that may apply to all lots and public right-of-way within a CPIO's subareas.

D. Procedures

1. Establishing a CPIO

CPIO regulations and boundaries are established and amended in accordance with *Section 13.B.1.2. (Specific Plan Adoption/Amendment)*, and are represented as part of the third bracket set of the zone of a lot with the acronym "CPIO."

a. Boundaries

CPIO shall remain within the boundaries of a single Community Plan. Subarea boundaries shall be defined at the time the CPIO is established.

b. CPIO Subareas

A CPIO includes one or more defined subareas within which Community Plan programs and policies are implemented through additional regulations. Subareas may be contiguous or non-contiguous lots characterized by common Community Plan goals, themes, and policies, grouped by a common boundary.

c. Minimum Area

Each CPIO shall have a minimum of one mapped subarea.

2. Issuance of Permits

For all projects within a CPIO, the Department of Building and Safety shall not issue a grading, building or structure, use of land, demolition, or sign permit unless approved by the Department of City Planning in accordance with the applicable procedures below. Work that is not considered a project by the applied CPIO is not subject to the procedures below.

a. Administrative Review

A project that complies with the applicable provisions of an adopted CPIO may be approved in accordance with *Sec. 13B.3.1. (Administrative Review)*. Project applicants which do not comply with the applicable CPIO regulations may request relief through

the procedures in *Sec. 8.2.2.D.2.b. (Project Adjustment)* and *Sec. 8.2.2.D.2.c. (Project Exception)*.

b. Project Adjustment

Project applicants may request relief of up to 20% from the quantitative district regulations or minor adjustments from the qualitative district regulations in an adopted CPIO subarea, unless otherwise limited by a CPIO or CPIO subarea, in accordance with *Sec. 13B.4.4. (Project Adjustment)*.

i. Limitations

- a)** Each adopted CPIO shall indicate those district regulations which are not eligible for a project adjustment. If an application request includes more than one project adjustment, the Director of Planning may require that the applicant, prior to the application being deemed complete, file the requests as a project exception, in accordance with *Sec. 13B.4.5. (Project Exception)*.
- b)** To the extent that a CPIO contains sign regulations, signs shall not qualify for relief through a project adjustment.
- c)** All other projects seeking relief from any district regulation that contains prohibition language, or district regulations otherwise designated in the CPIO as not eligible for a project adjustment, shall be processed through the project exception procedure below.

ii. Supplemental Finding

In addition to the findings set forth in *Sec. 13B.4.4. (Project Adjustment)*, the Director of Planning shall also find that the project is compatible with the neighborhood character of the CPIO or CPIO subarea.

c. Project Exception

If a project cannot comply with the requirements of a CPIO, the applicant may request relief, as applicable, in accordance with *Sec. 13B.4.5. (Project Exception)*.

i. Limitations

An exception from a CPIO regulation shall not be used to grant a special privilege, nor to grant relief from self-imposed hardships.

ii. Supplemental Findings

In addition to the findings set forth in *Sec. 13B.4.5. (Project Exception)*, the Area Planning Commission may grant a project exception from a CPIO regulation concerning signs if the Area Planning Commission also makes all the following findings:

- a) Strict compliance would result in practical difficulty or unnecessary hardship inconsistent with the intent of the zoning restrictions due to unique existing physical circumstances on the subject property;
- b) An exception from the district regulation is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the same CPIO district or subarea, the same zone, and the vicinity, but which because of special circumstances and practical difficulties or unnecessary hardships is denied to the property in question;
- c) The exception would not constitute a special grant of privilege.

SEC. 8.2.3. **SIGN DISTRICTS (SN)**

A. **Intent**

The intent of a Sign District is to identify areas of the City with unique characteristics for enhancement through the imposition of special sign regulations designed to reinforce the theme or unique qualities of that district, or which eliminate blight through a sign reduction program.

B. **Applicability**

1. **Definition of Project**

A Sign District project involves the erection, construction, addition to, or exterior structural modification of any sign located within a Sign District, and is subject to the regulations outlined in the Sign District in which it is located, in accordance with the adopted Sign District standards.

2. **Reconciling Provisions**

In the event that the provisions of a Sign District conflict with any provision of the Zoning Districts of a lot, Specific Plan or other Supplemental District, the Sign District shall prevail. However, the standards for a Sign District do not supersede the regulations of a Specific Plan or Supplemental District, as established in *Article 8. (Specific Plans, Supplemental & Special Districts)*, or any zoning regulation needed to implement the provisions of an approved Development Agreement.

C. **District Standards**

The Sign District standards shall be determined at the time the district is established. The sign regulations shall enhance the character of the district by addressing the location, number, square footage, height, light illumination, hours of illumination, sign reduction program, duration of signs, design and types of signs permitted, as well as other characteristics, and may include murals, supergraphics, and other on-site and off-site signs.

1. **Definitions**

Definitions shall be consistent with *Div. 4C.11. (Signs)*. Terms that are not defined in *Div. 4C.11. (Signs)* may be defined in a Sign District.

D. **Procedures**

1. **Establishing a Sign District**

Sign District standards and boundaries are established and amended in accordance with *Sec.13B.1.2. (Specific Plan Adoption/Amendment)*, and are represented as part of the third bracket set of the zone of a lot with the acronym "SN."

a. **Applicable Zones**

Each Sign District shall include only properties in the Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use Districts, except that properties in Residential Use or Residential-Mixed Districts with a Density District of 2 or higher may be included in a Sign District, provided the lots are designated as part of a Regional Center in the General Plan Land Use Map.

b. **Minimum Area**

No Sign District shall contain less than 1 block or 3 acres in area, whichever is the smaller. The total acreage in the Sign District shall include contiguous lots of land which may only be separated by public streets, ways or alleys, or other physical features, or as set forth in Sign District rules approved by the Director of Planning. Precise boundaries are required at the time of application for initiation of an individual Sign District.

2. **Issuance of Permits**

The Department of Building and Safety may approve and issue sign permits for any project within a Sign District that conforms to the applicable Sign District standards.

3. **Review of Projects**

A project shall be reviewed in conformance with the procedures established in each Sign District.

SEC. 8.2.4. **OIL DRILLING DISTRICTS (O)**

A. **Intent**

The intent of this Section is to provide for a process to create Supplemental Districts for oil drilling activities.

B. **Applicability**

1. **General Applicability**

The provisions of this Section apply to the Use Districts where drilling of oil wells or production from the wells of oil, gases, or other hydrocarbon substances is permitted. The provisions of this Section do not apply to:

- a. Lots in the Industrial 2 Use District, except as specifically provided in this Section to the contrary.
- b. The location of subterranean gas holding areas that are operated as a public utility and are regulated by the provisions of *Article 5. (Use)*.

2. **Definition of Project**

No person shall drill, deepen, or maintain an oil well, or convert an oil well from one class to the other, and no permits shall be issued for that use, until a determination has been made by the Zoning Administrator or Area Planning Commission in accordance with the procedure prescribed in *Sec. 8.2.4.C.3. (Drilling Site Requirements)*.

3. **Oil Drilling Area Types**

Each district shall be determined to be in one of the following oil drilling area types using the corresponding criteria: The standards and requirements of each Oil Drilling District depend on the oil drilling area type in which the district is located.

a. **Non-Urbanized Area**

All those portions of the City which the City Planning Commission or Council has determined will not be detrimentally affected by the drilling, maintenance, or operation of oil wells. In making its determination, the City Planning Commission, or the Council on appeal, shall give due consideration to the amount of land subdivided, the physical improvements, the density of population, and the zoning of the district.

b. **Urbanized Area**

All land in the City, except land in the Heavy Industrial 1 Use District, and land which has been determined to be Non-Urbanized Area by the City Planning Commission or Council, or land located in the Los Angeles City Oil Field Area (as identified below).

c. Offshore Area

All property in the City which is between the mean high tide line and the outermost seaward City boundary.

d. Los Angeles City Oil Field Area

All land in the City within the areas identified on the maps in *Ordinance No. 156,166* located in *Council File No. 80-3951*, and shall include all oil producing zones beneath those areas, but no deeper than the third zone beneath the surface of the earth.

4. Status of Areas

Where uncertainty exists as to whether or not a particular area shall be continued as an urbanized area, any person contemplating filing a petition for the establishment of an Oil Drilling District, may prior to its filing, request the City Planning Commission to determine the status of the area in which the proposed district is to be located. The Commission shall refer the request to the Director of Planning for investigation and upon receipt of his or her report shall determine whether the area is Urbanized or Non-Urbanized. The determination of the City Planning Commission may be appealed to the Council, which may, by resolution, approve or disapprove the determination.

5. Description of Districts

The Oil Drilling Districts within which the drilling for and production of oil, gas or other hydrocarbon substances is permitted, and the conditions applying thereto (subject to further conditions imposed by the Zoning Administrator in the drilling site requirements), are described as follows:

a. Districts in Non-Urbanized Areas

For boundaries of districts and applicable special conditions, refer to maps and records maintained by the Department of City Planning.

b. Districts in Urbanized Areas

For boundaries of districts and applicable special conditions, refer to maps and records maintained by the Department of City Planning.

c. Districts in Offshore Areas

For boundaries of districts and applicable special conditions, refer to maps and records maintained by the Department of City Planning.

d. Districts in the Los Angeles City Oil Field Area

For boundaries of districts and applicable special conditions, refer to maps and records maintained by the Department of City Planning.

6. Requirements for Filing

a. Non-Urbanized Areas

Each application for the establishment of an Oil Drilling District in an Non-Urbanized Area shall include property having a net area of not less than 1 acre (excluding public streets, alleys, walks, or ways, except that an application may be filed on property containing less than 1 acre which is surrounded on all sides by streets). Such property may consist of one or more lots which shall be contiguous, except that said lots may be separated by a public alley or walk.

b. Urbanized Areas

- i. Each application for the establishment of an Oil Drilling District in an Urbanized Area shall contain a statement that the applicant has the proprietary or contractual authority to drill for and produce oil, gas, or other hydrocarbon substances under the surface of at least 75% of the property to be included in said district.
- ii. Any municipal body or official required by law to consider and make a report or recommendation relative to or to approve or disapprove such application, may request the applicant in writing to submit for inspection copies of leases and contracts held by the applicant in support of such asserted proprietary or contractual authority. The limitations of time for acting upon such application shall be suspended from the time of mailing such request until the documents requested have been submitted.
- iii. Where said authority to drill for and produce oil, gas, and other hydrocarbons is in accordance with contract, said application shall be accompanied by a copy of the contract, and said contract shall have attached and refer to by reference the following information for the contracting parties:
 - a) A summary of the provisions of this Zoning Code (Chapter 1A), as amended, which are applicable to the Oil Drilling District, prepared or approved by the Board of Public Works or its designee;
 - b) Any additional information which the person in charge of Petroleum Administration finds, from time to time, is required to give all contracting parties a reasonably complete knowledge of oil and gas leasing requirements and procedures in urbanized areas within the City.
- iv. The Oil Drilling District described in the application shall be:
 - a) Not less than 40 acres in area, including all streets, ways, and alleys within the boundary;
 - b) Substantially compact in area; and
 - c) The boundaries shall follow public streets, ways, or alleys as far as practicable.

- v. Each applicant for the establishment of an Oil Drilling District in an Urbanized Area shall be accompanied by a report from a petroleum geologist who is either an active member of the American Association of Petroleum Geologists or the American Institute of Professional Geologists, or meets the educational and experience requirements to become an active member of the American Association of Petroleum Geologists or the American Institute of Professional Geologists, that the production of oil from under the proposed District would not, in his or her opinion, result in any noticeable subsidence. If the City's authorized person in charge of Petroleum Administration disagrees in any way with the report, he or she shall submit in writing his or her own views on the report as part of the report to the City Planning Commission.

c. **Offshore Areas**

Each application for the establishment of an Oil Drilling District in an offshore area shall include property having a net area of not less than 1,000 acres.

d. **Los Angeles City Oil Field Area**

Each application for the establishment of an Oil Drilling District in the Los Angeles City Oil Field Area shall:

- i. Include property not less than 1 acre in size, bounded on each side by a public street, alley, walk, or way, and such district shall be wholly contained within the Los Angeles City Oil Field Area.
- ii. Contain a statement that the applicant has the proprietary or contractual authority to drill for and produce oil, gas or other hydrocarbon substances under the surface of at least 75% of the total land area of the property to be included in the district. Any municipal body or official required by law to consider and make a report or recommendation relative to or to approve or disapprove such application may request the applicant in writing to submit for inspection copies of leases and contracts held by applicant in support of such asserted proprietary or contractual authority. The limitations of time for acting upon such application shall be suspended from the time of mailing such request until the documents requested have been submitted. **[Editor's note: Maps formerly referred to in this Paragraph were deleted by Ord. No. 177,103, Eff. 12/18/05.]**

e. **General - All Areas**

No application for the establishment of an Oil Drilling District shall be accepted for filing in the Department of City Planning unless it has first been submitted to and reported on by the authorized person in charge of Petroleum Administration. The report shall consider the propriety of the proposed boundaries of the district, the desirability of the drill site location, and whether or not the exploration for oil is geologically justified in the District. The report

shall be made within 30 days of the receipt of the application. A copy of the report shall accompany the application when it is filed with the Department of City Planning.

C. District Standards

1. Standard Conditions

a. Non-Urbanized Areas

Each Oil Drilling District established in a Non-Urbanized Area shall be subject to the following conditions:

- i. Each district shall contain a net area of 1 acre or more which shall be composed of contiguous lots that may be separated by an alley or walk, except that a district may contain an area of less than 1 acre where it is surrounded on all sides by streets.
- ii. Each drilling site in any district shall contain a net area of 1 acre or more, and shall be composed of contiguous lots which may be separated only by an alley or walk. A drilling site may contain less than 1 acre of area where it is surrounded on all sides by public or approved private streets.
- iii. Only one oil well Class A may be established or maintained on each acre of land, except that there may be one oil well Class A on any land surrounded on all sides by public or approved private streets. Provided, however, in determining conditions for drilling in accordance with *Sec. 8.2.4.C.3. (Drilling Site Requirements)*, the Zoning Administrator may permit surface operations for more than one oil well Class A in a semi-controlled drilling site where the additional wells are to be bottomed under adjacent land in a drilling district in lieu of surface operations. There shall be no less than 1 net acre of land in the combined drill site and production site for each well in a semi-controlled drilling site. The Zoning Administrator shall require a site of more than 1 acre for each oil well where a larger area is required in the particular Oil Drilling District. The Zoning Administrator may require larger minimum drilling sites or production areas when reasonably necessary in the public interest for a particular oil producing section.
- iv. Where drilling sites greater than 1 acre are required, and 2 or more lessees or oil drilling developers in a block or area have at least 1 net acre each, but all lessees or developers do not have the greater area required for drilling under these regulations, the Zoning Administrator shall equitably allocate permitted wells among the competing lessees or developers. Where necessary, the lessee or developer having control of the larger portion of the property shall be given preference. In those situations outlined above, in addition to the proration required by *Sec. 8.2.4.C.1.a.vi.*, the Zoning Administrator shall require that the lessee or developer who is authorized to drill the well shall offer an equitable consolidation agreement to the lessee or developer who has not been permitted to drill. This consolidation agreement shall contain an offer in writing, open for acceptance for 30 days, giving the other lessees or developers a choice of either:

- a) A lease on terms and conditions agreed upon, or on substantially the same terms and conditions contained in leases owned by the applicant; or
 - b) A consolidation agreement agreed upon providing that each lessee or developer shall contribute to the cost of drilling and operation of the well and share in the production from the well in the proportion that the area of his property bears to the total area in the drilling unit.
- v. No public street, alley, walk, or way shall be included in determining the net area within any district or drilling site.
- vi. Where the drilling site is so located as to isolate any lot in the Oil Drilling District in such a manner that it could not be joined with any other land so as to create another drilling site of the area required in the particular district in which it is located, the Zoning Administrator shall require, as a condition to the drilling and production on the drilling site, that the owner, lessee or permittee, or his or her successor, shall pay to the owners of the oil and gas mineral rights in each isolated lot, a pro-rata share of the landowners' royalty in all of the oil and gas produced from the drilling site, the share to be in that proportion as the net area of the isolated lot is to the total net area of the drilling site, plus the area of all the isolated lots; provided that the landowners' royalty shall be determined in accordance with any existing contracts for payments to the landowners of the drilling site, but, in no event, as to the owner of the isolated lot or lots, shall it be less than a 1/6th part of the oil and gas produced and saved from the drilling site.

b. Urbanized Areas

Each Oil Drilling District established in an Urbanized Area shall be subject to the following conditions:

- i. Each district shall be not less than 40 acres in area, including all streets, ways, and alleys within the boundaries thereof.
- ii. No more than 1 controlled drill site shall be permitted for each 40 acres in any district, and that site shall not be larger than 2 acres when used to develop a district approximating the minimum size; provided, however, that where the site is to be used for the development of larger Oil Drilling Districts or where the Zoning Administrator requires that more than one Oil Drilling District be developed from one controlled drilling site, the site may be increased, at the discretion of the Zoning Administrator when concurred in by the Board of Fire Commissioners, by no more than 2 acres for each 40 acres included in the district or districts.
- iii. The number of oil wells Class A which may be drilled and operated from any controlled drilling site may not exceed 1 well to each 5 acres in the district or districts to be explored from said site.

Notwithstanding the above, should the City Council determine that an Urbanized Oil Drilling District contains more than one producing zone, the City Council may then authorize, by ordinance, the drilling of additional oil wells Class A, not to exceed 1 well per 5 acres for each identified producing zone, and specify the maximum number of wells to be drilled as the result of such authorization.

- iv. Each applicant, requesting a determination by the Zoning Administrator prescribing the conditions controlling drilling and production operations, as provided in Sec. 8.2.4.C.3. (*Drilling Site Requirements*), shall have proprietary or contractual authority to drill for oil under the surface of at least 75% of the property in the district to be explored.
- v. Each applicant, or his or her successor in interest, shall, within one year from the date the written determination is made by the Zoning Administrator prescribing the conditions controlling drilling and production operations as provided in Sec. 8.2.4.C.3. (*Drilling Site Requirements*), execute an offer in writing giving to each record owner of property located in the Oil Drilling District who has not joined in the lease or other authorization to drill, the right to share in the proceeds of production from wells bottomed in the district, upon the same basis as those property owners who have, by lease or other legal consent, agreed to the drilling for and production of oil, gas, or other hydrocarbon substances from the subsurface of the district. The offer hereby required shall remain open for acceptance for a period of 5 years after the date the written determination is made by the Zoning Administrator. During the period the offer is in effect, the applicant, or his or her successor in interest, shall impound all royalties to which the owners or any of them may become entitled in a bank or trust company in the State of California, with proper provisions for payment to the record owners of property in the district who had not signed the lease at the time the written provisions were made by the Zoning Administrator, but who accepts the offer in writing within the 5-year period. Any such royalties remaining in any bank or trust company at the time the offer expires, which are not due or payable as provided above, shall be paid pro-rata to those owners who, at the time of the expiration, are otherwise entitled to share in the proceeds of the production.
- vi. The entire controlled drilling site shall be adequately landscaped, except for those portions occupied by any required structure, appurtenance or driveway, and all landscaping shall be maintained in good condition at all times. Plans showing the type and extent of the landscaping shall be first submitted to and approved by the Zoning Administrator.
- vii. Each applicant requesting a determination by the Zoning Administrator prescribing the conditions controlling drilling and production operations, as provided in Sec. 8.2.4.C.3. (*Drilling Site Requirements*), shall post in the Office of Zoning Administration a satisfactory corporate surety bond (to be approved by the City Attorney and duplicates to be furnished to him or her) in the sum of \$5,000 in favor of the City of Los Angeles, conditioned upon the performance by the applicant of all of the conditions, provisions, restrictions, and requirements of this Section, and all additional conditions,

restrictions or requirements determined and prescribed by the Zoning Administrator. No extension of time that may be granted by the Zoning Administrator or any change of specifications or requirements that may be approved or required by him or her, or by any other officer or department of the City, or any other alteration, modification or waiver affecting any of the obligations of the grantee made by any City authority or by any other power or authority whatsoever, shall be deemed to exonerate either the grantee or the surety on any bond posted in accordance with this Section.

- viii. If the Zoning Administrator determines, after first receiving a report and recommendation from the Board of Public Works or its designee, that oil drilling and production activities within the district have caused or may cause subsidence in the elevation of the ground within the district or in the immediate vicinity, then after consulting with recognized experts in connection with that problem and with those producing hydrocarbons from the affected area, he or she shall have the authority to require the involved oil producer or producers to take corrective action, including re-pressurizing the oil producing structure or cessation of oil drilling and production.
- ix. The Zoning Administrator may impose additional conditions or require corrective measures to be taken if he or she finds, after actual observation or experience with drilling one or more of the wells in the district, that additional conditions are necessary to afford greater protection to surrounding property.

c. Offshore Areas

Each Oil Drilling District established in an Offshore Area shall be subject to the following conditions:

- i. All activities conducted within each such district shall conform to the spirit and intent of the provisions of the Submerged Land Special District as established in *Sec. 1.4.2. (Zoning Map)*.
- ii. No surface or submarine drilling or producing operations shall be permitted between the mean high tide line and the outermost seaward City boundary. Surface drilling or producing operations may be conducted only from permitted or approved onshore drill sites. Oil and gas accumulations may be developed by directional or slant drilling beneath any portion of the submerged land within the district.
- iii. Onshore drilling and producing operations utilizing directional or slant drilling may be approved by the Zoning Administrator only when a showing is made that production of oil and gas cannot be accomplished from already approved or permissible sites.
- iv. The number of oil wells Class A which may be drilled into any offshore drilling district from a single installation or facility onshore shall not exceed one well to each five acres of district and the installation and operation of all wells shall meet the requirements of the Submerged Land Special District as established in *Sec. 1.4.2. (Zoning Map)*.

- v. Each applicant requesting a determination by the Zoning Administrator prescribing the conditions controlling drilling and production operations, as provided in Sec. 8.2.4.C.3. (Drilling Site Requirements), shall post in the Office of Zoning Administration a satisfactory corporate surety bond (to be approved by the City Attorney and duplicates to be furnished to him or her) in the sum of \$50,000 in favor of the City, conditioned upon the performance by the applicant of all of the conditions, provisions, restrictions, and requirements of this section, and all additional conditions, restrictions, or requirements determined and prescribed by the Zoning Administrator. No extension of time that may be granted by the Zoning Administrator or any change of specifications on requirements that may be approved or required by him or her, or by any other officer or department of the City, or any other alteration, modification or waiver affecting any of the obligations of the applicant made by any City authority or by any other power or authority whatsoever, shall be deemed to exonerate either the applicant or the surety on any bond posted in accordance with this Section.
- vi. All derricks and other drilling facilities shall be removed within 30 days after completion or abandonment of the well; and thereafter any work done on any existing well which requires redrilling or reconditioning shall be done by temporary or portable equipment which shall be removed within 30 days after completion of such work.
- vii. Pollution of water and contamination or soiling of the urban coastline or beaches are prohibited.

d. Los Angeles City Oil Field Area

Each Oil Drilling District established in the Los Angeles City Oil Field Area shall be subject to the following conditions:

- i. The boundary of each district shall follow the center line of city streets as far as practicable;
- ii. Each district shall include the streets, ways, and alleys within the boundaries thereof and shall be substantially compact in area;
- iii. The drilling, pumping, redrilling, repairing, maintenance or other servicing of any new oil well Class A in said district shall be conducted only on a Drilling and Production Site in the Los Angeles City Oil Field Area upon which site at least one oil well Class A:
 - a) Was in existence on January 24, 1982; and
 - b) Had not been abandoned in accordance with State Division of Oil and Gas regulations prior to January 24, 1982; and
 - c) Has a Los Angeles Fire Department Serial Number, which number was in existence on January 24, 1982.

- iv. The number of new oil wells Class A permitted on such a Drilling and Production Site in the Los Angeles City Oil Field Area shall not exceed one well to each acre in the District;
- v. Each applicant, requesting a determination by the Zoning Administrator prescribing the conditions controlling new drilling and production operations as provided in Sec. 8.2.4.C.3. (*Drilling Site Requirements*), shall have proprietary or contractual authority to drill for oil under the surface of at least 75% of the total land area of the property in the district to be explored.
- vi. Within one year from the date the written determination is made by the Zoning Administrator prescribing the conditions controlling drilling and production operations, as provided in Sec. 8.2.4.C.3. (*Drilling Site Requirements*), each applicant or his or her successor in interest shall offer in writing to each record owner of property located in the Oil Drilling District who has not joined in the lease or other authorization to drill, the right to share in proceeds of production from new wells bottomed in the district upon the same basis as those property owners who have, by lease or other legal consent, agreed to the drilling for and production of oil, gas or other hydrocarbon substances from the sub-surface of the district. The offer hereby required shall remain open for acceptance for a period of 5 years after the date the written determination is made by the Zoning Administrator. During the period the offer is in effect, the applicant, or his or her successor in interest, shall impound all royalties to which the owners or any of them may become entitled in a bank or trust company in the State of California, with proper provisions for payment to the record owners of property in the district who had not signed the lease at the time the written determination was made by the Zoning Administrator, but who accepts the offer in writing within the five-year period. Any royalties remaining in any bank or trust company at the time the offer expires which are not due or payable as provided above shall be paid pro-rata to those owners who, at the time of the expiration, are otherwise entitled to share in the proceeds of the production.
- vii. The entire site upon which new oil wells are to be drilled shall be adequately fenced and landscaped; plans showing the type and extent of the landscaping shall be first submitted to and approved by the Zoning Administrator.
- viii. Each applicant requesting a determination by the Zoning Administrator prescribing the conditions controlling drilling and production operations, as provided in Sec. 8.2.4.C.3. (*Drilling Site Requirements*), shall post in the Office of Zoning Administration a satisfactory corporate surety bond (to be approved by the City Attorney, and duplicates to be furnished by him or her) in the sum of \$5,000 in favor of the City of Los Angeles, conditioned upon the performance by the applicant of all of the conditions, provisions, restrictions, and requirements of this section, and all additional conditions, restrictions, or requirements determined and prescribed by the Zoning Administrator. No extension of time that may be granted by the Zoning Administrator or any change of specifications or requirements that may be approved or required by him or her or

by any other officer or department of the City or any other alteration, modification or waiver affecting any of the obligations of the grantee made by any City authority or by any other power or authority whatsoever shall be deemed to exonerate either the grantee or the surety of any bond posted in accordance with this section.

- ix. If the Zoning Administrator determined, after first receiving a report and recommendation from the Board of Public Works or its designee, that oil drilling and production activities within the district have caused or may cause subsidence in the elevation of the ground within the district or in the immediate vicinity, he or she shall have the authority, after consulting with recognized experts in connection with the problem and with those persons producing hydrocarbons from the affected area, to require the involved oil producer or producers to take corrective action, including re-pressurizing the oil producing structure or cessation of oil drilling and production.
- x. The Zoning Administrator may impose additional conditions or require corrective measures to be taken if the Zoning Administrator finds, after actual observation or experience with drilling one or more of the wells in the district, that additional conditions are necessary to afford greater protection to surrounding property.
- xi. Any operator of any site within an Oil Drilling District, approved by the Zoning Administrator in accordance with *Sec. 12.6.5. (Nonconforming Oil Wells)*, may apply to the Department of City Planning for the establishment of fencing and landscaping requirements. Once the requirements have been satisfied, the operator shall be relieved of the restrictions specified in *Sec. 12.6.5. (Nonconforming Oil Wells)*. Should an operator of such a site in a district desire to redrill or deepen a oil well Class A, if the oil well:
 - a) Was in existence on January 24, 1982; and
 - b) Had not been officially abandoned in accordance with State Division of Oil and Gas Regulations prior to January 24, 1982; and
 - c) Has a Los Angeles Fire Department serial number and the number was in existence on January 24, 1982, that operator shall comply with the provisions of *Sec. 8.2.4.C.3. (Drilling Site Requirements)*. Compliance with the Determination of Conditions issued shall relieve the operator of the restrictions specified in *Sec. 12.6.5. (Nonconforming Oil Wells)*.

2. **Additional Conditions**

- a. In addition to the standard conditions applying to Oil Drilling Districts, the Council, by ordinance, or the Zoning Administrator may impose other conditions in each district as deemed necessary and proper. Where these conditions are imposed by ordinance, they may be subsequently modified or deleted in the following manner:

- i. Where the condition relates to the location of a drill site within a district, by amending the ordinance, only after the submission of an application, the payment of fees, notice, hearing, and procedure identical to that required by *Article 8 (Specific Plans, Supplemental & Special Districts)* for the establishment of an Oil Drilling District; and
 - ii. Where the condition does not relate to the location of a drill site, by amending the ordinance, without the necessity of fees, notice or hearing.
- b. In its report to the Council relative to the establishment of a district, the City Planning Commission may recommend conditions for consideration. Some of these additional conditions, which may be imposed in the ordinance establishing the districts or by the Zoning Administrator in determining the drilling site requirements, and which may be applied by reference, are as follows:
 - i. That all pumping units established in the subject district(s) shall be installed in pits so that no parts thereof will be above the surface of the ground. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.1.]
 - ii. That all oil produced in the subject district shall be carried away by pipe lines or, if stored in said district, shall be stored in underground tanks so constructed that no portion thereof will be above the surface of the ground. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.2.]
 - iii. That the operator of any well or wells in the subject district(s) shall post in the Office of Zoning Administration a \$5,000 corporate surety bond conditioned upon the faithful performance of all provisions of *Article 8 (Specific Plans, Supplemental & Special Districts)* and any conditions prescribed by the Zoning Administrator. No extension of time that may be granted by the Zoning Administrator, or change of specifications or requirements that may be approved or required by the Zoning Administrator or by any other officer or department of the City, or other alteration, modification or waiver affecting any of the obligations of the grantee made by any City authority shall be deemed to exonerate either the grantee or the surety on any bond posted as required in this Zoning Code (Chapter 1A). **[Editor's note:** Formerly Chapter 1, Section 13.01.F.3.]
 - iv. That the operators shall remove the derrick from each well within 30 days after the drilling of said well has been completed, and thereafter, when necessary, such completed wells shall be serviced by portable derricks. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.4.]
 - v. That the drilling site shall be fenced or landscaped as prescribed by the Zoning Administrator. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.5.]
 - vi. That, except in case of emergency, no materials, equipment, tools or pipe used for either drilling or production operations shall be delivered to or removed from the drilling site, except between the hours of 8:00 A.M. and 8:00 P.M. of any day. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.7.]

- vii. That adequate fire fighting apparatus and supplies, approved by the Fire Department, shall be maintained on the drilling site at all times during drilling and production. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.8.] operations.
- viii. That no refining process or any process for the extraction of products from natural gas shall be carried on at a drilling site. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.9.]
- ix. That no more than one well shall be bottomed in each five acres of the Oil Drilling District. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.13.]
- x. That no new oil wells shall be spudded in after the President of the United States, or other proper authority, has declared that a state of war no longer exists. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.14.]
- xi. That any person requesting a determination by the Zoning Administrator prescribing the conditions under which oil drilling and production operations shall be conducted as provided in *Sec. 8.2.4.C.3. (Drilling Site Requirements)*, shall agree in writing on their own behalf and their successors or assigns, to be bound by all of the terms and conditions of *Article 8 (Specific Plans, Supplemental & Special Districts)* and any conditions prescribed by written determination by the Zoning Administrator; provided, however, that the agreement in writing shall not be construed to prevent the applicant or their successors or assigns from applying at any time for amendments in accordance with this Zoning Code (Chapter 1A) or to the conditions prescribed by the Zoning Administrator, or from applying for the creation of a new district or an extension of time for drilling or production operations. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.17.]
- xii. That all production equipment used shall be so constructed and operated that no noise, vibration, dust, odor, or other harmful or annoying substances or effect which can be eliminated or diminished by the use of greater care shall ever be permitted to result from production operations carried on at any drilling site or from anything incident thereto to the injury or annoyance of persons living in the vicinity; nor shall the site or structures thereon be permitted to become dilapidated, unsightly, or unsafe. Proven technological improvements in methods of production shall be adopted as they, from time to time, become available if capable of reducing factors of nuisance or annoyance. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.18.]
- xiii. Wells which are placed upon the pump shall be pumped by electricity with the most modern and latest type of pumping units of a height of no more than 16 feet. All permanent equipment shall be painted and kept in neat condition. All production operations shall be as free from noise as possible with modern oil operations. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.19.]

- xiv. All drilling equipment shall be removed from the premises immediately after drilling is completed, sump holes filled, and derricks removed within 60 days after the completion of the well. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.20.]
- xv. That, subject to the approval of the Board of Fire Commissioners, the operators shall properly screen from view all equipment used in connection with the flowing or pumping of wells. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.21.]
- xvi. Upon the completion of the drilling of a well, the premises shall be placed in a clean condition and shall be landscaped with planting of shrubbery so as to screen from public view as far as possible, the tanks and other permanent equipment, such landscaping and shrubbery to be kept in good condition. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.22.]
- xvii. That no more than two wells may be drilled in each city block of the Oil Drilling District and bottomed under that block. However, at the discretion of the Zoning Administrator, surface operations for additional wells may be permitted in each of the blocks where each additional well is to be directionally drilled and bottomed under an adjacent block now or hereafter established in an Oil Drilling District in lieu of a well drilled on the adjacent block and under a spacing program which will result in not exceeding two wells bottomed under each block. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.23.]
- xviii. That no more than one well shall be drilled in each city block of the Oil Drilling District; provided, however, that a second well may be drilled in that block bounded by "L", Gulf Avenue, Denni Street, and Wilmington Boulevard, only in the event said second well be directionally drilled or whipstocked so that the bottom of the hole will be bottomed under the (Gulf Avenue School property located in the block bounded by "L" Street, Roman Avenue, Denni Street, and Gulf Avenue, and in lieu of a well which might otherwise be permitted to be drilled in said last mentioned block. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.24.]
- xix. That no more than one well may be drilled in each city block of the Oil Drilling District. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.25.]
- xx. That all power operations, other than drilling in said district shall at all times, be carried on only by means of electrical power, which power shall not be generated on the drilling site. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.26.]
- xxi. That no more than 2 wells may be drilled in each city block of the Oil Drilling District; provided, however, that two additional wells may be drilled in each of the following described blocks, (a) the block bounded by Q Street, Lakme Avenue, Sandison Street, and Broad Avenue and (b) the block bounded by Sandison Street, Lakme Avenue, Broad Avenue, and the southerly boundary of Tract No. 1934, but only if such additional wells are directionally drilled or whipstocked so that they will be bottomed under the Hancock-Banning High school property, located in the block bounded by

Delores Street, Broad Avenue, Pacific Coast Highway, and Avalon Boulevard, in lieu of the four wells which might otherwise be permitted to be drilled in the last mentioned block. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.29.]

- xxii.** No more than four controlled drilling sites shall be permitted in this subject district(s), and such sites shall not be larger than 2 acres. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.31.]
- xxiii.** The number of wells which may be drilled to any oil sand from the controlled drilling site shall not exceed one well to each five acres in the district, but in no event shall there be more than 1 well to each 2.5 acres. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.32]
- xxiv.** That drilling operations shall be commenced within 90 days from the effective date the written determination is made by the Zoning Administrator or Area Planning Commission, or within any additional period as the Zoning Administrator may, for good cause, allow and thereafter shall be prosecuted diligently to completion or else abandoned strictly as required by law and the premises restored to their original condition as nearly as practicable as can be done. If a producing well is not secured within eight months, the well shall be abandoned and the premises restored to its original condition, as nearly as practicable as can be done. The Zoning Administrator, for good cause, shall allow additional time for the completion of the well. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.33.]
- xxv.** That an internal combustion engine or electrical equipment may be used in the drilling or pumping operations of the well, and if an internal combustion engine is used, that mufflers be installed on the mud pumps and engine so as to reduce noise to a minimum, all of said installations to be done in a manner satisfactory to the Fire Department. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.34.]
- xxvi.** That no more than two production tanks shall be installed for each producing well, neither one of which shall have a rated capacity in excess of 1,000 barrels; provided, however, that if in the opinion of the Administrator it is necessary in order to provide for the maximum safety of operations or to decrease the number of individual production tank settings on any property, the Administrator may increase the number of such production tanks to no more than three, having a greater capacity not to exceed 2,000 barrels each. The Administrator shall permit such wash tanks or heating facilities as may appear necessary to ship or remove production from the premises. The plans for said tank or tanks, including the plot plan showing the location thereof on the property, shall be submitted to and approved in writing by the Administrator before said tank or tanks and appurtenances are located on the premises; and that said tank or tanks and appurtenances shall be kept painted and maintained in good condition. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.36.]

- xxvii.** All waste substances such as drilling muds, oil, brine or acids produced or used in connection with oil drilling operations or oil production shall be retained in water-tight receptors from which they may be piped or hauled for terminal disposal in a dumping area specifically approved for such disposal by the Los Angeles Regional Water Pollution Control Board No. 4. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.37.]
- xxviii.** Any wells drilled shall be cased tight to bedrock or effective means satisfactory to the Department of Water and Power used to prevent vertical movement of ground water. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.38.]
- xxix.** The applicant shall provide the Department of Water and Power with a precise plot plan of the drilling plant and roads leading thereto, and to make such safeguards as the Department deems necessary to assure the safety of the existing 50-inch water main which crosses the district involved. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.39.]
- xxx.** The Department of Water and Power of the City of Los Angeles shall be permitted to review and inspect methods used in the drilling and producing operations and in the disposal of waste, and shall have the right to require changes necessary for the full protection of the public water supply. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.40.]
- xxxi.** That the number of wells which may be drilled to any oil sand shall not exceed 1 well to each 5 acres in the district, but in no event shall there be more than 1 well to each 2.5 acres. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.42.]
- xxxii.** That drilling, pumping, and other power operations shall at all times be carried on only by electrical power and that such power shall not be generated on the controlled drilling site or in the district. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.43.]
- xxxiii.** That an internal combustion engine or steam-driven equipment may be used in the drilling or pumping operations of the well, and, if an internal combustion engine or steam-driven equipment is used, that mufflers be installed on the mud-pumps and engine; and that the exhaust from the steam-driven machinery be expelled into one of the production tanks, if such tanks are permitted, so as to reduce noise to a minimum, all of said installations to be found in a manner satisfactory to the Fire Department. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.44.]
- xxxiv.** That drilling operations shall be carried on or conducted in connection with only one well at a time in any one such district, and such well shall be brought in or abandoned before operations for the drilling of another well are commenced; provided, however, that the Administrator may permit the drilling of more than one well at a time after the discovery well has been brought in. **[Editor's note:** Formerly Chapter 1, Section 13.01.F.45.]

- xxxv.** That all oil drilling and production operations shall be conducted in such a manner as to eliminate, as far as practicable, dust, noise, vibration or noxious odors, and shall be in accordance with the best accepted practices incident to drilling for and production of oil, gas, and other hydrocarbon substances. Proven technological improvements in drilling and production methods shall be adopted as they may become, from time to time, available, if capable of reducing factors of nuisance and annoyance. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.46.]
- xxxvi.** That all parts of the derrick above the derrick floor, not reasonably necessary for ingress and egress, including the elevated portion thereof used as a hoist, shall be enclosed with fire-resistive soundproofing material approved by the Fire Department, and the same shall be painted or stained so as to render the appearance of said derrick as unobtrusive as practicable. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.47.]
- xxxvii.** That all tools, pipe and other equipment used in connection with any drilling or production operations shall be screened from view, and all drilling operations shall be conducted or carried on behind a solid fence, which shall be maintained in good condition at all times and be painted or stained so as to render such fence as unobtrusive as practicable. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.48.]
- xxxviii.** That no materials, equipment, tools or pipe used for either drilling or production operations shall be delivered to or removed from the controlled drilling site except between the hours of 8:00 am and 6:00 pm, on any day, except in case of emergency incident to unforeseen drilling or production operations, and then only when permission in writing has been previously obtained from the Zoning Administrator. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.49.]
- xxxix.** That no earthen sumps shall be used. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.50.]
- xl.** That within 60 days after the drilling of each well has been completed, and said well placed on production, or abandoned, the derrick, all boilers, and all other drilling equipment shall be entirely removed from the premises unless such derrick and appurtenant equipment is to be used within a reasonable time limit determined by the Administrator for the drilling of another well on the same controlled drilling site. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.51.]
- xli.** That no oil, gas or other hydrocarbon substances may be produced from any well hereby permitted unless all equipment necessarily incident to such production is completely enclosed within a building, the plans for said building to be approved by the Department of Building and Safety and the Fire Department. This building shall be of a permanent type, of attractive design, and constructed in a manner that will eliminate as far as practicable, dust, noise, noxious odors, and vibrations or other conditions which are offensive to the senses, and shall be equipped with such devices as are necessary to eliminate the objectionable features mentioned above.

The architectural treatment of the exterior of such building shall also be subject to the approval of the Zoning Administrator. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.52.]

xlii. That no oil, gas or other hydrocarbon substances may be produced from any well hereby permitted where same is located within or immediately adjoining subdivided areas where 10% of the lots, within 0.5-mile radius thereof, are improved with residential structures, unless all equipment necessarily incidental to such production is countersunk below the natural surface of the ground, and such installation and equipment shall be made in accordance with Fire Department requirements. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.53.]

xliii. That there shall be no tanks or other facilities for the storage of oil erected or maintained on the premises and that all oil products shall be transported from the drilling site by means of an underground pipe line connected directly with the production pump without venting products to the atmospheric pressure at the production site. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.54.]

xliv. That no more than two production tanks shall be installed on said drilling site, neither one of which shall have a rated capacity in excess of 1,000 barrels; that the plans for said tank or tanks, including the plot plans showing the location thereof on the property, shall be submitted to and approved in writing by the Administrator before said tank or tanks and appurtenances are located on the premises, and that said tank or tanks and appurtenances shall be kept painted and maintained in good condition at all times. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.55.]

xlv. That any production tanks shall be countersunk below the natural surface of the ground and the installation thereof shall be made in accordance with safety requirements of the Fire Department. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.56.]

xlvi. That no refinery, dehydrating or absorption plant of any kind shall be constructed, established or maintained on the premises at any time. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.57.]

xlvii. That no sign shall be constructed, erected, maintained or placed on the premises or any part thereof, except those required by law or ordinance to be displayed in connection with the drilling or maintenance of the well. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.58.]

a) That suitable and adequate sanitary toilet and washing facilities shall be installed and maintained in a clean and sanitary condition at all times. [**Editor's note:** Formerly Chapter 1, Section 13.01.F.59.]

- b) That any owner, lessee or permittee and their successors and assigns, shall at all times be insured to the extent of \$100,000 against liability in tort arising from drilling or production, or activities or operations incident thereto, conducted or carried on under or by virtue of the conditions prescribed by written determination by the Administrator as provided in *Sec. 8.2.4.C.3. (Drilling Site Requirements)*. The policy of insurance issued pursuant hereto shall be subject to the approval of the City Attorney, and duplicates shall be furnished to the Zoning Administrator. Each such policy shall be conditioned or endorsed to cover such agents, lessees or representatives of the owner, lessee or permittee as may actually conduct drilling, production or incidental operations permitted by such written determination by the Zoning Administrator. **Editor's note:** Formerly Chapter 1, Section 13.01.F.60.]
- c) All onshore drilling and production installations or facilities shall be removed and the premises restored to their original conditions after all oil and gas wells have been abandoned, unless the City Planning Commission determines otherwise. **Editor's note:** Formerly Chapter 1, Section 13.01.F.62.]

3. Drilling Site Requirements

- a. Any person desiring to drill, deepen or maintain an oil well in an Oil Drilling District that has been established by ordinance, or to drill or deepen and subsequently maintain an oil well in the Heavy Industrial 1 Use District within 500 feet of a more restrictive zone shall file an application in the Department of City Planning on a form provided by the Department, requesting a determination of the conditions under which the operations may be conducted.
- b. Where the district is in an Urbanized or Off-Shore Area, the Zoning Administrator, after investigation, may deny the application if he or she finds that there is available and reasonably obtainable in the same district or in an adjacent or nearby district within a reasonable distance, one or more locations where drilling could be done with greater safety and security with appreciably less harm to other property, or with greater conformity to the Zoning Map, as established in *Sec. 1.4.2. (Zoning Map)*. The Zoning Administrator shall deny an application for a drill site in an Urbanized or Off-Shore Area unless the applicant first files with the Zoning Administrator in a form and executed in a manner approved by the Zoning Administrator either of the following continuing written offers:
 - i. To make the drill site available to competing operators upon reasonable terms; or
 - ii. To enter into or conduct joint operations for a unit or cooperative plan of development of hydrocarbon reserves upon reasonable terms, if whichever course offered is determined to be feasible by the Zoning Administrator, and is subsequently required by him or her in order to effectuate the above set forth purposes; and
 - iii. An agreement to abide by the determination of the Board of Public Works or its designee if any dispute arises as to the reasonableness of those terms after first having an opportunity to be heard. Where the district is in a Non-Urbanized Area, in the Los

Angeles City Oil Field Area, or in those cases where the Zoning Administrator approves an application in an Urbanized or Off-Shore Area, the Zoning Administrator shall determine and prescribe additional conditions or limitations, not in conflict with those specified in the ordinance establishing the district, which he or she deems appropriate in order to give effect to the provisions of this Section and to other provisions of this Zoning Code (Chapter 1A) relating to zoning. Where the proposed operation is in the Heavy Industrial (MH1) Use District and is within 500 feet of a more restrictive zone, the Zoning Administrator shall prescribe conditions and limitations, if any, as he or she deems appropriate to regulate activity which may be materially detrimental to property in the more restrictive zone. All conditions previously imposed by the Zoning Administrator in accordance with the provisions of this Zoning Code (Chapter 1A) are continued in full force and effect.

- c. The Zoning Administrator shall make a written determination within 60 days from the date of the filing of an application and shall forthwith transmit a copy to the applicant.
- d. The determination shall become final after an elapsed period of 15 days from the mailing of the notification to the applicant, unless an appeal is filed within that period, in which case the provisions of *Sec. 13B.2.3. (Class 2 Conditional Use Permit)* concerning the filing and consideration of appeals shall apply.

4. Maintenance of Drilling and Production Sites

- a. Effective August 1, 1962, the following regulations shall apply to existing and future oil wells within the City of Los Angeles, including oil wells operating in accordance with any zone variance, whether by ordinance or approval of the Zoning Administrator, and all oil wells in a Heavy Industrial 1 Use District which are within 500 feet of a more restrictive zone:
 - i. All stationary derricks, including their floors and foundations, shall be removed within 30 days after completion or abandonment of the well (notwithstanding any other provisions of this Zoning Code (Chapter 1A) to the contrary) or by September 1, 1962, whichever occurs later; and thereafter any work done on any existing well which requires the use of a derrick shall be done by a temporary or portable derrick. Such temporary or portable derricks shall be removed within 30 days after the completion of such work.
 - ii. The motors, engines, pumps, and tanks of all such oil wells shall be sealed so that no offensive or obnoxious odor or fumes can be readily detected from any point on adjacent property.
 - iii. The well pumping equipment for such wells shall be muffled or soundproofed so that the noise emanating therefrom, measured from any point on adjacent property, is no more audible than surrounding street traffic, commercial or industrial noises measured at the same point.

- iv. The maximum height of the pumping units for such wells shall not exceed 15 feet above existing grade level.
- v. The site of such wells shall be so landscaped, fenced or concealed that the well and all of its appurtenant apparatus is reasonably protected against public entry, observation or attraction.
- b. In addition to any other authority vested in the Zoning Administrator by Charter and this Zoning Code (Chapter 1A), the Zoning Administrator may waive or modify these regulations if the drilling site is physically inaccessible to a portable derrick, or is located in a mountainous and substantially uninhabited place, or is located in an Industrial Use District and is surrounded by vacant land or is adjacent to land used as permitted in the Industrial Use District, and if the enforcement of such regulations would be discriminatory, unreasonable or would impose a undue hardship upon oil drilling in such locations. The Zoning Administrator may also waive or modify the 16-foot height limitation where, because of the amount of liquid to be raised or the depths at which such fluids are encountered, pumping unit in excess of 16 feet in height is shown by conclusive engineering evidence to be required.
- c. All ordinances and parts of ordinances of the City in conflict herewith are hereby repealed to the extent of such conflict.

D. Procedures

1. Establishing an Oil Drilling District

Oil Drilling Districts boundaries are established and amended in accordance with *Sec.13B.1.4. (Zone Change)*, and are represented as part of the third bracket set of the zone of a lot with the acronym "O."

2. Review of Projects

Projects shall be reviewed in accordance with any applicable procedural elements outlined in *Sec. 8.2.4.C. (District Standards)*.

3. Termination of District

- a. Any ordinance establishing the districts described in this Section shall become null and void one year after the effective date thereof unless oil drilling operations are commenced and diligently prosecuted within such one-year period; provided, however, the Zoning Administrator, upon recommendation of the Board of Public Works or its designee, may extend the termination date for four consecutive additional periods not to exceed one year each, prior to the termination date of each period, if written request is filed therefor with the office of the Zoning Administration setting forth the reasons for said request and the Zoning Administrator determines that good and reasonable cause exists therefor.

- b. Similarly, the Zoning Administrator, upon recommendation of the Board of Public Works or its designee, may extend the termination date for three consecutive additional periods not to exceed one year each, prior to the termination date of each period, for those districts which are part of a group undergoing development from one or more common controlled drilling sites, provided that written request is filed, which sets forth the reasons for the request therefor and the Zoning Administrator determines that good and reasonable cause exists therefor, and providing further that drilling operations have been diligently prosecuted from the common controlled drilling site during the previous extension period. Additional one-year extensions may be made by the Zoning Administrator subject to the approval of the City Planning Commission.
- c. Any ordinance establishing an Urbanized oil district shall become null and void one year after all wells drilled in the district after the effective date of said ordinance have been abandoned in accordance with legal requirements, unless the Zoning Administrator determines that the district is part of a group undergoing development from one or more common, controlled drilling sites, or on the basis of sufficient proof determines that production is allocated thereto from an adjacent, adjoining or nearby Oil Drilling District or districts under a unit or pooling agreement. In such cases the Zoning Administrator may if he finds that good and reasonable cause exists therefor, extend the termination date of the expiring district to coincide with the termination date of the other district or districts in which the one or more common controlled drilling sites are located or from which production is allocated under a unit or pooling agreement. The Zoning Administrator may terminate any such district when the reasons for such extension no longer apply.
- d. Any ordinance establishing a Non-Urbanized district or district in the Los Angeles City Oil Field Area shall become null and void one year after all wells in the district have been abandoned in accordance with legal requirements, unless the Zoning Administrator, on the basis of sufficient proof, determines that the district is part of a group in which secondary hydrocarbon recovery operations are taking place, and that production from an adjoining or adjacent district is allocated thereto under a unit or pooling agreement. In such cases, the Zoning Administrator may, if he finds that good and reasonable cause exists therefor, extend the termination date to coincide with the termination date of the adjoining or adjacent district in which secondary recovery operations are being conducted. The Zoning Administrator may terminate any such district when the reasons for said extension no longer apply.
- e. Zoning ordinance, prohibiting drilling of wells on tracts recently included in Residential Use Districts not an unreasonable exercise of police power and does not deprive lessee which acquired lease prior to zoning of property without due process.

SEC. 8.2.5. **COMMUNITY DESIGN OVERLAY (CDO)**

A. **Intent**

This Section provides a method for maintaining guidelines and standards in existing Community Design Overlays (CDOs) that were established prior to January 1, 2020. The intent of the CDO is to:

1. Ensure that development within communities is in accordance with community design policies adopted in the Community Plans, and with the community design guidelines and standards;
2. Promote the distinctive character, stability, and visual quality of existing neighborhoods and communities by considering the unique architectural character and environmental setting of the district to ensure development visually provides a sense of place;
3. Assist in improving the visual attractiveness of multi-unit housing available to meet the needs of all social and economic groups within the community;
4. Protect areas of natural scenic beauty, cultural or environmental interest;
5. Prevent the development of structures or uses which are not of acceptable exterior design or appearance; and
6. Protect the integrity of previously attained entitlements.
7. Provide for on-going community involvement in project design and evolution of guidelines.

B. **Applicability**

1. **Definition of Project**

The erection, construction, addition to, or exterior structural modification of any building or structure, including, but not limited to, pole signs or monument signs located in a Community Design Overlay. A project does not include construction that consists solely of:

- a. Interior remodeling, interior rehabilitation or repair work;
- b. Modifications of, including structural repairs, or additions to any existing building or structure in which the aggregate value of the work, in any one 24-month period, is less than 50% of the building or structure's replacement value before the modifications or additions, as determined by the Department of Building and Safety, unless the modifications or additions are to any building facade facing a public street; or
- c. A residential building on a lot which is developed entirely as a residential use and consists of 4 or fewer dwelling units, unless expressly provided for in a Community Design Overlay established in accordance with this Section.

2. Reconciling Provisions

a. Zoning Districts

In the event that the provisions of a CDO conflict with any other provisions of the Zoning Districts of a lot, the provisions of the Zoning Districts shall prevail.

b. Other Supplemental Districts

In the event that the provisions of a CDO conflict with provisions of another Supplemental District, the more restrictive provision shall prevail, except that where the provisions of a CDO conflict with those of a Historic Preservation Overlay Zone, then the provisions of the Historic Preservation Overlay Zone shall prevail.

c. Specific Plans

Where the provisions of a CDO conflict with those of a Specific Plan, then the provisions of the Specific Plan shall prevail.

d. Previously Granted Entitlements

Nothing in the guidelines and standards established in a CDO shall interfere with any previously granted entitlements, nor shall they restrict any right authorized in the applied Zoning Districts.

C. District Standards

Each CDO shall establish a design overlay plan which pictorially describes, by professionally accepted architectural graphic techniques, guidelines and standards regarding the location, appearance, configuration, and dimensions of any proposed buildings, structures, and lot improvements, including but not limited to landscaping, walls and fences, roof equipment, pole signs, monument signs, and automobile parking areas.

1. Preparation and Content

- a. Upon initiation, the Director of Planning shall prepare, or cause to be prepared, proposed guidelines and standards based on the design policies contained in the applicable Community Plan. The guidelines and standards shall be organized into those which are anticipated to be superseded by future citywide guidelines and standards, and those that are necessary to protect the unique architectural and environmental features of the CDO.
- b. The standards are in addition to, and do not replace, those set forth in Zoning Districts established in this Zoning Code (Chapter 1A), as amended, and any other relevant ordinances and do not convey any rights not otherwise granted under the provisions and procedures contained in this Zoning Code (Chapter 1A) and other relevant ordinances, except as specifically provided in this Section.

D. Procedures

1. Maintaining an Existing CDO

The City Council may maintain an existing CDO in accordance with *Sec. 13B.1.2. (Specific Plan Adoption/Amendment)*, and are represented as part of the third bracket set of the zone of a lot with the acronym "CDO." However, the CDO shall not change the existing boundaries or establish new guidelines and standards.

2. Boundaries

The CDO shall not change the existing CDO boundaries. A CDO shall not encompass an area designated as an Historic Preservation Overlay Zone in accordance with *Sec. 8.2.6. (Historic Preservation Overlay Zone)*.

3. Issuance of Permits

Within a CDO, no building or demolition permit shall be issued for any project, and no person shall perform any construction work on a project, until the project has been submitted and approved in accordance with *Sec. 8.2.5.D.4. (Director Determination)*. No building permit shall be issued for any project, and no person shall do any construction work on a project except in conformance with the approved Director Determination.

4. Director Determination

The Director of Planning shall approve, with conditions if necessary, a project if the plans comply with the provisions of approved CDO guidelines and standards in accordance with *Sec. 13B.2.5. (Director Determination)*.

a. Supplemental Findings

In addition to the findings established in *Sec. 13B.2.5. (Director Determination)*, the Director of Planning, or the Area Planning Commission on appeal, shall approve a project as requested or in modified form if, based on the application and the evidence submitted, if the Director of Planning or Area Commission finds the following:

- i. That the project substantially complies with the adopted CDO guidelines and standards.
- ii. The structures, site plan and landscaping are harmonious in scale and design with existing development and any cultural, scenic or environmental resources adjacent to the lot and in the vicinity.

b. Notice of Director's Determination

Instead of the transmittal requirements in *Sec. 13B.2.5. (Director Determination)*, a Notice of the Director's Determination, and copies of the approved plans, shall be mailed to the applicant, the Department of Building and Safety, the Councilmember in whose City

Council District the project is located, the Citizen Advisory Committee, and any persons or organizations commenting on the application or requesting a Notice.

SEC. 8.2.6. HISTORIC PRESERVATION OVERLAY ZONE (HPOZ)

A. Intent

1. As a matter of public policy, the recognition, preservation, enhancement, and use of buildings, structures, landscaping, natural features, and areas within the City having historic, architectural, cultural or aesthetic significance are required in the interest of the health, economic prosperity, cultural enrichment, and general welfare of the people. The intent of this Section is to establish a local historic district tool that:
 - a. Protects and enhances the use of buildings, structures, natural features, and areas, which are reminders of the City's history, or which are unique and irreplaceable assets to the City and its neighborhoods, or which are worthy examples of past architectural styles;
 - b. Develops and maintains the appropriate settings and environment to preserve these buildings, structures, landscaping, natural features, and areas;
 - c. Enhances property values, stabilize neighborhoods or communities, render property eligible for financial benefits, and promote tourist trade and interest;
 - d. Fosters public appreciation of the beauty of the City, of the accomplishments of its past as reflected through its buildings, structures, landscaping, natural features, and areas;
 - e. Promotes education by preserving and encouraging interest in cultural, social, economic, political, and architectural phases of its history;
 - f. Promotes the involvement of all aspects of the City's diverse neighborhoods in the historic preservation process; and
 - g. Ensures that all procedures comply with the CEQA.

B. Applicability

1. Definition of Project

A project is the addition, modification, construction, demolition, reconstruction, rehabilitation, relocation, removal or restoration of the exterior of any building, structure, landscaping, natural feature, or lot, within a Historic Preservation Overlay Zone, except as provided under Sec. 8.2.6.B.2. (Exemptions). A Project may or may not require a building permit, and may include but not be limited to changing exterior paint color, removal of significant trees or landscaping, installation or removal of fencing, replacement of windows or doors which are character-defining features of architectural styles, removal of features, or changes to public spaces and similar activities.

2. Exemptions

This Section does not apply to the following:

a. Emergency or Hazardous Conditions

The correction of emergency or hazardous conditions where the Department of Building and Safety, Housing and Community Investment Department, or other enforcement agency has determined that emergency or hazardous conditions currently exist and the emergency or hazardous conditions shall be corrected in the interest of the public health, safety, and welfare. When feasible, the Department of Building and Safety, Housing and Community Investment Department, or other enforcement agency should consult with the Director of Planning on how to correct the hazardous condition, consistent with the goals of the Historic Preservation Overlay Zone. However, any other work shall comply with the provisions of this Section.

b. Department of Public Works Improvements

Department of Public Works improvements located, in whole or in part, within a Historic Preservation Overlay Zone:

- i. Where the Director of Planning finds:
 - a) That the certified Historic Resources Survey for the Historic Preservation Overlay Zone does not identify any Contributing Elements located within the public right-of-way or where the public right-of-way is not specifically addressed in the approved Preservation Plan for the Historic Preservation Overlay Zone; and
 - b) Where the Department of Public Works has completed the CEQA review of the proposed improvement, and the review has determined that the improvement is exempt from CEQA, or will have no potentially significant environmental impacts.
- ii. The relevant Board shall be notified of the Project, given a description of the Project, and an opportunity to comment.

c. Historical Property Contracts

Work authorized by an approved Historical Property Contract by the City Council, or where a building, structure, landscaping, natural features, or lot has been designated as a City Historic-Cultural Monument by the City Council, unless proposed for demolition. However, those properties with Federal or State historic designation which are not designated as City Historic-Cultural Monuments or do not have a City Historical Property Contract are not exempt from review under this Section.

d. Structural Repairs

Where work consists of repair to existing structural elements and foundations with no physical change to the exterior of a building.

e. Interior Modifications

Where work consists of interior modifications that do not result in a change to an exterior feature.

f. Preservation Plan Exemptions

Where the type of work has been specifically deemed exempt from review as set forth in the approved Preservation Plan for a specific Historic Preservation Overlay Zone.

3. Authority of Cultural Heritage Commission not Affected

Nothing in this Section supersedes or overrides the Cultural Heritage Commission's authority as provided in *LAAC Division 22 (Departments, Bureaus and Agencies Under the Control of the Mayor and Council), Chapter 7 (Cultural Affairs Department), Article 4 (Cultural Heritage Commission), Sec. 22.132. (Permits Required)* and *LAAC Division 22 (Departments, Bureaus and Agencies Under the Control of the Mayor and Council), Chapter 7 (Cultural Affairs Department), Article 4 (Cultural Heritage Commission), Sec. 22.133. (Time for Objection by the Commission)*.

4. Publicly Owned Property

The provisions of this Section shall apply to any building, structure, landscaping, natural features, or lot within a Historic Preservation Overlay Zone which is owned or leased by a public entity to the extent permitted by law.

C. District Standards

1. Preservation Plans

District Standards are established in each specific Historic Preservation Overlay Zones as a Preservation Plan adopted in accordance with *Sec. 13B.8.3. (Preservation Plan Adoption / Amendment)*.

D. Procedures

1. Establishing an HPOZ

Historic Preservation Overlay Zone regulations, or Preservation Plan, and boundaries are established and amended in accordance with *Div. 13B.8. (Historic Preservation)*, and are represented as part of the third bracket set of the Zoning Districts of a lot with the acronym "HPOZ."

2. Review of Projects

Projects in Historic Preservation Overlay Zones shall be reviewed in accordance with *Div. 13B.8. (Historic Preservation)*.

SEC. 8.2.7. CONSERVATION DISTRICTS (CD)

A. Intent

The intent of a Conservation District is to maintain any areas of the City that are listed in a historic resources survey as eligible to be designated historic resources, and assure that individual surveyed historic resources retain sufficient integrity to help ensure their eligibility for future designation. A Conservation District is not an historic designation, but rather a series of standards and additional review that provide protection beyond that afforded by Zoning Districts alone. Conservation Districts are an additional tool to complement existing historic designations, thus filling a void left by other existing tools.

B. Applicability

1. Definition of Project

A project is any demolition, new construction, addition, facade modification, or maintenance & repair of the exterior, regardless of whether a building permit is required or not, of any surveyed historic resources and is located within a Conservation District.

2. Scope of District Standards

A project shall be subject to the provisions established in *Sec. 8.2.7.C. (District Standards)*, which applies to facade modifications to primary and secondary facades of surveyed historic resources, to the peak of the highest roof ridge or 15-foot depth, whichever is greater. Conservation District standards do not apply to accessory buildings.

3. Reconciling Provisions

a. Zoning Districts

In the event that the provisions of a Conservation District conflict with any other provision of a Zoning District, the other provisions of the Zoning District will prevail.

b. Other Supplemental Districts

In the event that the provisions of a Conservation District conflict with provisions of another Supplemental District, the more restrictive provision shall prevail.

c. Specific Plans

Where the provisions of a Conservation District conflict with those of a Specific Plan, then the provisions of the Specific Plan shall prevail.

C. District Standards

1. Modification and Replacement of Architectural Elements

- a. Deteriorated historic architectural elements shall be repaired rather than replaced. If deteriorated historic architectural elements cannot be repaired, replacements shall match the original in size, shape, scale, materials, finish, texture, detail, arrangement of panes, hardware, method of construction, and profile.
- b. When original architectural elements have been lost and shall be replaced, replacement designs shall be based on available historic evidence. If a similar architectural element exists on the existing structure, the replacement architectural element shall match the original in material, texture, size, or scale. If no such evidence or architectural element exists, the replacement shall comply with any applied Character Frontage District.
- c. Original building materials and architectural elements shall not be covered or replaced with stucco, vinyl siding or other materials.
- d. Additional architectural elements shall not be added if they did not exist historically. For example, the addition of decorative “gingerbread” brackets to a Craftsman-style porch is considered inappropriate. Awnings and railings are exempt from this requirement.
- e. Enclosure of part or all of a historic architectural element on street-facing facades shall not be approved. See *Sec. 14.1.6.D. (Street-Facing Facade)*.
- f. Additions or related new construction shall have a different principal exterior material than the existing structure, as established in *Sec. 3D.10.1. (Principal Material)*, or the addition shall be recessed or project from the existing facade at least 6 inches. The principal exterior materials are regulated by the applied Character Frontage District, as established in *Div. 3B.9. (Character Frontage)*.

2. Demolition of Surveyed Historic Resources

For any project that involves demolition of surveyed historic resources, approval shall not be issued, in accordance with *Sec. 8.2.7.D.3. (Director Determination)*, until one of the following occurs:

- a. The Director of Planning, in consultation with the Office of Historic Resources, determines, based upon a Phase 1 Historic Resources Assessment and substantial evidence, that the surveyed historic resources are not a historical resource.
- b. No demolition permit for contributing structures shall be issued until a replacement project has been approved in accordance with *Sec. 8.2.7.D.3. (Director Determination)*. A surface parking lot shall not qualify as a replacement project.

D. Procedures

1. Establishing a Conservation District

Conservation District boundaries are established and amended in accordance with Sec. 13B.1.2. (*Specific Plan Adoption/Amendment*), and are represented as part of the third bracket set of the zone of a lot with the acronym "CD." Conservation Districts shall:

- a. Be within the boundaries of an area identified in Survey LA or another officially recognized historic resources survey as eligible for historic designation.
- b. Encompass at least one block face.
- c. Be applied in conjunction with a Character Frontage District, as established in *Div. 3B.9. (Character Frontage)*, appropriate for the area listed in an historic resources survey as eligible to become a designated historic resource.

2. Issuance of Permits

For all projects within a Conservation District, the Department of Building and Safety shall not issue a grading, building, or demolition permit unless approved by the Department of City Planning in accordance with Sec. 8.2.7.D.3. (*Director Determination*).

3. Director Determination

The Director of Planning shall approve, with conditions if necessary, a project if the plans comply with the standards established in Sec. 8.2.7.C. (*District Standards*) in accordance with Sec. 13B.2.5. (*Director Determination*).

a. Supplemental Notification

In addition to the notification requirements in Sec. 13B.2.5. (*Director Determination*), no demolition permit for surveyed historic resources shall be issued until the applicant has complied with *LAMC Chapter 9 (Building Regulations)*, Sec. 91.106.4.5.1. (*Notification of Demolition*).

DIV. 8.3. SPECIAL DISTRICTS

SEC. 8.3.1. GENERAL

A. Intent

In order to achieve specific planning objectives in designated areas having unique characteristics, Special Districts may replace the Zoning Districts and Supplemental Districts established in *Sec. 1.5.2.A. (Applicability)*. 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 this Zoning Code (Chapter 1A), except as outlined within each Special District.

B. Applicability

1. Establishing Special Districts

New Special Districts are established, and the enabling provisions are amended by the City Council in accordance with *Sec. 13B.1.3. (Zoning Code Amendment)*. Special Districts are applied to lots as outlined in each district, and are the zone of a lot, as outlined in *Sec. 1.4.2.A.4. (Special Districts)*, with the acronym established for each district. Special Districts may utilize the provisions of this Zoning Code (Chapter 1A) or a Specific Plan as the vehicle for regulatory measures necessary to achieve the planning objectives that necessitate their creation.

2. Limitations on Supplemental Districts

The Special Districts established in Division 8.3. (Special Districts) supersede any Zoning District, as established in *Sec. 1.4.2.A.1. (Zoning Districts)*, and shall only be limited by State, local, and Federal law.

3. Reconciling Provisions

Special Districts shall contain self-contained zoning regulations, within Division 8.3. (Special Districts) or via a Specific Plan, which may include references to apply other provisions of this Zoning Code (Chapter 1A). Special Districts shall apply the defined terms and regulations within this Zoning Code (Chapter 1A), but may replace them as needed. In the event that the provisions of a Special District or its corresponding Specific Plan conflict with any other provision of this Zoning Code (Chapter 1A), the provisions of the Special District or its corresponding Specific Plan shall prevail.

4. Issuance of Building Permits

Unless otherwise stated in Division 8.3. (Special Districts), for any project within a Special District, the Department of Building and Safety may not issue a building permit for a project unless it complies with the provisions of the Special District or its corresponding Specific Plan.

5. Violations

The violation of any provision of a Special District or condition imposed by a decision-making body in approving the site requirements, methods of operation, development plans or other actions taken in accordance with the authority contained in Division 8.3. (Special Districts) shall constitute a violation of this Zoning Code (Chapter 1A).

SEC. 8.3.2. FREEWAY (FWY)

A. Intent

The Freeway Special District (FWY) is intended to regulate property owned by the California Department of Transportation (Caltrans). To the extent that Caltrans is using or building on State-owned property for highway purposes, it will be immune from the regulations established in this Zoning Code (Chapter 1A). However, when Caltrans property is being used wholly or in part for other purposes, the following limitations on development and use shall apply.

B. Development of Caltrans Land

1. Floor Area

Development of land is limited to a maximum floor area of 50% of the lot area.

2. Use

The use of Caltrans land for non-highway purposes shall be limited to those uses listed below and further defined in *Article 5. (Use)*, and only permitted by approval of a conditional use permit as outlined below.

Uses	Permission Level
Civic	
Local	C3
Regional	C3
Fleet Services	C3
Motor Vehicle Sales & Rental	
Household moving truck rental	C3
Standard Vehicle	C3
Commercial Vehicle	C3
Motor Vehicle Services	
General	C3
Car Wash	C3
Fueling Station	C3
Commercial Vehicle	C3
Nature Reserve	C3
Office, Government	C3
Open Space, Public	C3

Uses	Permission Level
Parking	C3
Public Safety Facility	C3
Railway Facility	C3
Recreation, Public	C3
Solar Energy Facility	C3
Storage, Indoor	
General	C3
Self-Service Facility	C3
Storage, Outdoor	
General	C3
Official Motor Vehicle Impound	C3
Standard Vehicle	C3
Commercial Vehicle	C3
Transit Terminal	C3
Utilities	
Minor	C3
Major	C3
Wireless Facility	
Rooftop	C2
Monopole	C2

a. C2 Permission Level

A permission level of C2 indicates that the use may be permitted only after approval by the Zoning Administrator, in accordance with *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

b. C3 Permission Level

A permission level of C3 indicates that the use may be permitted only after approval by the City Planning Commission, in accordance with *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*. In addition to the findings outlined in *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission shall also determine that in approving the proposed use, the project will not expose the general public to prolonged or sustained health and safety impacts.

3. Freeway Screening

Projects approved for one of the permissible non-highway uses must provide a Type T-3 transition screen as established in *Sec. 4C.8.2.C.3.c. (T-Screen 3)* for the entire length of any lot line abutting a highway. On lots where tree planting is infeasible, such as lots located beneath above-grade highways, or on lots with no highway adjacency, such as lots on capped highways, applicants may apply for relief as outlined in *Sec. 4C.6.2.E. (Relief)*.

C. Sale of Caltrans Land

In the event Caltrans property is sold to another party, the limitations established in *Sec. 8.3.2.B. (Development of Caltrans Land)* shall continue to apply unless the Freeway Special District designation has been changed to a zone in accordance with *Sec. 13.B.1.4. (Zone Change)*.

SEC. 8.3.3. OCEAN - SUBMERGED LAND (SL)

A. Intent

1. The Ocean - Submerged Land Special District (SL) is intended to regulate the Los Angeles City seacoast and off-shore water and underwater areas. These areas constitute a unique and important geographical and scenic resource, utilized for shipping, industry, commerce, residence, and recreation.
2. Offshore zoning is a related and appropriate extension of planning and zoning principles and practices on land. Their basic intent is to protect all users of affected land from the recognized problems and depreciation brought about by unregulated development. Particular intent in Los Angeles includes:
 - a. Protection of the recreational, residential, and scenic uses of coast areas, now much in demand for these uses and with greater demand forecast for the future;
 - b. Preservation of the near seaward prospect of residential zones along the coast, where this outlook constitutes part of the environment and value of overlooking onshore properties; and
 - c. Provision for such other uses as benefit the public and City without significant impairment of these recreational and residential uses.
3. To permit new coastline or off-shore developments of conflicting type which are not essential to the public interest and could jeopardize or downgrade existing recreational and residential users, would not constitute proper consideration of public necessity, convenience, general welfare, and good zoning practice.
4. To realize the purposes enumerated above, in accordance with established planning principles, practice and supportive zoning, certain general objectives shall be met and certain specific requirements are normally necessary for the constructive control of off-shore activities, whether achieved by zone change, variance, Supplemental District, or otherwise.

B. General Provisions

1. There shall be no chemical and biological contamination, visual clouding or soiling of urban coastline, beaches or offshore waters by industrial or commercial uses.
2. Installations on-shore, temporary or relatively permanent, shall be of such size, nature, location, and spacing that they do not significantly interfere with or adversely affect the

residential and recreational use, operation, environment or enjoyment of coastline and off-shore areas.

3. The preservation of urban coastline and off-shore areas, above and below water level, in the natural state or for recreation and residence, should take precedence if their function and enjoyment are threatened by additional potentially conflicting off-shore uses which are not clearly of greater public necessity and interest.
4. Any shoreline industrial or commercial uses should be of limited and designated duration, with provision for complete removal of installations and restoration of the prior or natural state after expiration of the permissible time period, unless such removal and restoration are unnecessary to maintain desirable recreational and residential environment.
5. No industrial or commercial operations should be undertaken where or when they may significantly alter the underlying geologic stability of other areas, offshore and onshore, or otherwise bring about undesirable changes of basic topographical condition.
6. Piers, jetties, causeways, human-made islands, bridges or other connective structures should be prohibited, except when they enhance the recreational/residential environment.
7. Emission of smoke, steam, chemical, odor, sound, artificial light of other form of atmospheric pollutant or environmental impairment from any seaside industrial or commercial installation or facility should be controlled to fulfill the purposes of this zoning.
8. No provision of off-shore urban zoning should conflict with State, Federal or international rights or control established by law within the same geographical areas.

C. Development of Ocean - Submerged Land

For all projects within a Ocean - Submerged Land Special District, the Department of Building and Safety shall not issue any permit unless approved as established below.

1. Any development on property of any kind within an SL Ocean - Submerged Land Special District shall be permitted only by approval of the City Planning Commission, in accordance with *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*.
2. No piers, jetties, man-made islands, floating installations or the like are permitted in connection with any permitted uses unless authorized under the provisions of *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*.

D. Use of Ocean - Submerged Land

No property of any kind within the SL Ocean - Submerged Land Special District shall be used except for the following uses, or when a Supplemental District is created in accordance with the provisions of *Article 8 (Specific Plans & Supplemental Districts)*, provided, however, that in no event shall any property be used for surface-type operations (either above or below water level) relating to oil drilling and production of oil, gas, or hydrocarbons.

1. Navigation.
2. Commercial Shipping.
3. Fishing.
4. Recreation.
5. Any use required by any trust or legislative grant to the City of Los Angeles.

ARTICLE 9.
**PUBLIC BENEFIT
SYSTEMS**

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DIV. 9.1. INTRODUCTORY PROVISIONS

SEC. 9.1.1. PURPOSE

The purpose of this Article is to establish procedures for implementing State Density Bonus provisions, as set forth in *California Government Code Sections 65915-65918*, local incentives to increase the production of affordable housing, as well as other programs to facilitate the provision of public benefits to communities in the vicinity of new development in the City consistent with the General Plan and other housing-related City policies. Incentives include, but are not limited to, relief from a variety of regulations and requirements, or the granting of additional allowances beyond what would be normally allowed. In addition, it is also the purpose of this Article to provide mechanisms to use the maximum bonus FAR, bonus height, and bonus stories as allowed in the applied Form District.

SEC. 9.1.2. GENERAL PROVISIONS

A. Summary

This Article consists of affordable housing incentive programs established in *Div. 9.2. (Affordable Housing Programs)*, the community benefits program established in *Div. 9.3. (Community Benefits Program)*, a variety of other incentive programs established in *Div. 9.4. (General Incentive Programs)*, and accessory dwelling unit incentive programs established in *Div. 9.5. (Accessory Dwelling Unit Incentive Programs)*.

B. Eligibility

Any project containing 5 or more dwelling units, including projects with subdivisions of land, may use an affordable housing program as outlined in *Div. 9.2. (Affordable Housing Incentive Programs)* or *Div. 9.3. (Community Benefits Program)*, pursuant to the eligibility requirements for the specific program being used. The programs outlined in *Div. 9.4. (General Incentive Programs)* can be used, as applicable, and in conjunction with any other incentive program established in this Article.

C. Incentives

This Article may grant relief from a variety of regulations and requirements, or the granting of additional allowances beyond what is normally allowed by this Zoning Code (Chapter 1A) in order to incentivize and facilitate the provision of public benefits as part of the development or use of property in the City.

DIV. 9.2. AFFORDABLE HOUSING INCENTIVE PROGRAMS

SEC. 9.2.1. DENSITY BONUS

A. Purpose

The purpose of this Section is to establish procedures for implementing the State Density Bonus provisions in *California Government Code Sections 65915-65918*, as well as to increase the production of affordable housing in the City of Los Angeles, consistent with the General Plan and other City policies related to housing.

B. Eligibility

1. Base Incentives

A housing development project will be granted a density bonus, including incentives, concessions, and waivers of development standards, in exchange for the required percentage of restricted affordable units established in *Sec. .9.2.1.C. (Base Incentives - Density and Parking)*, only where the project has not used any other Affordable Housing Incentive Program.

2. Additional Incentives

a. General Eligibility

To be eligible for any incentives in this *Sec. 9.2.1.D. (Additional Incentives)*, a housing development project (other than an adaptive reuse project) shall comply with all of the following:

- i. The housing development project shall not be a contributing element in a designated Historic Preservation District and shall not be on the City of Los Angeles list of Historical-Cultural Monuments.
- ii. The housing development project shall not be located on a substandard hillside limited street in a hillside area or in a very high fire hazard severity zone as established in *LAMC Chapter 5 (Public Safety and Protection), Article 7 (Fire Code)*.

b. Number of Additional Incentives

- i. A housing development project that is in compliance with the eligibility criteria in *Sec. 9.2.1.E.1. (Eligibility for Certain Incentives)*, shall be granted the number of additional incentives set forth in the table below.

NUMBER OF ADDITIONAL INCENTIVES			
Level of Affordability	Required Percentage of Restricted Units (excluding density bonus units)		
	1 INCENTIVE	2 INCENTIVES	3 INCENTIVES
Very Low Income	5%	10%	15%
Low Income	10%	20%	30%
Moderate Income	10%	20%	30%

- ii. A housing development project that consists of 100% on-site restricted affordable units, exclusive of a manager’s unit or units, that is in compliance with the eligibility criteria in Sec. 9.2.1.E.1. (*Eligibility for Certain Incentives*), shall be granted 4 additional incentives.

3. **General Standards**

a. **Calculating Density**

The bonus dwelling units are not counted when calculating the total number of units.

b. **Fractional Units**

For the purposes of this Section, regardless of Sec. 6C.1.2. (*Lot Area Per Household Dwelling Unit*) or Sec. 6C.1.3. (*Lot Area Per Efficiency Dwelling Unit*), in calculating base density and restricted affordable units, any number resulting in a fraction is rounded up to the next whole number.

c. **Other Discretionary Approvals**

Approval of density bonus units does not, in and of itself, trigger other discretionary review actions required by this Zoning Code (Chapter 1A) that are applicable based on the number of dwelling unitL.

C. **Base Incentives – Density & Parking**

Any housing development project that meets the criteria established in Sec. 9.2.1.B.1. (*Base Incentives*) will receive the base incentives outlined below.

1. **Density**

a. **Very Low Income Restricted Affordable Units - For-Sale or Rental**

- i. A housing development project that includes 5% of the total units for very low income households, either in rental units or for-sale units, will be granted a minimum density bonus of 20% that may be applied to any part of the housing development project.
- ii. The density bonus may be increased according to the table below, up to a maximum of 35%.

VERY LOW INCOME UNITS	
% of Total Units	% Density Bonus
5%	20.0%
6%	22.5%
7%	25.0%
8%	27.5%
9%	30.0%
10%	32.5%
11%	35.0%

- iii. Projects seeking a Density Bonus of greater than 35% may do so pursuant to Sec. 9.2.1.F. (*Housing Development Project Exceeding 35% Density Bonus*) or Sec. 9.2.1.H. (*Projects Exceeding 35% Density Bonus That Do Not Comply With Subsection F.*)

b. Low Income Restricted Affordable Units - For-Sale or Rental

- i. A housing development project that includes 10% of the total units for low income households, either in rental units or for-sale units, will be granted a minimum density bonus of 20% that may be applied to any part of the housing development project.
- ii. The density bonus may be increased according to the table below, up to a maximum of 35%.

LOW INCOME UNITS	
% of Total Units	% Density Bonus
10%	20.0%
11%	21.5%
12%	23.0%
13%	24.5%
14%	26.0%
15%	27.5%
16%	29.0%
17%	30.5%
18%	32.0%
19%	33.5%
20%	35.0%

- iii. Projects seeking a Density Bonus of greater than 35% may do so pursuant to Sec. 9.2.1.F. (*Housing Development Project Exceeding 35% Density Bonus*) or Sec. 9.2.1.H. (*Projects Exceeding 35% Density Bonus That Do Not Comply With Subsection F.*)

c. Common Interest Development with Low Income or Very Low Income Restricted Affordable Units

In a common interest development (such as a condominium), as defined in *California Civil Code Section 4100*, with low income or very low income restricted affordable units, restricted affordable units may be for sale or for rent.

d. Common Interest Development with Moderate Income Restricted Affordable Units

- i. A common interest development (such as a condominium), as defined in *California Civil Code Section 4100*, that includes at least 10% of its units for moderate income households will be granted a minimum density bonus of 5%. The density bonus may be increased according to the table below, up to a maximum of 35%.

MODERATE INCOME UNITS	
% of Total Units	% Density Bonus
10%	5%
11%	6%
12%	7%
13%	8%
14%	9%
15%	10%
16%	11%
17%	12%
18%	13%
19%	14%
20%	15%
21%	16%
22%	17%
23%	18%
24%	19%
25%	20%
26%	21%
27%	22%
28%	23%
29%	24%
30%	25%
31%	26%
32%	27%
33%	28%
34%	29%
35%	30%

MODERATE INCOME UNITS	
% of Total Units	% Density Bonus
36%	31%
37%	32%
38%	33%
39%	34%
40%	35%

- ii. Projects seeking a Density Bonus of greater than 35% may do so pursuant to Sec. 9.2.1.F. (*Housing Development Project Exceeding 35% Density Bonus*) or Sec. 9.2.1.H. (*Projects Exceeding 35% Density Bonus That Do Not Comply With Subsection F.*)

e. Senior Citizen Housing - For-Sale or Rental at Market-Rate

A senior citizen housing development, as defined in *California Civil Code Sections 51.3 and 51.12*, or a mobilehome park that limits residency based on age requirements for housing for older persons pursuant to *California Civil Code Section 798.76* or *California Civil Code Section 799.5* shall be granted a density bonus of 20%.

f. Preschool/Daycare Facility

A housing development project that conforms to one of the sets of requirements of Paragraphs a. through d. above and includes a preschool/daycare facility located on the premises of, as part of, or adjacent to the project, will be granted either of the following:

- i. An additional density bonus that is, for purposes of calculating residential density, an increase in the floor area of the project equal to the floor area of the preschool/daycare facility included in the project.
- ii. One additional incentive, as provided in Sec. 9.2.1.E. (*Additional Incentives*).

g. Land Donation

An applicant for a subdivision, or other residential development approval, that donates land for housing to the City of Los Angeles satisfying the criteria of *California Government Code Section 65915(h)(2)*, as verified by the Department of City Planning, will be granted a density bonus of 15%.

h. Restricted Affordable Units Located Near Transit Stop/Major Employment Center

In a housing development project located in or within 1,500 feet of a transit stop/major employment center, an applicant may opt to provide a greater number of smaller restricted affordable units in lieu of providing the requisite number of restricted affordable units that would otherwise be required under this Section, provided that:

- i. The smaller restricted affordable units meet the minimum unit size requirements established by the Low Income Housing Tax Credit Program as administered by the California Tax Credit Allocation Committee (TCAC);
- ii. The total number of dwelling units in the housing development project, including density bonus units, does not exceed the maximum permitted by this Section;
- iii. The smaller restricted affordable units are distributed throughout the building and have proportionally the same number of bedrooms as the market rate units; and
- iv. The area of the aggregate smaller restricted affordable units is equal to or greater than the square footage of the aggregate restricted affordable units that would otherwise be required under this Section.

i. **Condominium Conversion**

A housing development project that involves the conversion of apartments into condominiums and that includes 33% of its units restricted to households of low income or moderate income, or 15% of its dwelling units restricted to households of very low income, will be granted a density bonus of 25% or up to three additional incentives as provided in *Sec. 9.2.1.E. (Additional Incentives)*.

2. **Automobile Parking**

A housing development project that qualifies for a density bonus and complies with this Section may provide parking in compliance with the applicable parking provisions of *Div. 4C.4. (Automobile Parking)*, or with one of the applicable parking options below.

a. **Parking Option 1**

Required parking for all dwelling units in the housing development project (not just the restricted affordable units), inclusive of accessible parking and guest parking, shall be reduced to the following requirements:

- i. For each dwelling unit of 0-1 bedroom: 1 on-site parking space.
- ii. For each dwelling unit of 2-3 bedrooms: 1.5 on-site parking spaces.
- iii. For each dwelling unit of 4 or more bedrooms: 2.5 on-site parking spaces.

b. **Parking Option 2**

Required parking for all other non-restricted units must comply with the applicable provisions of *Div. 4C.4. (Automobile Parking)*. Required parking for any restricted affordable units may be reduced as set forth below.

- i. One parking space per restricted affordable unit, except that restricted affordable units for low income or very low income senior citizens or disabled persons require 0.5 parking spaces for each unit; and/or

- ii. Up to 40% of the required parking for restricted affordable units may be provided in compact parking stalls.

D. Additional Incentives

Any housing development project that meets the criteria established in *Sec. 9.2.1.B.2. (Additional Incentives)* will receive the base incentives outlined below.

1. Yard Incentive

Up to 20% decrease in the required width or depth of any individual yard, except along any property line that abuts a property zoned with a Residential Limited, Agriculture, or Open Space Use District.

2. Building Coverage Incentive

Up to 20% increase in building coverage limits.

3. Lot Width Incentive

Up to 20% decrease in the required lot width.

4. Floor Area Ratio Incentive

A housing development project shall be granted one of the following incentives:

- a. An allotment of additional floor area equal to the percentage of density bonus for which the housing development project is eligible, not to exceed 35%. This additional floor area shall be calculated based on the maximum floor area of the Base FAR of the applied Form District.
- b. Regardless of the applied Form District, a housing development project shall receive a floor area ratio not to exceed 2.5:1, provided:
 - i. The housing development project contains the requisite number of restricted affordable units to qualify for a 35% Density Bonus;
 - ii. The project site is zoned with a Commercial-Mixed or Commercial Use District;
 - iii. The project site fronts on a street designated as a boulevard or avenue in the General Plan Mobility Element; and
 - iv. 50% or more of the project site is located within 1,500 feet of a transit stop/major employment center.
- c. Regardless of the applied Form District, a housing development project shall receive a floor area ratio not to exceed 2.5:1, provided:
 - i. At least 80% of the units in a rental project are restricted affordable units or 45% of units in a for-sale project are restricted affordable units;

- ii. The project site is zoned with a Commercial-Mixed or Commercial Use District; and
- iii. 50% or more of the project site is located within 1,500 feet of a transit stop/major employment center.

5. Height Incentive

A percentage increase in the height in feet limit equal to the percentage of density bonus for which the housing development project is eligible, except:

- a. In any zone in which the height or number of stories is limited, this incentive permits a maximum of 11 additional feet or one additional story, whichever is lower.
 - i. No additional height is permitted for that portion of a building in a housing development project that is located within 15 feet of a lot zoned with a 2L Density District.
 - ii. For each foot of additional height, the building must be set back one horizontal foot.
- b. No additional height is permitted for any portion of a building in a housing development project located on a lot sharing a common lot line with or across an alley from a lot with a 1L Density District.
- c. No additional height shall be permitted for any portion of a building in a housing development project located on a lot sharing a common lot line with or across an alley from a lot with an 1L Density District. This prohibition shall not apply if the lot on which the housing development project is located is within 1,500 feet of a transit stop but no additional height shall be permitted for that portion of a building in the housing development project that is located within 50 feet of a lot with an 1L Density District.

6. Lot & Residential Amenity Space Incentive

Up to 20% decrease from lot amenity space and residential amenity space requirements.

7. Density Calculation Incentive

The area of any land required to be dedicated for street or alley purposes may be included as lot area for purposes of calculating the maximum density permitted by the applied Density District in which the housing development project is located.

8. Averaging of Floor Area Ratio, Density, Parking or Lot Amenity Space

A housing development project that is located on two or more contiguous lots may average the floor area, density, lot amenity space, and parking over the project site, provided that:

- a. The housing development project includes 11% or more of the dwelling units as restricted affordable units for very low income households, or 20% or more of the units for low income households, or 30% or more of the units for moderate income households;
- b. The proposed use is permitted by the applied Use District of each parcel; and

- c. No further lot line adjustment or any other action that may cause the housing development project site to be subdivided subsequent to this grant is permitted.

E. Housing Development Project Exceeding 35% Density Bonus

1. A housing development project may be granted additional density increases beyond 35% by providing additional restricted affordable units in the following manner:
 - a. For every additional 1% of the total dwelling units set aside for very low income units for sale or rental, the project is granted an additional 2.5% density increase;
 - b. For every additional 1% of the total dwelling units set aside for low income units for sale or rental, the project is granted an additional 1.5% density increase; and
 - c. For every additional 1% set aside of the total dwelling units for moderate income units in for-sale projects, the project is granted an additional 1% density increase.
2. A housing development project receiving additional density increases beyond 35% is eligible to request the incentives in *Sec. 9.2.1.D. (Base Incentives – Density & Parking)* and *Sec. 9.2.1.E. (Additional Incentives)* in this Section.

F. Procedures

1. Projects with No Additional Incentives

Housing development projects requesting only the incentives outlined in *Sec. 9.2.1.D. (Base Incentives – Density & Parking)*, without any incentives outlined in *Sec. 9.2.1.E. (Additional Incentives)*, are ministerial.

2. Projects Requesting Additional Incentives

- a. Housing development projects that qualify for base incentives, request up to three additional incentives, and require no other discretionary actions, must file an application pursuant to *Sec. 13B.2.5. (Director Determination)*. Regardless of the findings established in *Sec. 13B.2.5. (Director Determination)*, the Director of Planning must approve a density bonus and requested additional incentives unless the Director of Planning finds that:
 - i. The incentive is not required in order to provide for affordable housing costs as defined in *California Health and Safety Code Sec. 50052.5.*, or affordable housing rents as defined in *California Health and Safety Code Sec. 50053.*; or
 - ii. The incentive will have a specific adverse impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to very low income, low income, and moderate income households. Inconsistency with the zoning or General Plan designation of a lot does not constitute a specific adverse impact upon the public health or safety.

- b. For housing development projects that request up to three additional incentives and that require other discretionary actions, the applicable procedures set forth in Sec. 13A.2.10. (*Multiple Approvals*) apply.
 - i. The decision must include a separate section clearly labeled “Density Bonus/Affordable Housing Incentives Determination.”
 - ii. Regardless of any other findings that may be applicable, the decision-maker must approve base incentives and requested additional incentives unless the decision-maker, based upon substantial evidence, makes either of the findings in Sec. 9.2.1.G.2.a.

3. Projects with Requests for Waiver or Modification

a. Application

Housing development projects that qualify for incentives by meeting the minimum required percentage of restricted affordable units, as outlined in Sec. 9.2.1.D.1. (*Density*), and for which the applicant requests a waiver or modification of any Form District standard or Development Standards District standard that is not included in the incentives outlined in Sec. 9.2.1.E. (*Additional Incentives*) must file an application pursuant to Sec. 13B.2.3. (*Class 3 Conditional Use Permit*).

b. Decision

- i. The decision of the City Planning Commission on a Conditional Use Permit under this Section is final.
- ii. Regardless of any other findings that may be applicable, the decision-maker must approve base incentives and requested waiver or modification of any Form District standard or Development Standards District standard unless the decision-maker, based upon substantial evidence, makes either of the findings in Sec. 9.2.1.G.2.a.
- iii. For housing development projects requesting waiver or modification of any Form District standard or Development Standards District standard not included in the incentives outlined in Sec. 9.2.1.E. (*Additional Incentives*) that include other discretionary applications, the procedures of Sec. 13A.2.10. (*Multiple Approvals*) apply. The decision must include a separate section clearly labeled “Density Bonus/Affordable Housing Incentives Determination.”

4. Projects Exceeding a 35% Density Bonus

a. Application

The City Planning Commission may grant additional density increases beyond 35%, pursuant to Sec. 9.2.1.F. (*Housing Development Project Exceeding 35% Density Bonus*). Applicants must file an application pursuant to Sec. 13B.2.3. (*Class 3 Conditional Use Permit*).

b. Supplemental Findings

In addition to the findings of *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission must also find that:

- i. The project is consistent with and implements the affordable housing provisions of the General Plan;
- ii. The project contains the requisite number of restricted affordable units to qualify for a full 35% density incentive based on the maximum allowable density of the project site;
- iii. The housing development project meets any applicable dwelling unit replacement requirements of *California Government Code Section 65915(c)(3)*, with the requirement that units occupied by persons or families above low-income be replaced according to *Sec. 65915(c)(3)(C)(i)* if the income level is not known or if the income is above low-income, or by persons or families of the same restricted affordable income level as existing tenants if the income is known;
- iv. The housing development project's restricted affordable units are subject to a recorded affordability restriction of 99 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in *Chapter 1, Sec. 19.14. (Fees for Enforcement of Housing Covenants)*; except for:
 - a) A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.
 - b) A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.
- v. The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.

G. Projects Exceeding 35% Density Bonus That Do Not Comply With Subsection F

An applicant may request additional density increases beyond 35% when the project does not comply with the requirements of *Sec. 9.2.1.F. (Housing Development Project Exceeding 35% Density Bonus)* pursuant to *Sec. 13B.3.1. (Administrative Review)*.

1. Performance Standards

a. Purpose

The purpose of these performance standards is to provide for landscaping, lot amenity space, scale, bulk, height, and yards, particularly with regard to the main buildings, which are similar to those in the adjacent properties in the neighborhood, and to reduce the impacts to neighboring properties of projects utilizing this Section. In addition, it is the purpose of these performance standards to encourage the availability of affordable housing.

b. Standards

- i. The project shall contain the requisite number of restricted affordable units to qualify for a full 35% density bonus based on the maximum allowable density of the project site.
- ii. The housing development project shall comply with the standards contained in the Affordable Housing Incentives Guidelines approved by the City Planning Commission pursuant to *Sec. 13B.1.5. (Policy Action)*.
- iii. No buildings are higher than any main building on adjoining property.
- iv. The development meets the lot amenity space requirements of the zone.
- v. Yards, at a minimum, shall meet the requirements for the zone or those which apply on adjoining or abutting properties, whichever is the most restrictive.

2. Housing Development Projects Not Meeting Performance Standards

a. Application

If a proposed housing development project does not comply with the performance standards delineated in *Sec. 9.2.1.H.1.b (Standards)*, the applicant may apply for approval pursuant to *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*.

b. Supplemental Finding

In addition to the findings of *Sec. 13B.2.3. (Class 3 Conditional Use Permit)*, the City Planning Commission must also find that the proposed project substantially meets the purpose of the performance standards established in *Sec. 9.2.1.H.1.a (Purpose)*.

H. Records and Agreements

Prior to the issuance of a building permit, the following requirements shall be met.

1. Housing Development Projects with Senior Citizen Households

For any housing development project qualifying for a Density Bonus and that contains housing for senior citizens, a covenant acceptable to the Housing and Community Investment

Department, shall be recorded with the Los Angeles County Recorder, guaranteeing that the occupancy restriction to senior citizens will be observed for at least 99 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program; except for:

- a. A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.
- b. A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

A copy of the covenant shall be filed with the Department of City Planning and the Department of Building and Safety.

2. **Housing Development Projects with Low or Very Low, or Extremely Low Income Households**

For any housing development project qualifying for a Density Bonus and that contains housing for low income, very low income, or extremely low income households, a covenant acceptable to the Housing and Community Investment Department must be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 99 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program; except for:

- a. A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.
- b. A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

A copy of the covenant shall be filed with the Department of City Planning and the Department of Building and Safety.

3. **Housing Development Projects with Moderate Income Households - For Sale**

For any housing development project qualifying for a Density Bonus and that contains housing for moderate income households for sale, a covenant acceptable to the Housing and

Community Investment Department and consistent with the for sale requirements of *California Government Code Section 65915(c)(2)* must be recorded with the Los Angeles County Recorder guaranteeing that the affordability criteria will be observed for at least 10 years from the issuance of the Certificate of Occupancy. A copy of the covenant shall be filed with the Department of City Planning and the Department of Building and Safety.

4. Conflicts of Duration of Affordability Covenants

If the duration of affordability covenants provided in this Section conflicts with the duration for any other government requirement, the longest duration controls.

5. Private Right of Enforcement

Any covenant described in this Section must provide for a private right of enforcement by the City, any tenant, and the owner of any building to which a covenant and agreement applies.

SEC. 9.2.2. TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

A. Purpose

The purpose of this Section is to establish procedures that implement the provisions established by Measure JJJ, as well as to increase the production of affordable housing in the City of Los Angeles, consistent with the General Plan and other City policies related to housing.

B. Applicability

This Transit Oriented Communities Affordable Housing Incentive Program (TOC Incentive Program), and the provisions contained in the TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines), shall apply to all eligible housing developments that are located within a ½-mile radius of a major transit stop. Each ½-mile radius around a major transit stop shall constitute a unique Transit Oriented Communities Affordable Housing Incentive Area (TOC Area).

C. Preparation and Content of TOC Guidelines

The Director of Planning shall establish and maintain TOC Guidelines that provide the eligibility standards, TOC Incentives, and other necessary components of this TOC Incentive Program outlined in this Section. Nothing in the TOC Guidelines shall restrict any right authorized by the zone of a property. The TOC Guidelines shall be consistent with the purposes of this Section and shall include the following:

1. Eligibility for TOC Incentives

An eligible housing development located within a TOC Area shall be eligible for TOC Incentives if it:

- a. Provides the minimum required percentages of on-site restricted affordable units;
- b. Meets any applicable replacement requirements of *California Government Code Section 65915(c)(3)*, with the requirement that units occupied by persons or families above low-income be replaced according to Sec. 65915(c)(3)(C)(i) if the income level is not known or if the income is above low-income, or by persons or families of the same restricted affordable income level as existing tenants if the income is known; and
- c. Is not utilizing a Density Bonus or Incentives pursuant to Sec. 9.2.1. (*Density Bonus*) or Sec. 9.3.2. (*Local Affordable Housing Incentive Program*), other development bonuses pursuant to *California Government Code Section 65915*, or any other State or local program.

2. Minimum Required Percentages of On-Site Restricted Affordable Units

- a. Minimum required percentages of on-site restricted affordable units shall be determined by the Department of City Planning and set forth in the TOC Guidelines at rates that meet or exceed 11% of the total number of dwelling units affordable to very-low income households; or 20% of the total number of dwelling units affordable to lower income households.
- b. The Department of City Planning shall also establish an option for an eligible housing development to qualify for the TOC Incentives by providing a minimum percentage of dwelling units for extremely low income households, which shall be set at no less than 7%. In calculating the required on-site restricted affordable units, the percentage shall be based on the total final project dwelling unit count, and any number resulting in a fraction shall be rounded up to the next whole number, and not as specified in *Sec. 6C.1.2.D.3. (Measurement)*.

3. Labor Standards

In creating the TOC Guidelines, the Department of City Planning shall identify incentives for projects that adhere to the labor standards required in Ordinance No. 184745, Section 5, provided that no such incentives will be created that have the effect of undermining the affordable housing incentives contained this Section or in *California Government Code Section 65915*.

4. TOC Incentives

An eligible housing development shall be granted TOC Incentives, as determined by the Department of City Planning consistent with the following:

a. Residential Density Increase

An eligible housing development shall be granted increased residential density at rates that shall meet or exceed a 35% increase. In establishing the density allowances, the Department of City Planning may allow adjustments to lot area per dwelling unit requirements, floor area ratio, or both, and may allow different levels of density increase, depending on the project site's Density District.

b. Parking

An eligible housing development shall be granted parking reductions consistent with *California Government Code Section 65915(p)*.

c. Incentives and Concessions

An eligible housing development may be granted up to two or three incentives or concessions based upon the requirements set forth in *California Government Code Section 65915(d)(2)*.

D. Approval of TOC Guidelines and Incentives

The City Planning Commission shall review the TOC Guidelines and shall by vote make a recommendation to the Director of Planning to adopt or reject the TOC Guidelines.

E. Process for Changing TOC Incentives and Eligibility

The TOC Incentives and the required percentages for on-site restricted affordable units may be adjusted for an individual TOC Area through a Community Plan update, Transit Neighborhood Plan, or Specific Plan, provided that the required percentages for on-site restricted affordable units may not be reduced below the percentages set forth in *Sec. 9.2.3.C.2. (Minimum Required Percentages of On-Site Restricted Affordable Units)*.

F. Procedures

Application for the TOC Incentives shall be made on a form provided by the Department of City Planning, and shall follow the procedures outlined in *Sec. 9.2.1.G. (Procedures)*.

G. Records and Agreements

Prior to issuance of a building permit for an eligible housing development, the following shall apply:

1. Housing Development Containing Rental Housing

For any eligible housing development qualifying for a TOC Incentive that contains rental housing for extremely low income households, very-low income households, or lower income households, a covenant acceptable to the Los Angeles Housing and Community Investment Department, shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for 99 years or longer; except for:

- a.** A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.
- b.** A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

2. Housing Development Containing For-Sale Housing

For any eligible housing development qualifying for a TOC Incentive that contains for-sale housing, a covenant acceptable to the Los Angeles Housing and Community Investment Department, and consistent with the for-sale requirements of *California Government Code Section 65915(c)(2)* shall be recorded with the Los Angeles County Recorder.

3. Duration of Covenants

If the duration of affordability covenants provided for in this Section conflicts with the duration for any other government requirement, the longest duration shall control.

DIV. 9.3. COMMUNITY BENEFITS PROGRAM

SEC. 9.3.1. COMMUNITY BENEFITS PROGRAM STRUCTURE

A. Purpose

The purpose of this Division is to promote the production of restricted affordable units and improvements, facilities, resources, and services for the benefit and enjoyment of the general public.

B. Applicability

This Section shall apply to any project using an incentive program as follows:

1. The project is eligible as established in this Section;
2. The project is also eligible due to the applicable CPIO or Specific Plan;
3. The project is providing the required percentage of restricted affordable units as established in *Sec. 9.3.2. (Local Affordable Housing Incentive Program)* or public benefits as established in *Div. 9.2. (Public Benefit Incentive Programs)*; and
4. The applied Form District provides for bonus FAR, bonus height, or bonus stories.

C. Eligibility

A project must meet the following criteria in order to obtain additional development incentives through the programs contained in this Division:

1. Residential Projects

- a. Projects that involve the construction of dwelling units must first use the affordable housing program established in *Sec. 9.3.2. (Local Affordable Housing Incentive Program)*, to its fullest extent. Using the Local Affordable Housing Incentive Program to its fullest extent means providing at least the minimum number of restricted affordable units to qualify for the maximum density increase allowed by the applicable Local Incentive Program Set in *Sec. 9.3.2.B.1. (Local Incentive Program Sets)*.
- b. If there is any unused floor area, height or stories based on the bonus FAR, bonus height, or bonus stories available for the project site according to the applied Form District, then a project may use the remaining development potential using one of the methods described in *Sec. 9.3.1.C.3. (Bonus Floor Area, Height or Stories)* up to the maximum allowed by the applied Form District.
- c. Calculation of the maximum density increase allowed and number of restricted affordable units required shall be based on the maximum density allowed by the applied Density District.

2. **Nonresidential Projects**

Projects which do not involve the construction of dwelling units, including City-approved lodging and transient occupancy residential structures, may use any of the programs established in this Division. Bonus FAR, bonus height, or bonus stories may be awarded up to the maximum allowed by the applied Form District, as established in this Section and in the applicable CPIO or Specific Plan.

3. **Bonus Floor Area, Height or Stories**

A residential project that does not use all of the FAR, height, or stories granted by the bonus FAR, bonus height, or bonus stories of the applied Form District by providing the minimum amount of on-site restricted affordable units using the Local Affordable Housing Incentive Program may access the remaining Bonus FAR, Bonus Height, or Bonus Stories using one or more of the following methods.

a. **Additional Restricted Affordable Units**

Providing additional restricted affordable units above the minimum percentage required to qualify for the maximum density increase of the Local Affordable Housing Incentive Program. The amount of additional bonus FAR, bonus height, or bonus stories provided for additional percentages of restricted affordable units is based on the applicable CPIO or Specific Plan.

b. **Public Benefits Incentive Programs**

Using one or more of the programs established in this Division, provided that the programs are included as available incentive programs in the applicable CPIO or Specific Plan.

SEC. 9.3.2. LOCAL AFFORDABLE HOUSING INCENTIVE PROGRAM

A. Purpose

The purpose of the Local Affordable Housing Incentive Program is to encourage the creation and development of restricted affordable units citywide beyond the levels encouraged by the State Density Bonus program, and to increase the production of affordable housing units in specific areas identified in the applicable Community Plan.

B. Eligibility

A housing development project that includes the minimum percentage of on-site restricted affordable units required by Sec. 9.3.2.B.1 (*Local Incentive Program Sets*), provides the required housing replacement units in Sec. 9.3.2.B.2 (*Housing Replacement*) or pursuant to LAMC Chapter 15, Article 1 (*Rent Stabilization Ordinance*), and meets the additional eligibility requirements for the lot in the applicable CPIO or Specific Plan (if any), is entitled to receive all of the incentives in Sec. 9.3.2.C. (*Base Incentives*) and additional incentives as outlined in Sec. 9.3.2.D. (*Additional Incentives*).

1. Local Incentive Program Sets

a. Established

Local Incentive Program Sets A through G are established below, and define the minimum percentage of on-site restricted affordable units required.

LOCAL INCENTIVE PROGRAM SETS					
Set	Affordability Requirements				
	DEEPLY LOW INCOME	EXTREMELY LOW INCOME	VERY LOW INCOME	LOWER INCOME	MODERATE
A	n/a	11%	15%	25%	n/a
B	n/a	11%	15%	25%	n/a
C	n/a	10%	14%	23%	n/a
D	n/a	10%	14%	23%	n/a
E	n/a	9%	12%	21%	n/a
F	n/a	8%	11%	20%	n/a
G	7%	8%	11%	20%	40%

b. Local Incentive Program Set Designation

The applicable Local Incentive Program Set shall be determined based on the designation shown on the Local Affordable Housing Incentive Map established in Sec. 1.4.4. (*Local Affordable Housing Incentive Map*), or in the applicable CPIO or Specific Plan.

c. Calculating Affordability Requirements

In calculating the minimum percentage of on-site restricted affordable units, the percentage of each affordability level shall be based on the total final project dwelling unit

count. Any number resulting in a fraction shall be rounded up to the next whole number, and not as specified in *Sec. 6C.1.2. (Lot Area Per Household Dwelling Unit)* or *Sec. 6C.1.3. (Lot Area Per Efficiency Dwelling Unit)*.

d. Ownership Requirement

Moderate income household restricted affordable units shall be for sale only. Restricted affordable units of all other affordability levels may be rental or for sale units.

e. Linkage Fee Calculation

For the purpose of the fee established in *Sec. 19.18. (Affordable Housing Linkage Fee)* of *Chapter 1 (General Provisions and Zoning)* of the LAMC, a minimum of 7% deeply low income households dwelling units shall be calculated in the same manner as a minimum of 8% extremely low income household dwelling units.

2. Housing Replacement

A housing development project must meet any applicable housing replacement requirements of *California Government Code Section 65915(c)(3)*, with the requirement that units occupied by persons or families above low-income be replaced according to *Sec. 65915(c)(3)(C)(i)* if the income level is not known or if the income is above low-income, or by persons or families of the same restricted affordable income level as existing tenants if the income is known, as verified by the Department of Housing and Community Investment prior to the issuance of any building permit. Replacement dwelling units required by this Section count towards the on-site restricted affordable units requirements in *Sec. 9.3.2.B.1. (Local Program Incentive Sets)*.

C. Base Incentives

A housing development project that includes the minimum amount of on-site restricted affordable units in *Sec. 9.3.2.B.1. (Local Program Incentive Sets)* shall be entitled to the following base incentives.

1. Residential Density

- a. Housing development projects shall be granted an increase in the maximum allowable residential density as follows:

RESIDENTIAL DENSITY INCENTIVE							
Density District	Allowable Density Increase						
	SET A	SET B	SET C	SET D	SET E	SET F	SET G
2, 3, 4	80%	80%	70%	70%	60%	50%	40%
6, 8	80%	70%	70%	60%	60%	50%	40%
10, 12	60%	60%	50%	50%	45%	45%	35%
15, 20, 25, 30, 40, 50, 60	45%	40%	40%	40%	35%	35%	35%
1L, 2L, 3L, 4L, FA	n/a	n/a	n/a	n/a	n/a	n/a	n/a

- b. Housing development projects that consist of 100% on-site restricted affordable units, exclusive of a building manager’s unit or units, shall be permitted an additional increase in density of 10 percentage points more than listed in Paragraph a. For example, a 50% density increase will become a 60% density increase.

2. Floor Area Ratio

- a. Housing development projects shall be entitled to the portion of bonus FAR granted in the applicable CPIO or Specific Plan, up to the maximum bonus FAR allowed by the applied Form District.
- b. Housing development projects that consist of 100% on-site restricted affordable units, exclusive of a building manager’s unit or units, shall be permitted an additional 10% more of maximum floor area than listed Paragraph a. above or in the applied Form District. However, in no instance shall the housing development project exceed an FAR of 13:1.

3. Height

Housing development projects shall be entitled to use the entire bonus height or bonus stories (if any) allowed by the applied Form District.

4. Automobile Parking

- a. Housing development projects shall qualify for reduced residential parking according to the table below. The applicable Automobile Parking Incentive shall be determined based on the designation shown on the Local Affordable Housing Incentive Map established in *Sec. 1.4.4. (Local Affordable Housing Incentive Map)*, or in the applicable CPIO or Specific Plan.

AUTOMOBILE PARKING INCENTIVE
Parking Reduction
75% Decrease in required minimum
50% Decrease in required minimum

- b. For a housing development project that consists of 100% on-site restricted affordable units, exclusive of a manager’s unit or units, no parking is required for the project.
- c. For a housing development project located 750 feet or less from a transit stop, as measured from the closest point on the lot to an entrance of the station or stop, no parking is required for the project.
- d. A housing development project with nonresidential uses in any Local Incentive Program Set may reduce the minimum automobile parking requirement in *Div.4C.4. (Automobile Parking)* for any nonresidential use by 20%.
- e. Where parking reductions greater than those in this Section are included in *California Government Code Section 65915(p)*, the greater reductions shall apply.

D. Additional Incentives

In addition to the applicable incentives established in *Sec. 9.3.2.C. (Base Incentives)*, a housing development project that includes the minimum amount of on-site restricted affordable units in *Sec. 9.3.2.B.1. (Local Program Incentive Sets)* shall be entitled to up to 3 of the following additional incentives. However, the number a housing development project is entitled to, and the type of additional incentives may be superseded by a CPIO or Specific Plan.

1. Density Calculation

Any area of any land required to be dedicated for street or alley purposes may be included as lot area for purposes of calculating the maximum density permitted by the applied Density District.

2. Building Coverage

Up to a 25% increase in building coverage limits.

3. Lot Width

Up to 25% decrease in the required lot width.

4. Averaging of Floor Area, Lot Amenity Space, Parking, and Density

A housing development project that is located on two or more contiguous parcels may average the maximum floor area, minimum lot amenity space, minimum parking, and maximum density over the housing development project site, provided that:

- a. The proposed uses are permitted by the applied Use District of each parcel; and
- b. A covenant running with the land is recorded with the Los Angeles County Recorder, and a copy is provided to the Department of Building and Safety prior to the issuance of any building permits, that specifies no further lot line adjustment or any other action may cause the housing development project site to be subdivided subsequent to this grant, is permitted for the life of the housing development project.

5. CPIO Additional Incentives

Additional incentives (if any), and eligibility requirements for additional incentives, shall be outlined in the applicable CPIO or Specific Plan.

E. Process

The following procedures apply to housing development projects, but may be superseded by a CPIO or Specific Plan:

1. Base Incentives

Housing development projects requesting only the incentives outlined in *Sec. 9.3.2.C. (Base Incentives)*, without requesting any additional incentives outlined in applicable CPIO or

Specific Plan, shall be considered ministerial and no application to the Department of City Planning is required.

Housing development projects shall comply with the records and agreements requirements of *Sec. 9.2.1.H. (Records and Agreements)*.

2. Additional Incentives

Housing development projects requesting additional incentives outlined in *Sec. 9.3.3.D. (Additional Incentives)* or in the applicable CPIO or Specific Plan shall follow the procedures in *Sec. 9.2.1.G.2. (Projects Requesting Additional Incentives)*.

3. "Off-Menu" Incentives

Housing development projects that qualify for incentives by meeting the minimum required percentage of restricted affordable units, as outlined in *Sec. 9.3.2.B.1. (Local Program Incentive Sets)*, and for which the applicant requests a waiver or modification of any Form District standard or Development Standards District standard that is not included in the incentives outlined in *Sec. 9.3.2.C. (Base Incentives)* or *Sec. 9.3.3.D. (Additional Incentives)* must file an application pursuant to *Sec. 9.2.1.G.3. (Projects with Requests for Waiver or Modification)*.

SEC. 9.3.3. PRIVATELY OWNED PUBLIC SPACE INCENTIVE PROGRAM

A. Purpose

The purpose of this Section is to encourage the development of privately owned public spaces such as outdoor plazas, parks, seating areas, and other similar types of outdoor amenity spaces on private land.

B. Eligibility

If the option to provide privately owned public space is available in the incentive program of the applicable CPIO or Specific Plan, the project shall be awarded additional floor area, up to the maximum bonus FAR allowed by the applied Form District, by providing privately owned public space in conformance with the requirements established below.

C. Standards

A project is considered to be providing privately owned public space where:

1. General

- a. The entire privately owned public space is made permanently available to the general public in accordance with the requirements in *Sec. 2C.3.3.C.3. (Public Amenity Space)*.
- b. The privately owned public space shall be, at minimum, equal to or greater than the size of the lot's minimum required lot amenity space area required by the applied Form District, including any pedestrian amenity exemption. This provision may not be used in conjunction with the 25% reduction for making outdoor amenity space publicly accessible in accordance with *Sec. 2C.3.1.D.3. (Measurement)*.
- c. All portions of the privately owned public space shall be contiguous.
- d. The privately owned public space complies with any additional requirements set forth in the applicable CPIO or Specific Plan.

2. Planting

In addition to the requirements in *Div. 4C.6. (Plants)*, plant species with toxic fruit, thorns, noxious smells, dropping branches, or weakwood, or plant species which are prone to root encroachment which damages building foundations are prohibited.

3. Seating

Regardless of the seating requirements in *Sec. 2C.3.3.C.3. (Public Amenity Space)*, the privately owned public space shall provide the following.

- a. A minimum of 4 fixed seats, 8 linear feet of seating, or 5% of the total required seating, whichever is greater, must be located within 15 linear feet of a public sidewalk or public right-of-way. Of this seating, at least 50% should be oriented to the adjacent public sidewalk or public right-of-way.
- b. If a privately owned public space is located along multiple public sidewalks or public right-of-way, it only needs to provide this seating along one public sidewalk or public right-of-way.
- c. At least 25%, or a minimum of 4 of the required seating elements shall meet the following standards.
 - i. Outdoor bench seats shall be a minimum of 17-inches in height and a maximum 19-inches above ground, and shall have full back support and armrests to assist in sitting and standing.
 - ii. For picnic table seating, benches shall have one seat removed or one side of the bench made shorter to provide proper space for a person using a wheelchair or other assistive device to approach and comfortably sit at the table. There must be 36" clearance on all usable sides of the table, this measurement is taken from the back edge of the bench. There must also be knee and toe clearance beneath the table, measuring 27" in height, 30" in width, and 19" in depth to provide ample space in regards to maneuverability and comfort.

4. **Access**

- a. At least 20% of the total perimeter of the publicly accessible outdoor amenity space shall be adjacent to a public sidewalk or public right-of-way.
- b. Access walkways to the privately owned public space from the public sidewalk or public right-of-way shall be a minimum of 7 feet wide.
- c. When a CPIO requires additional public facilities in conjunction with a privately owned public space, and are not provided within the open space, access to those facilities shall be provided from the adjacent building facades.
- d. If a privately owned public space is located along multiple public sidewalks or public right-of-way, one entrance to the privately owned public space shall be provided from each public sidewalk or public right-of-way.

5. **Visibility**

The privately owned public space shall be unenclosed, as established in *Sec. 14.1.3. (Enclosure)*, along a public sidewalk or public right-of-way.

6. Way-Finding

When a CPIO requires additional public facilities in conjunction with a privately owned public space, way-finding signs shall be provided at each of the access points to guide people to the public facilities.

D. Incentives

A project may obtain additional floor area, up to the maximum bonus FAR for the applied Form District. The amount of additional floor area shall be awarded in accordance with the applicable CPIO or Specific Plan.

E. Process

The Department of City Planning shall approve additional floor area as outlined in the applicable CPIO or Specific Plan, up to the maximum bonus FAR for the applied Form District, for providing privately owned public space which meet the requirements established in Subsection C. (Standards) in accordance with Sec. 13B.3.1. (*Administrative Review*).

1. Relief

The Director of Planning may approve additional floor area as outlined in the applicable CPIO or Specific Plan, up to the maximum bonus FAR for the applied Form District, for providing privately owned public space which does not meet the requirements established in Subdivision C. (Standards) in accordance with Sec. 13B.5.1. (*Alternative Compliance*).

F. Records and Agreements

A covenant acceptable to the Department of City Planning shall be recorded with the Los Angeles County Recorder, guaranteeing that the privately owned public space will be maintained and remain open to the public during all required hours.

SEC. 9.3.4. COMMUNITY FACILITIES

A. Purpose

The purpose of this Section is to encourage the development of facilities and services that are necessary to the community or are of benefit to the public and the community in which the facility or service is located.

B. Eligibility

If the option to provide community facilities is available in the incentive program of the applicable CPIO or Specific Plan, the project may be awarded additional floor area up to the maximum bonus FAR allowed by the applied Form District by providing one or more of the community facilities established in Sec. 9.3.4.C. (*Community Facility Options*), or by providing an alternative community facility pursuant to Sec. 9.3.4.E.2. (*Alternative Community Facilities*).

C. Community Facility Options

1. Daycare Facility Incentive Area

A project within a Daycare Facility Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area for providing an on-site daycare facility, subject to the following standards:

- a. The daycare facility shall be in compliance with all requirements of *California Code of Regulations, Title 22 (Social Security), Division 12 (Child Care Facility Licensing Regulations), Chapter 1 (Child Care Center General Licensing Requirements)*.
- b. The daycare facility shall be appropriately licensed by the California Department of Social Services.
- c. Floor area used as a daycare facility shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the daycare facility space is vacant does not count towards the required minimum.
- d. A minimum 10-year lease with a licensed daycare provider, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the licensed daycare provider is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representative shall find a new licensed daycare provider to complete the 10-year term. For the purposes of this provision, the time in which the daycare facility space is vacant does not count towards the required minimum.
- e. The floor area devoted to a daycare facility shall be located on-site.

- f. For a project which is obtaining additional floor area for providing a daycare facility, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the daycare facility required pursuant to this Section.

2. Full-Service Grocery Store Incentive Area

A project within a Full-Service Grocery Store Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area for providing a full-service grocery store subject to the following standards:

- a. The full-service grocery store shall have at least 10,000 square feet of floor area.
- b. At least 25% of the floor area of the full-service grocery store shall dedicate to perishable food items.
- c. The full-service grocery store shall accept EBT or other forms of government assistance.
- d. Floor area used as a full-service grocery store shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the full-service grocery store space is vacant does not count towards the required minimum.
- e. A minimum 10-year lease with a full-service grocery store, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the full-service grocery store is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representatives shall find a new full-service grocery store to complete the 10-year term. For the purposes of this provision, the time in which the full-service grocery store space is vacant does not count towards the required minimum.
- f. The floor area devoted to a full-service grocery store shall be located on-site.
- g. For a project which is obtaining additional floor area for providing a full-service grocery store, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the full-service grocery store required pursuant to this Section.

3. Health Center Incentive Area

A project within a Health Center Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area for providing a health center, subject to the following standards:

- a. The health center shall be certified by the United States Department of Health and Human Services, Health resources and Services Administration (HRSA) as a Federally Qualified Health Center (FQHC), or FQHC Look-Alike as defined by the HRSA.

- b. Floor area provided for a health center shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the health center space is vacant does not count towards the required minimum.
- c. A minimum 10-year lease with a health service provider, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the health service provider is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representatives shall find a new health service provider to complete the 10-year term. For the purposes of this provision, the time in which the health center space is vacant does not count towards the required minimum.
- d. The floor area used as a health center shall be located on-site.
- e. For a project which is obtaining additional floor area for providing a health center, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the health center required pursuant to this Section.

4. **Employment Incentive Area**

A project within an Employment Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area, subject to the following standards:

- a. A minimum of 50% of the floor area permitted by the Base FAR must be used for nonresidential uses outlined in the applicable CPIO or Specific Plan (eligible uses).
- b. The floor area for those eligible uses is maintained for a minimum of 55 years after the issuance of the Certificate of Occupancy. For the purposes of this provision, the time in which the spaces for eligible uses is vacant does not count towards the required minimum.
- c. A minimum 10-year lease(s) with a tenant with an eligible use, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the tenant with an eligible use is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representatives shall find a new tenant with an eligible use to complete the 10-year term. For the purposes of this provision, the time in which the floor area for those eligible uses is vacant does not count towards the required minimum.
- d. The floor area devoted to eligible uses shall be located on-site.

5. **School and Library Incentive Area**

A project is within a School and Library Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area by providing a public school or public library, subject to the following standards:

- a. Floor area used for a school shall be occupied by a school run by or approved by the Los Angeles Unified School District (LAUSD), and shall be properly accredited. Floor area used for a library shall be occupied by a library operated by the City of Los Angeles Library Department. The applicant must obtain a written agreement from either LAUSD or the City of Los Angeles Library Department confirming the space will be used for a school or library.
- b. Floor area for a school or library shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the school or library space is vacant does not count towards the required minimum.
- c. A minimum 55-year lease with a school run by or approved by LAUSD or the City of Los Angeles Library Department shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the school run by or approved by LAUSD or the City of Los Angeles Library Department is required to complete the term of the lease. If the lease is not completed by a school run by or approved by LAUSD prior to the 10-year term, the property owner or their representatives shall find a new school run by or approved by LAUSD to complete the 10-year term. For the purposes of this provision, the time in which the public school or public library space is vacant does not count towards the required minimum.
- d. The floor area devoted to a school or library shall be located on-site.
- e. For a project which is obtaining additional floor area for providing a school or library, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the school or library required pursuant to this Section.

6. Social Service Incentive Area

A project within a Social Service Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area, subject to the following standards:

- a. The project provides floor area for employment services, job training, business incubation, youth development, educational services, medical care, mental health care, substance abuse treatment, or food aid (social service centers).
- b. The social service center must be operated by a government agency or a 501(c)(3) non-profit organization.
- c. Services shall be provided on a voluntary basis with an emphasis on employment services, job training, business incubation, youth development, educational services, medical care, mental health care, substance abuse treatment, food aid, or other services deemed appropriate by the Director of Planning pursuant to *Sec. 13B.2.5. (Director Determination)*.

- d. Floor area used as a social service center shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the floor area for social service center is vacant does not count towards the required minimum.
- e. A minimum 10-year lease(s) with a social service center, with 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the social service center is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representatives shall find a new social service center to complete the 10-year term. For the purposes of this provision, the time in which the floor area for social service center is vacant does not count towards the required minimum.
- f. The floor area devoted to a social service center shall be located on-site.
- g. For a project which is obtaining additional floor area for providing a social service center, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the social service center required pursuant to this Section.

7. Civic Facility Incentive Area

A project is within a Civic Facility Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area by providing a civic facility, subject to the following standards:

- a. Eligible facilities include: cultural centers, museums, police stations, fire stations, community centers, indoor recreation, or other public facilities deemed appropriate by the Director of Planning pursuant to *Sec. 13B.2.5. (Director Determination)*.
- b. Floor area used for a civic facility shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the floor area for the civic facility is vacant does not count towards the required minimum.
- c. A minimum 55-year lease with the City of Los Angeles, or an organization approved by the City of Los Angeles, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the the City of Los Angeles, or the organization designated by the City of Los Angeles, is required to complete the term of the lease. If the lease is not completed by the City of Los Angeles, or an organization approved by the City of Los Angeles, prior to the 10-year term, the property owner or their representatives shall find a new organization approved by the City of Los Angeles to complete the 10-year term. For the purposes of this provision, the time in which the civic facility is vacant does not count towards the required minimum.
- d. The floor area devoted to a civic facility shall be located on-site.

- e. For a project which is obtaining additional floor area for providing a civic facility, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the civic facility required pursuant to this Section.

8. Community Benefits Fund

A project within any of the incentive areas listed above may obtain additional floor area by submitting payment to a Community Benefits Fund, in compliance with the provisions established in a CPIO or Specific Plan.

D. Incentives

1. Bonus Floor Area

A project may be awarded additional floor area up to the maximum bonus FAR allowed by the applied Form District by providing one or more of the community facilities established in *Sec. 9.3.4.C. (Community Facility Options)*. The amount of floor area shall be awarded as established in the applicable CPIO or Specific Plan.

2. Tenant Size Limitations

Community facilities are not required to conform tenant size limitations in applied Use Districts.

E. Process

1. Administrative Review

The Department of City Planning shall approve additional floor area as outlined in the applicable CPIO or Specific Plan, up to the maximum bonus FAR for the applied Form District for providing community facilities or contributions which meet the requirements established in Subsection C. (Community Facility Options) pursuant to *Sec. 13B.3.1. (Administrative Review)*.

2. Alternative Community Facilities

The Director of Planning may approve additional floor area, as outlined in the applicable CPIO or Specific Plan, up to the maximum bonus FAR for the applied Form District for providing community facilities that are not listed in Subsection C. (Community Facility Options) pursuant to *Sec. 13B.2.5. (Director Determination)*.

a. Supplemental Findings

In addition to the findings required by *Sec. 13B.2.5. (Director Determination)*, the Director of Planning must also find that the alternative community facility will enhance the built environment or quality of life in the surrounding neighborhood and will perform a function or provide a service that is essential or beneficial to the community.

3. **Change in Operator or Provider**

The property owner shall notify the Department of City Planning in the event a change in operator or provider for community facilities occurs. the Department of City Planning shall approve any change in tenant pursuant to *Sec. 13B.3.1. (Administrative Review)*.

a. **Exceptions**

- i. Projects, or those portions of a project, which provided contributions pursuant to *Sec. 9.3.4.C.8 (Community Benefits Fund)* shall not be subject to this notification and approval requirement.
- ii. In the event that the Mayor declares a fiscal emergency, property owners will not be required to have an operator or provider for community facilities for the duration of the emergency.

4. **Annual Reporting**

Projects that provide community facilities shall demonstrate compliance with the terms required under *Sec. 9.3.4.C. (Community Facility Options)* by submitting an annual report to the Department of City Planning.

a. **Annual Community Facilities Report**

The Annual Community Facilities Report shall be provided by the property owner that delineates the following:

- i. Occupancy status of the development.
- ii. Occupancy status of the community facilities.
- iii. Type of community facilities provided.
- iv. Evidence as to compliance with the any requirements of *Sec. 9.3.4.C. (Community Facility Options)*.

b. **Non-Compliance**

Non-compliance with the applicable standards for the community facilities in *Sec. 9.3.4.C. (Community Facility Options)* shall result in either renewal of the 55-year term or legal action taken against the owner to comply with the contract.

c. **Review**

The Department of City Planning shall review the Annual Community Facilities Report pursuant to *Sec. 13B.3.1. (Administrative Review)*.

d. **Exceptions**

- i. Projects, or those portions of a project, which provided contributions to pursuant to *Sec. 9.3.4.C.8 (Community Benefits Fund)* shall not be subject to this annual report requirement.
- ii. In the event that the Mayor declares a fiscal emergency, projects will not be subject to annual report requirements during the duration of the emergency.

5. **Fine**

If a property owner is found in violation of any of the applicable standards for the community facilities in *Sec. 9.3.4.C. (Community Facility Options)*, they shall be subject to a fine equal to 10 times the value of the application fee and cumulative inspection fees paid. This fine shall be imposed for each day that the property is not in compliance with the applicable standards.

a. **Exceptions**

- i. This fine shall not be imposed for public schools or public libraries after the first lease agreement has been filed with the Department of City Planning.
- ii. This fine shall not be imposed in the event that the Mayor declares a fiscal emergency for the duration of the emergency.

b. **Relief**

This fine is appealable pursuant to *Sec. 11.2.09. (Administrative Hearing) or Chapter 1 (General Provisions and Zoning) of the LAMC.*

F. **Records and Agreements**

A covenant acceptable to the Department of City Planning must be recorded with the Los Angeles County Recorder, guaranteeing that the applicant, tenant, or property owner will dedicate floor area within the development for community facilities for the periods outlined in *Sec. 9.3.4.C. (Community Facility Options)*, and will submit annual reporting to the Department of City Planning in a manner consistent with *Sec. 9.3.4.E.4. (Annual Reporting)*.

SEC. 9.3.5. **TRANSFER OF DEVELOPMENT RIGHTS PROGRAMS**

A. **Purpose**

The purpose of this Section is to allow for a CPIO or Specific Plan to establish a Transfer of Development Rights program to facilitate the preservation of Historic Resources or to encourage the accumulation of land for use as public parks, while enabling development rights to be used on more appropriate sites.

B. **Applicability**

If the Transfer of Development Rights is listed as an available incentive program in the applicable CPIO or Specific Plan, the project can obtain additional floor area up to the maximum Bonus FAR for the applied Form District through a Transfer of Development Rights, subject to the eligibility requirements and other regulations established in the CPIO or Specific Plan.

C. **Eligibility**

A CPIO or Specific Plan shall establish donor sites (if any) that are eligible to transfer unused floor area, up to the maximum bonus FAR for the applied Form District, and receiver sites that may receive all available unused floor area from the donor sites. As part of the Transfer of Development Rights program, the applicable CPIO or Specific Plan shall establish the applicable rules of transfer needed to implement the program.

D. **Process**

To use a Transfer of Development Rights, an application must be filed pursuant to *Sec. 13B.2.5 (Director Determination)*. The CPIO or Specific Plan shall establish additional supplemental procedures in order to facilitate the transfers and their successful implementation.

E. **Records and Agreements**

A CPIO or Specific Plan shall establish any requirements for required records, such as covenants or easements, and any other agreements necessary to implement the transfers.

DIV. 9.4. GENERAL INCENTIVE PROGRAMS

SEC. 9.4.1. PERMANENT SUPPORTIVE HOUSING INCENTIVE PROGRAM

A. Purpose

1. The purpose of this Section is to facilitate the expedient production of supportive housing, general units meeting the established definitions and regulations, or qualified permanent supportive housing projects, in order to provide high-quality, well-serviced and affordable housing units which are responsive to the needs of the target population.
2. This Section is intended to facilitate construction or maintenance of supportive housing, general units pursuant to a ministerial approval process in conformance with the State density bonus provisions in *California Government Code Section 65915*. Qualified permanent supportive housing projects are those that meet the following objectives:
 - a. Projects should be located at sites that are accessible by public transit, including paratransit.
 - b. Individual dwelling units should be provided with basic amenities that are sufficient to support independent living.
 - c. Sufficient nonresidential floor area, as determined in *Sec. 9.4.1.B.2. (Supportive Services)*, should be made available on the subject property to provide the appropriate level of supportive services to the resident target population.

B. Eligibility

In order for a qualified permanent supportive housing project to be eligible for this Permanent Supportive Housing Incentive Program, it must comply with the following requirements:

1. Use of Other Residential Incentive Programs

A qualified permanent supportive housing project applying for another incentive program established in *Div. 9.2. (Affordable Housing Incentive Programs)*, *Sec. 9.3.2. (Local Affordable Housing Incentive Program)*, or affordable housing incentive provisions in any other Specific Plan or Supplemental District at the same location, shall not be eligible for approval.

2. Affordable Housing Requirements

Rents or housing costs to the occupying residents do not exceed 30% of the maximum gross income of extremely low income households, very low income households, or low income households, as those income ranges are defined by the US Department of Housing and Urban Development (HUD), or any successor agency, as verified by the Housing & Community Investment Department. A minimum of 50% of the total combined dwelling units is occupied by the target population.

3. **Supportive Services**

Applicants shall provide documentation describing the supportive services that will be provided on-site and off-site. Prior to any approval of a qualified permanent supportive housing project, the applicant shall submit information demonstrating that supportive services will be provided to residents of the project. The applicant shall indicate the name of the entity or entities that will provide the supportive services, the local public agency funding source(s) for those services, and proposed staffing levels. If a preliminary funding commitment is needed, the applicant shall also submit a signed letter of intent from the local public agency verifying that it is providing a preliminary funding commitment for the supportive services. If no funding commitment is needed, the applicant shall demonstrate that the entity or entities that will provide the supportive services are service providers pre-qualified by a local public agency. Any floor area used for the delivery of supportive services shall be considered incidental to the residential use.

4. **Housing Replacement**

Projects shall meet any applicable dwelling unit replacement requirements of California Government Code Section 65915(c)(3), with the requirement that units occupied by persons or families above low-income be replaced according to Sec. 65915(c)(3)(C)(i) if the income level is not known or if the income is above low-income, or by persons or families of the same restricted affordable income level as existing tenants if the income is known, as verified by the Los Angeles Housing and Community Investment Department, and all applicable monitoring fees in *LAMC Chapter 1 (General Provisions and Zoning), Article 9 (Fees)* shall be paid by the applicant prior to the issuance of any building permit.

5. **Performance Standards**

a. **Location Requirement**

The qualified permanent supportive housing project shall be located within a High Quality Transit Area for the horizon year in the current Regional Transportation Plan/Sustainable Communities Strategy for the Southern California Association of Governments region.

b. **Supportive Services**

Nonresidential floor area shall be provided for on-site supportive services in the following amounts:

- i. For qualified permanent supportive housing projects with 20 or fewer total combined dwelling units, no less than 90 square feet of dedicated office space shall be provided;
or

- ii. For qualified permanent supportive housing projects with greater than 20 dwelling units, a minimum of 3% of the total residential floor area shall be dedicated for on-site supportive services provided solely to on-site residents, including but not limited to community rooms, case management offices, computer rooms, or a community kitchen.

c. **Dwelling Unit Requirements**

Each dwelling unit shall have a private bathroom and cooking facilities containing, at minimum, a sink, refrigerator, counter space, and a hotplate or microwave.

d. **Historical Resources**

The qualified permanent supportive housing project shall not involve a historical resource, as defined by *California Public Resources Code Section 21084.1*, as determined by the Director of Planning, in consultation with the Office of Historic Resources.

C. **Incentives**

The grant of any incentives under this Section shall not be considered an increase in density or other change which requires any corresponding zone change, General Plan amendment, project exception, or other discretionary action.

1. **Base Incentives**

A qualified permanent supportive housing project meeting the requirements in *Sec. 9.4.1.B. (Applicability)* is eligible for the following base incentives:

a. **Minimum Lot Area per Dwelling Unit**

In all Density Districts, except for 1L and 15, the number of allowable dwelling units shall not be subject to the otherwise maximum density under any applicable ordinance or Specific Plan. On any lot in Density District 15, the minimum lot area per dwelling unit shall be 500 square feet.

b. **Parking**

The following requirements shall apply to all qualified permanent supportive housing projects:

- i. Up to 40% of the total required parking spaces may be provided by compact stalls.
- ii. No parking spaces shall be required for dwelling units restricted to the target population.

- iii. For projects located within ½-mile of a transit stop, or of a major transit stop, as defined in *California Public Resources Code, Section 21155(b)*, no more than 0.5 parking spaces shall be required for each income-restricted dwelling unit not occupied by the target population. Otherwise, no more than 1 parking space shall be required for each restricted affordable unit or efficiency dwelling unit not occupied by the target population.
- iv. One parking space for every 20 dwelling units shall be required for the purpose of accommodating guests, supportive services, and case management.
- v. Parking reductions offered for qualified permanent supportive housing projects shall always be consistent or greater than those in *California Government Code Section 65915(p)*.
- vi. If the parking requirements applicable to the project site pursuant to *Div. 4C.4. (Automobile Parking)* are less than the parking required by one of the applicable parking options in this Section, an applicant may use the parking requirements of *Div. 4C.4. (Automobile Parking)*.

c. Floor Area

Areas designated exclusively for supportive services use or public areas accessible to all residents, including those for residential or supportive services uses, shall not be considered as floor area of the building for the purposes of calculating the total allowable floor area. The floor area shall be measured to the center line of wall partitions between public and non-public areas.

d. Conversion or Replacement of Existing Residential Hotel Use

Despite the provisions of the applied Use District, a qualified permanent supportive housing project developed pursuant to this Section shall be permitted when the project is converted from, or is a replacement of a Residential Hotel as defined in *LAMC Chapter 4 (Public Welfare), Article 7.1. (Residential Hotel Unit Conversion and Demolition), Section 47.73.S. (Definitions)*, and is a continuation of an existing residential use. The replacement shall comply with the provisions of *LAMC Chapter 4 (Public Welfare), Article 7.1. (Residential Hotel Unit Conversion and Demolition)*, as approved by the Los Angeles Housing and Community Investment Department. The total number of dwelling units may be increased as part of the conversion or replacement. This paragraph shall not apply to a Residential Hotel located on a lot in Density District 20 or more restrictive.

2. Additional Incentives

A qualified permanent supportive housing project meeting the requirements in *Sec. 9.4.1.B. (Applicability)* is eligible for any combination of up to 5 additional incentives described below, as applicable.

a. **Yard**

A qualified permanent supportive housing project may obtain up to a 20% decrease in the any required yard, and all adjustments to individual yards may be combined to count as one incentive, except that:

- i. The project must still provide landscaping sufficient in compliance with the landscape requirements in *Div. 4C.4. (Automobile Parking)*.
- ii. No reduction is permitted along a property line that abuts a property in Density District 1L or any Open Space Use District.
- iii. In Residential Use Districts, the resulting primary street setback may not be less than the average of the primary street setbacks, as measured to the main building, of adjoining lots along the same street face. If located on a corner lot or adjacent to a vacant lot, the primary street setback may align with the facade of the adjacent building along the same primary street lot line, and may result in more or less than a 20% decrease in the required yard. If there are no adjacent buildings, no reduction is permitted.

b. **Building Coverage**

Up to a 20% increase in building coverage limits, provided that the landscaping for the qualified permanent supportive housing project is sufficient to provide 10% more landscaping than otherwise required by *Div. 4C.4. (Automobile Parking)*.

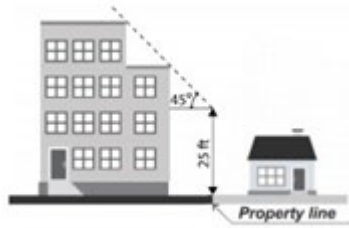
c. **Floor Area Ratio**

- i. Up to a 35% increase in the Base FAR.
- ii. On lots in Density District 15, up to a 20% increase in the Base FAR.
- iii. Regardless of the FAR established by the applied Form District, FAR not to exceed 3:1, provided the lot is in a Commercial or Commercial-Mixed Use District.

d. **Height**

Up to a 35% increase in the maximum allowable height in feet, applicable over the entire lot regardless of any of the lower underlying height limits. In any Form District in which the height in stories is limited, this provision shall permit a maximum height increase of one additional story of up to eleven feet. For the purposes of this height incentive, other transitional height requirements in this Zoning Code (Chapter 1A) shall not apply. In their place, the following transitional height requirements shall be applied:

- i. When adjacent to or across an alley from lots within Density District 1L or 2L, the building's height shall be stepped back within a 45-degree angle as measured from a point 25 feet above grade at the property line.



- ii. On lots in Density District 15, when adjacent to or across an alley from lots in Density District 1L or 2L, the building's height shall be stepped back within a 45-degree angle as measured from a point 20 feet above grade at the property line.



e. Lot Amenity Space and Residential Amenity Space

Up to a 20% decrease in the required lot amenity space and residential amenity space, provided that the landscaping for the qualified permanent supportive housing project is sufficient to provide 10% more landscaping than otherwise required by *Div. 4C.4. (Automobile Parking)*.

f. Averaging of Floor Area Ratio, Parking

A qualified permanent supportive housing project that is located on two or more contiguous parcels may average the floor area, lot amenity space, residential amenity space, and parking over the project site, provided that:

- i. The proposed use is permitted by the applied zone for each lot; and
- ii. No further lot line adjustment or any other action that may cause the qualified permanent supportive housing project site to be subdivided subsequent to this grant shall be permitted.

g. Ground Floor Use

Where nonresidential floor area is required by this Code, Specific Plan, Community Plan, or other set of standards, that requirement may be satisfied by any active ground floor use such as community rooms, resident amenities, supportive service areas, or lot amenity space.

h. Other Development Standard

Up to 20% relief may be provided from one other development standard not described in this Section, as that term is defined in *California Government Code Section 65915(o)(1)*.

D. Process

1. Qualified Permanent Supportive Housing Projects Meeting All Applicability Requirements

To use an incentive, as outlined in *Sec. 9.2.1.C. (Incentives)*, an applicant must file pursuant to *Sec. 13B.3.1. (Administrative Review)*.

a. Application Material

All applications shall be reviewed for compliance with the provisions in this Section, eligibility requirements in *Sec. 9.4.1.B. (Eligibility)*, and compliance with the applicable incentive standards in *Sec. 9.4.1.C. (Incentives)*. The application shall be approved by the Department of City Planning if the standards of this Section are met.

b. Notification of Application

Despite the provisions of *Sec. 13B.3.1. (Administrative Review)*, the following requirements shall be completed at least 30 days prior to the Department of City Planning's approval of the qualified permanent supportive housing project:

- i. The Department of City Planning shall send written notices of the qualified permanent supportive housing project application by U.S. mail to the abutting property owners, applicable Neighborhood Council and the Council District Office of the site; and
- ii. The applicant shall post, in a conspicuous place near the entrance of the property, a public notice of the qualified permanent supportive housing project application. The applicant shall submit proof of posting to the Department of City Planning, which includes submission of a completed public notice form provided by the Department of City Planning and photographs of the posted notice.

c. Additional Incentives

The City may not apply a development standard that will physically preclude the construction of the qualified permanent supportive housing project. Applicants may request additional incentives pursuant to the procedures described in *Sec. 9.2.1.G.3. (Projects with Requests for Waiver or Modification)*.

2. Deviations from Performance Standards

The Zoning Administrator may modify the requirements of *Sec. 9.4.1.B.5 (Performance Standards)* for qualified permanent support housing projects, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, when the applicant can demonstrate that the project remains consistent with the purpose of those standards.

E. **Records and Agreements**

Prior to the issuance of any building permit for a qualified permanent supportive housing project, the applicant shall record a covenant acceptable to the Los Angeles Housing and Community Investment Department that reserves and maintains the total combined number of dwelling units designated as restricted affordable for at least 55 years from the issuance of the Certificate of Occupancy.

SEC. 9.4.2. INTERIM CONVERSIONS OF LODGING UNITS PROGRAM

A. Purpose

The purpose of this Section is to facilitate the interim use of existing lodging units as supportive housing, general, or transitional housing for persons experiencing homelessness or those at risk of homelessness. Under this Section, the structure may return to its previous use, or any use consistent with the zoning of the lot, upon termination of the interim supportive housing, general or transitional housing use.

B. Eligibility

An interim lodging unit housing project is eligible for conversion to supportive housing, general or transitional housing for persons experiencing homelessness or those at risk of homelessness, as determined by the local public agency, if they meet the following requirements:

1. Certificate of Occupancy

The structure has a Certificate of Occupancy as a lodging structure.

2. Use of Dwelling Units

All household dwelling units and efficiency dwelling units, or a combination of both, in the structure must be used for supportive housing, general or transitional housing.

3. No Additions

The interim lodging unit housing project does not increase or add floor area or expand the building footprint or height.

4. No Expansion of Use

The interim lodging unit housing project does not increase the total combined number of household dwelling units or efficiency dwelling units shall not exceed the existing number of lodging units.

5. Permitted Use

Any floor area used for on-site supportive services shall be considered accessory to the residential use.

6. Supportive Service Area

For every 20 dwelling units, a minimum of one dedicated office space shall be provided for the provision of on-site supportive services, including case management. A minimum of one dedicated office space shall be provided for interim lodging unit housing projects with fewer than 20 total dwelling units. Any floor area dedicated to supportive services may be provided on-site within an existing building, but shall not exceed 10% of the total floor area of the building.

7. Supportive Services Contract

- a. The applicant shall provide a copy of an executed contract agreement between the local public agency, the provider of the supportive housing, general, or transitional housing, and the interim lodging unit housing project applicant for the provision of on-site supportive housing, general, or transitional housing, or a combination of both.
- b. The applicant shall provide proof that the applicant has received funding from a local public agency.
- c. The applicant shall provide proof that the supportive housing, general, or transitional housing contract is in effect.

8. Residential Hotel Ordinance

If structures or units are subject to the provisions of *LAMC Chapter 4, Article 7.1. (Residential Hotel Unit Conversion and Demolition)* on the date of the interim lodging unit housing project application, they shall remain subject to all requirements and restrictions in *LAMC Chapter 4 (Public Welfare), Article 7.1. (Residential Hotel Unit Conversion and Demolition)* during the supportive housing, general, or transitional housing contract.

9. Designated Historic Resource

An Interim lodging unit housing project shall not involve alteration of an historic-character-defining feature of a designated historic resource, unless the Director of Planning, in consultation with the Office of Historic Resources, determines the proposed alteration will not adversely impact the property's historic eligibility.

C. Incentives

Interim lodging unit housing projects shall not be subject to any otherwise applicable zoning, Specific Plan, or Supplemental District regulations, including, but not limited to, the following:

1. Minimum Area per Household Dwelling Unit or Efficiency Dwelling Unit

Interim lodging unit housing projects shall not be considered an increase in density or other change which requires any corresponding discretionary action. A structure, regardless of any nonconforming status as to the regulations of the applied Form District and Density District, may be used for an interim lodging unit housing project.

2. Off-Street Automobile Parking

Interim lodging unit housing projects shall be exempt from the provisions of *Div. 4C.4. (Automobile Parking)* during the supportive housing, general, or transitional housing contract, however, the interim lodging unit housing project shall maintain and not reduce the number of on-site parking spaces existing on the date of the interim lodging unit housing project application.

3. Use Permission

Despite the provisions of the applied Use District or any nonconforming use provision to the contrary, an interim lodging unit housing project shall be permitted.

4. Minor Interior Alterations for Cooking Facilities

Approved interim lodging unit housing project applicants may make minor interior alterations adding cooking facilities, including a sink, a refrigerator not exceeding 10 cubic feet, counter space not exceeding 10 square feet, and a hotplate or microwave, to efficiency dwelling units. In the event a structure is returned to the motel or hotel use in accordance with Sec. 9.4.1.D.3. (*Termination of Supportive Housing or Transitional Housing Contract*), the lodging may maintain any efficiency dwelling units with added cooking facilities.

5. Preservation of Nonconforming Rights

Upon termination of the supportive housing, general or transitional housing use, in accordance with Sec. 9.4.1.D.3. (*Termination of Supportive Housing or Transitional Housing Contract*), any structure that is nonconforming as to area or use regulations or any other requirements in this Zoning Code (Chapter 1A) may return to the use and condition authorized by a Certificate of Occupancy existing on the date of the interim lodging unit housing project application, despite any physical alterations to the subject property. Any floor area used for supportive services may be returned to use as lodging units, or may be converted to accessory amenity spaces, so long as the total number of lodging units do not exceed the number approved on the Certificate of Occupancy existing at the time of the application for interim lodging unit housing project.

D. Process

1. Department of Building and Safety Review

Interim lodging unit housing projects shall be approved by the Department of Building and Safety if the eligibility requirements of Sec. 9.4.2.B. (*Eligibility*), and the applicable standards described in Sec. 9.4.2.C. (*Incentives*) are met, and the incentives described in Sec. 9.4.2.C. (*Incentives*) shall be granted.

2. Residential Hotel Ordinance

Interim lodging unit housing project applicants seeking to convert structures subject to the Residential Hotel Ordinance pursuant to LAMC Chapter 4 (*Public Welfare*), Article 7.1. (*Residential Hotel Unit Conversion and Demolition*) must also submit an application using the process described in LAMC Chapter 4 (*Public Welfare*), Section 47.78. (*Application for Clearance*).

3. Termination of Supportive Housing or Transitional Housing Contract

Upon any termination of the supportive housing, general, or transitional housing contract, the following shall apply:

- a. The interim lodging unit housing project applicant shall be required, within 90 days, to notify the Department of Building and Safety and to complete one of the following:
 - i. Submit an application to the Department of Building and Safety to return to the use, authorized by a Certificate of Occupancy, existing on the date of the interim lodging unit housing project application, or to any use permitted by the current zoning regulations; or
 - ii. Provide a copy of a new executed contract agreement to the Department of Building and Safety in accordance with the requirements in *Sec. 9.4.2.B.7. (Supportive Services Contract)* to begin a new contract term for provision of supportive housing, general, or transitional housing.
- b. The number of Residential Units, as defined in *LAMC Chapter 4 (Public Welfare), Section 47.73.T. (Definitions)*, at each participating structure of an interim lodging unit housing project which has been converted to structures subject to *LAMC Chapter 4 (Public Welfare), Article 7.1. (Residential Hotel Unit Conversion and Demolition)* shall be identical to the number of units originally determined by the Housing and Community Investment Department to be Residential Units pursuant to *LAMC Chapter 4 (Public Welfare), Section 47.76. (Residential Unit Status Determination)* or any subsequent number approved as part of an application using the process described in *LAMC Chapter 4 (Public Welfare), Section 47.78. (Application for Clearance)*.

4. **Modifications to Interim Lodging Unit Housing Project Applicability Requirements**

The Zoning Administrator may modify or exempt the applicability requirements for interim lodging unit housing projects in *Sec. 9.4.2.B.6 (Supportive Service Area)* and *Sec. 9.4.2.B.9 (Historic Building)*, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, when the applicant can demonstrate that the project remains consistent with the purpose of those standards.

SEC. 9.4.3. SENIOR CARE FACILITIES INCENTIVE PROGRAM

A. Purpose

The purpose of this Section is to provide development standards for supportive housing, medical care and supportive housing, non-medical for senior citizens, or "senior care facilities", and create a single process for approvals and facilitate the processing of applications for an eldercare facility. These facilities provide much needed services and housing for the growing senior population of the City of Los Angeles.

B. Applicability

A senior care facilities project located on a lot or lots in any Agricultural, Residential, Residential-Mixed, Commercial, or Commercial-Mixed Use District.

C. Incentives

1. Zoning District Requirements

The Zoning Administrator may permit a senior care facilities project that does not meet the requirements of the applied Use District or Density District, or height provisions of the applied Form District, or the requirements of any Specific Plan, Supplemental District, or Citywide regulation adopted or imposed by City action.

2. Development of Site

New buildings or structures may be erected, enlargements may be made to existing buildings, and the existing housing types within the senior care facilities project may be extended on the approved site, provided that development plans are submitted to and approved by the Zoning Administrator. The Zoning Administrator may disapprove the plans where it is found that the use does not conform to the purpose and intent of the findings required for senior care facilities under this Section, and may specify the conditions under which the plans may be approved.

D. Procedures

1. Review

The Zoning Administrator may permit a senior care facilities project utilizing the incentives outlined in *Sec. 9.4.3.C. (Incentives)* pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.

a. Supplemental Findings

In addition to the findings set forth in *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall not grant the approval unless it is also found that:

- i. The strict application of the land use regulations on the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations;

- ii. The senior care facilities project shall provide support services to senior citizens to meet citywide demand; and
- iii. The senior care facilities project shall not create an adverse impact on street access or circulation in the surrounding neighborhood.

2. **Subsequent Change of Use**

Residential uses, as established in *Sec. 5C.1.1. (Residential Uses)*, within a senior care facilities project may not be changed to a different residential use unless it has been subsequently approved. The Zoning Administrator may approve changes to the number of household dwelling units, efficiency dwelling units, beds, or floor area provided that a minimum of 75% of the floor area, exclusive of common areas, shall consist of supportive housing, medical care or supportive housing, non-medical for senior citizens.

SEC. 9.4.4. NON-PERMITTED DWELLING UNITS PROGRAM

A. Purpose

The purpose of this Section is to further health and safety standards in multi-unit buildings and preserve and create affordable housing units by establishing procedures to legalize certain pre-existing non-permitted dwelling units in conformance with the State Density Bonus provisions in *California Government Code Section 65915*.

B. Eligibility

A structure with a non-permitted dwelling unit located in all Density Districts, except for Density District 1L, is eligible for the provisions of this Section when the following criteria are met:

1. Pre-Existing Units

The units to be legalized have been occupied as a dwelling unit at any time between December 11, 2010 and December 10, 2015. Examples of the types of evidence to establish occupancy include, but are not limited to:

- a. Apartment lease;
- b. Utility bill;
- c. Rent Stabilization Ordinance (RSO) Rent Registration Certificate;
- d. Code enforcement case documentation (e.g., Orders to Comply); or
- e. Other evidence identified on the application form and made available for public inspection in the case file.

2. Restricted Affordable Units

At least one additional restricted affordable unit is being provided on the project site. A restricted affordable unit. Affordable means that rents or housing expenses cannot exceed 30% of the maximum gross income of each respective household income group. Moderate income units may be used, provided the project is not located in a Low-Moderate Census Tract pursuant to the Community Reinvestment Act.

3. Performance Standards

The property shall meet the following performance standards:

a. Front Yard Landscaping

All portions of the required front yard not used for necessary driveways and walkways, including decorative walkways, are landscaped and maintained, and not otherwise paved.

b. Lighting

Security night lighting is shielded so that the light source cannot be seen from adjacent residential properties.

c. Parking Area

Any surface parking areas are landscaped pursuant to the requirements of *Div. 4C.4. (Automobile Parking)*.

d. Signs

Any illegal signs shall have been removed.

e. Code Violations

The project site must not have any outstanding code violations other than those being addressed by the application under this Section.

f. Unpermitted Building Footprint Expansion

The dwelling units to be legalized shall not result or have resulted in an unpermitted expansion of the building footprint or height, except that additions of less than 250 square feet, not resulting in any additional height, may be permitted, provided it is not located on the building frontage adjoining the front yard. The purpose of this standard is to limit exterior alterations to those that are minor and do not have a significant impact on the visual character of the building or neighborhood.

C. Incentives

A property meeting the eligibility criteria above must comply with all applicable zoning regulations, except:

1. The grant of permitted status to pre-existing unpermitted units under this Section shall not be considered an increase in density or other change which requires any corresponding Zone Change, General Plan Amendment, Project Exception, or other discretionary action.
2. The number of allowable dwelling units can be increased up to 35% over the otherwise maximum allowable density of the applied Density District or applicable Specific Plan, depending on the percentage of restricted affordable units provided in the building, pursuant to the Density Bonus charts in *California Government Code Section 65915(f)*. These charts can be extended proportionally to permit both a density increase and an affordable set-aside less than what is shown on the charts.
3. For properties which have more permitted dwelling units than are allowed under current maximum allowable density, an increase in current maximum allowable density beyond 35% may be authorized as long as the project offers sufficient restricted affordable units to achieve at least a 35% density bonus pursuant to the density bonus charts in *California Government Code Section 65915(f)* and the increase in number of dwelling units does not exceed 35% of

the number of permitted dwelling units on the property. Regardless of the actual number of permitted dwelling units on the property, the base number of dwelling units for calculating the percentage of restricted affordable units shall be the dwelling units allowed by the current maximum residential density.

4. A property containing one structure with two permitted dwelling units in all Density District except for Density District 1L may legalize a third unit as long as one of the dwelling units is a restricted affordable unit, even if the third dwelling unit increases the density by more than 35%.
5. An applicant may choose any one of the following methods of calculating required parking, if applicable, in conjunction with the bicycle parking provisions in *Div. 4C.4. (Automobile Parking)*. If the net new number of required parking spaces is other than a whole number, it shall be rounded up to the next whole number.
 - a. Parking may be recalculated for all units in the project (not just the restricted units) using Parking Option 1 in *Sec. 9.2.1. (Density Bonus)*.
 - b. Parking may be calculated by maintaining all existing parking and providing additional parking just for the newly legalized units in accordance with Parking Option 2 in *Sec. 9.2.1. (Density Bonus)*, as long as one restricted affordable unit or dwelling unit for low income individuals who are senior citizens, or who have a physical or mental impairment that limits one or more major life activities is provided for each legalized unit.
 - c. Parking may be calculated by maintaining all existing parking and providing additional parking at a ratio of 0.5 parking spaces per bedroom for the newly legalized dwelling units for a project located within one half mile of a major transit stop, which is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute period or a major transit stop included in the applicable Regional Transportation Plan/Sustainable Community Strategy (RTP/STS).
6. The applicant shall be eligible for up to three concessions or incentives in accordance with *California Government Code Section 65915(d)(2)*, depending on the percentage of restricted affordable units provided. For the purposes of this Section, a concession or incentive means a reduction in a site development standard or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission, including, but not limited to, a reduction in lot amenity space requirements and in the ratio of vehicular parking spaces that would otherwise be required.
7. The City may not apply a development standard that will physically preclude the legalization of a project which meets the eligibility criteria of *Sec. 9.4.4.D.5.c. (Parking)* at the densities or with the concessions or incentives permitted by this Section. Development standards, include, but are not limited to: a site condition; a height limitation; a yard requirement; a floor

area ratio; an lot amenity space requirement; or a parking ratio that applies to a residential development pursuant to any ordinance, General Plan Element, Specific Plan, Charter, or other local condition, law, policy, resolution, or regulation. Development standards do not include conditions imposed through discretionary approvals. Incentives shall not be used to exempt compliance with performance standards.

8. The street dedication provisions of *Article 10. (Streets and Parks)* shall not apply when dwelling units are legalized under this Section.
9. The City's Affordable Housing Incentive Guidelines shall not apply to projects under this Section.

D. Process

1. Administrative Review

The applicant shall submit an application on a form developed by the Department of City Planning that contains basic information about the project, the owner or applicant, and conformance with this section. The Director of Planning shall review all applications for compliance with the eligibility criteria in *Sec. 9.4.4.C. (Eligibility)*. The application shall be approved by the Director of Planning if the eligibility criteria and performance standards of this Section are met pursuant to *Sec. 13B.3.1. (Administrative Review)*.

2. Relief

The Zoning Administrator may modify or exempt the performance standards in *Sec. 9.4.4.B.3. (Performance Standards)*, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, when the applicant can demonstrate that the project remains consistent with the purpose of those standards.

E. Records and Agreements

Prior to the issuance of any building permit, a covenant acceptable to the Los Angeles Housing and Community Investment Department, shall be recorded with the Los Angeles County Recorder, guaranteeing that each required restricted affordable unit shall be reserved and maintained for at least 99 years from the issuance of the Certificate of Occupancy; except for:

- a. A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.
- b. A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

SEC. 9.4.5. DOWNTOWN ADAPTIVE REUSE PROGRAM

A. Purpose

The purpose of this Section is to facilitate the preservation and reuse of existing buildings in the Downtown Community Plan Area, and implement the General Plan by facilitating the conversion of older, economically distressed, or historically significant buildings to apartments, live/work units, offices, or visitor-serving facilities. This will help to reduce vacant space as well as preserve Downtown's architectural and cultural past and encourage the development of a live/work and residential community Downtown, thus creating a more balanced ratio between housing and jobs in the region's primary employment center. This revitalization will also facilitate the development of a "24-hour city" and encourage mixed commercial and residential uses in order to improve air quality and reduce vehicle trips and vehicle miles traveled by locating residents, jobs, hotels and transit services near each other.

B. Eligibility

The provisions of this Section shall apply to adaptive reuse projects in all or any portion of the following buildings and structures in the Downtown Community Plan Area:

1. Buildings That Are At Least 25 Years Old

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.

2. Buildings That Are At Least 10 Years Old

Buildings constructed in accordance with building and zoning codes in effect at the time they were built and are at least 10 years old. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction.

3. Historic Buildings

Designated historic resources and surveyed historic resources are also eligible buildings.

4. Parking Structures

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

C. Standards

1. Loading Space

Loading spaces which are part of a street-facing facade on lots zoned with a Frontage District established in *Div 3B.9. (Character Frontage)* shall be maintained. Otherwise, it shall be allowed to be removed.

2. **Affordable Housing Linkage Fee**

The linkage fee, as established in *Sec. 19.18. (Affordable Housing Linkage Fee) of Chapter 1 (General Provisions and Zoning)* of this Code, shall continue to apply to any new floor area in the project devoted to the uses described in the linkage fee schedule, regardless of the exemptions in Subsection D. (Incentives) below.

D. **Incentives**

Despite any other provisions of this Zoning Code (Chapter 1A) to the contrary, Downtown adaptive reuse projects shall be entitled to the incentives set forth below. Despite any other provisions of this Zoning Code (Chapter 1A) to the contrary, adaptive reuse projects shall be entitled to the incentives set forth below. These incentives shall not apply to any new construction or additions located on the same lot as an adaptive reuse project unless otherwise stated below. The following incentives supersede the requirements established in *Div. 9.3. (Community Benefits Program)*.

1. **Floor Area**

a. **Existing Floor Area**

Existing floor area which exceeds the maximum floor area ratio of the applied Form District shall be considered allowed.

b. **New Floor Area Within Existing Building Envelope**

Any additional floor area, including mezzanines, as defined by *Chapter 9 (Building Regulations) of this Code*, created within an existing building shall not be counted towards the maximum floor area limit for the lot.

c. **Changes of Use in Previously Exempted Floor Area**

The following actions shall not be considered as adding new floor area that enlarges an existing building or structure:

- i. The change of use of any area of an existing building that is exempt from floor area, to any use permitted in the applied Use District, including the renovation of any interior portion of an existing building for a permitted use. However, this shall not include new construction, and must be located within the building's existing exterior walls and below the existing roof.
- ii. The change of use of any area of an existing building which is exempt from floor area to lot amenity spaces or residential amenity spaces.
- iii. The change of use of any area of an existing basement or portions of an eligible building that are below grade.
- iv. The conversion of existing parking areas or structures as long as the conversion remains within the exterior walls of the existing building.

d. **New Rooftop Structures**

The construction of new structures on the existing roof shall not be considered new floor area, as long as the new rooftop structures:

- i. Do not exceed one story.
- ii. Comply with the height requirements of the applied Form District.

e. **Unified Development**

- i. For buildings listed as designated historic resources or surveyed historic resources that are incorporated as part of a unified development composed of two or more buildings, the existing floor area, up to a maximum of 50,000 square feet, shall be exempted from the maximum floor area limit for the lot. This incentive shall not be utilized if the unified development involves the demolition or facade alteration of any portion of a designated historic resource or surveyed historic resource which has not been approved by the Office of Historic Resources.
- ii. The averaging of floor area ratios may be permitted even if buildings on each individual lot would exceed the permitted floor area ratio. However, the total floor area for the unified development, when calculated as a whole, may not exceed the maximum permitted floor area by the applied Form Districts.

2. **Height**

a. **Existing Height**

An existing building which is a part of an adaptive reuse project shall be allowed to maintain its existing height, regardless of whether it exceeds the maximum height in feet or height in stories, minimum height in stories of the applied Form District.

b. **New Stories Within Existing Building Envelope**

Any additional story created within an existing building which is a part of an adaptive reuse project shall not be counted as an additional story towards any height in stories limit.

3. **Yards**

Existing observed yards which do not meet the yards required by the applied Form District shall be allowed.

4. **Lot Amenity Space & Residential Amenity Space Requirements**

An adaptive reuse project shall not be required to provide any additional lot amenity space or residential amenity space as a result of a change of use.

5. **Upper-Story Bulk**

An existing building which is a part of an adaptive reuse project shall not be required to comply with any applicable upper-story provisions established in *Div. 2C.5. (Upper-Story Bulk)*.

6. **Building Mass**

An existing building which is a part of an adaptive reuse project shall not be required to comply with any applicable building mass provisions established in *Div. 2C.6. (Building Mass)*.

7. **Frontage District Standards**

Adaptive reuse projects shall not be required to bring eligible buildings or structures into conformance with the applied Frontage District. Where an eligible building or structure is nonconforming as to the applied Frontage District an adaptive use project shall not further reduce compliance.

8. **Project Review**

Adaptive reuse projects shall be exempt from any requirements to go through the Project Review process as determined by the applied Development Standards District and set forth in *Div. 4C.14. (Project Review Threshold)*.

9. **Loading Space**

If no loading space is provided, then a loading space shall not be required.

10. **Density**

Dwelling units and joint living and work quarters shall not be subject to the lot area per dwelling unit or dwelling unit per lot requirements of the applied Density District.

E. **Process**

1. **Department of Building and Safety Review**

The following types of adaptive reuse projects shall be approved by the Department of Building and Safety if the requirements of *Sec. 9.4.5.B. (Eligibility)* and the criteria described in *Sec. 9.4.5.C. (Standards)* and *Sec. 9.4.5.C. (Incentives)* are met. If the adaptive reuse project is approved, and the incentives described in *Sec. 9.4.5.D. (Incentives)* for which the project qualifies shall be granted.

Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 25 years old and adaptive reuse projects involving parking structures or parking areas within an existing building with a Certificate of Occupancy which was issued at least 10 years prior to the date of application.

2. Zoning Administrator Review

Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 10 years old may be approved by the Zoning Administrator, pursuant to *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, if the adaptive reuse project complies with the requirements of *Sec. 9.4.5.B. (Eligibility)* and the criteria described in *Sec. 9.4.5.C. (Standards)* and *Sec. 9.4.5.D. (Incentives)* are met. If the adaptive reuse project is approved, the incentives described in *Sec. 9.4.5.D. (Incentives)* for which the project qualifies may be granted.

3. Relief

The Zoning Administrator may grant, modify or deny some or all of the incentives established in *Sec. 9.4.5.D. (Incentives)* pursuant to *Sec. 13.B.2.1. (Class 1 Conditional Use Permit)*. Furthermore, the Zoning Administrator shall have the authority to grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects proposed pursuant to this Section, including but not limited to the authority to permit dwelling units and joint living and work quarters, regardless of the nonconforming provisions of *Article 12. (Nonconformities)*.

SEC. 9.4.6. **CITYWIDE ADAPTIVE REUSE PROGRAM**

A. Purpose

The purpose of this Section is to encourage and facilitate the conversion and retention of existing, or historically significant buildings, and conversion between uses permitted or conditionally permitted by the designated Use District of the property , and to create opportunities for new affordable housing units. The goal is to reduce vacant space, as well as preserve the City's architectural and cultural past, and encourage the sustainable practice of retaining the inherent energy that goes into the construction of existing buildings. This practice has demonstrated its effectiveness as a revitalization tool that encourages the use of underutilized buildings and the creation of new dwelling units.

B. Eligibility

The provisions of this Section shall apply to adaptive reuse projects outside the Downtown Community Plan Area, in any Commercial or Commercial-Mixed Use District, or on any lot in Density District 2 or FA, regardless of Use District, in the following buildings and structures:

1. Buildings That Are At Least 25 Years Old

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.

2. Buildings That Are At Least 10 Years Old

Buildings constructed in accordance with building and zoning codes in effect at the time they were built and are at least 10 years old. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction.

3. Historic Buildings

Designated historic resources and surveyed historic resources are also eligible buildings.

4. Parking Structures

Any parking structure, or parking area within an existing building, with a Certificate of Occupancy which was issued at least 10 years prior to the date of application, in excess of the minimum parking required by this Zoning Code (Chapter 1A).

C. Standards

1. Affordable Housing Requirement

An adaptive reuse project that involves the creation of 10 or more new dwelling units shall provide the following restricted affordable housing units as established below.

a. **10 to 13 Dwelling Units**

An adaptive reuse project that involves the creation of between 10 to 13 new dwelling units shall provide at least 1 unit affordable for very-low income households as a restricted affordable unit.

b. **14 to 17 Dwelling Units**

An adaptive reuse project that involves the creation of between 14 to 17 new dwelling units shall provide at least 1 unit affordable for moderate income households and at least 1 unit affordable for very-low income households as restricted affordable units.

c. **18 or More Dwelling Units**

An adaptive reuse project that involves the creation of 18 or more new dwelling units shall provide at least 10% of its units for moderate income households and at least 5% of its units affordable for very-low income households as restricted affordable units. For the purposes of this Section, in calculating the required number of restricted affordable units, any number resulting in a fraction is rounded up to the next whole number.

d. **Affordable Housing Covenant**

A covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 99 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program; except for:

- e. A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.
- f. A mixed-income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.

D. Incentives

The Department of City Planning may grant some or all of the incentives established when an adaptive reuse project qualifies for them as established below. Despite any other provisions of this Zoning Code (Chapter 1A) to the contrary, adaptive reuse projects shall be entitled to the incentives set forth below. These incentives shall not apply to any new construction or additions located on the same lot as an adaptive reuse project unless otherwise stated below.

1. Floor Area

a. Existing Floor Area

Existing floor area which exceeds the maximum floor area ratio of the applied Form District shall be considered allowed.

b. New Floor Area Within Existing Building Envelope

Any additional floor area, including mezzanines, as defined by *Chapter 9 (Building Regulations) of this Code*, created within an existing building shall not be counted towards the maximum floor area limit for the lot.

c. Changes of Use in Previously Exempted Floor Area

The following actions shall not be considered as adding new floor area that enlarges an existing building or structure:

- i. The change of use of any area of an existing building that is exempt from floor area, to any use permitted in the applied Use District, including the renovation of any interior portion of an existing building for a permitted use. However, this shall not include new construction, and must be located within the building's existing exterior walls and below the existing roof.
- ii. The change of use of any area of an existing building which is exempt from floor area to lot amenity spaces or residential amenity spaces.
- iii. The change of use of any area of an existing basement or portions of an eligible building that are below grade.
- iv. The conversion of existing parking areas or structures as long as the conversion remains within the exterior walls of the existing building.

d. New Rooftop Structures

The construction of new structures on the existing roof shall not be considered new floor area, as long as the new rooftop structures:

- i. Do not exceed one story.
- ii. Comply with the height requirements of the applied Form District.

e. Unified Development

- i. For buildings listed as designated historic resources or surveyed historic resources that are incorporated as part of a unified development composed of two or more buildings, the existing floor area, up to a maximum of 50,000 square feet, shall be exempted from the maximum floor area limit for the lot. This incentive shall not be utilized if

the unified development involves the demolition or facade alteration of any portion of a designated historic resource or surveyed historic resource which has not been approved by the Office of Historic Resources.

- ii. The averaging of floor area ratios may be permitted even if buildings on each individual lot would exceed the permitted floor area ratio. However, the total floor area for the unified development, when calculated as a whole, may not exceed the maximum permitted floor area by the applied Form Districts.

2. Height

a. Existing Height

An existing building which is a part of an adaptive reuse project shall be allowed to maintain its existing height, regardless of whether it exceeds the maximum height in feet or height in stories, minimum height in stories of the applied Form District.

b. New Stories Within Existing Building Envelope

Any additional story created within an existing building which is a part of an adaptive reuse project shall not be counted as an additional story towards any height in stories limit.

3. Yards

Existing observed yards which do not meet the yards required by the applied Form District shall be allowed.

4. Lot Amenity Space & Residential Amenity Space Requirements

An adaptive reuse project shall not be required to provide any additional lot amenity space or residential amenity space as a result of a change of use.

5. Upper-Story Bulk

An existing building which is a part of an adaptive reuse project shall not be required to comply with any applicable upper-story provisions established in *Div. 2C.5. (Upper-Story Bulk)*.

6. Building Mass

An existing building which is a part of an adaptive reuse project shall not be required to comply with any applicable building mass provisions established in *Div. 2C.6. (Building Mass)*.

7. Frontage District Standards

Adaptive reuse projects shall not be required to bring eligible buildings or structures into conformance with the applied Frontage District. Where an eligible building or structure is nonconforming as to the applied Frontage District an adaptive use project shall not further reduce compliance.

8. **Off-Street Automobile Parking**

The required number of parking spaces shall be the same as the number of spaces that exist on the lot, and shall be maintained and not reduced. However, if the total parking required by *Div. 4C.4. (Automobile Parking)* for the new use is less than the number of parking spaces that exist on the lot, then the number of parking spaces may be reduced to the number of required parking spaces.

9. **Loading Space**

If no loading space is provided, then a loading space shall not be required.

10. **Project Review**

Adaptive reuse projects shall be exempt from any requirements to go through the Project Review process as determined by the applied Development Standards District and set forth in *Div. 4C.14. (Project Review Threshold)*.

11. **Density**

Dwelling units and joint living and work quarters shall not be subject to the lot area per dwelling unit or dwelling unit per lot requirements of the applied Density District.

12. **Linkage Fee Waiver**

Adaptive reuse projects with 10 or more restricted affordable housing units that satisfy the requirement in *Sec. 9.4.6.C.1. (Affordable Housing Requirements)* shall have Linkage Fees established in *Sec. 19.18. (Affordable Housing Linkage Fee)* of Chapter 1 (*General Provisions and Zoning*) of this Code waived.

E. **Process**

1. **Department of Building and Safety Review**

The following types of adaptive reuse projects shall be approved by the Department of Building and Safety if the requirements of *Sec. 9.4.6.B. (Eligibility)*, and the criteria described in *Sec. 9.4.6.C. (Standards)* and *Sec. 9.4.6.D. (Incentives)* are met. If the adaptive reuse project is approved, and the incentives described in *Sec. 9.4.6.D. (Incentives)* for which the project qualifies shall be granted.

Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 25 years old and adaptive reuse projects involving parking structures or parking areas within an existing building with a Certificate of Occupancy which was issued at least 10 years prior to the date of application.

2. Zoning Administrator Review

Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 10 years old may be approved by the Zoning Administrator, pursuant to *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, if the adaptive reuse project complies with the requirements of *Sec. 9.4.6.B. (Eligibility)* and the criteria described in *Sec. 9.4.6.C. (Standards)* and *Sec. 9.4.6.D. (Incentives)* are met. If the adaptive reuse project is approved, the incentives described in *Sec. 9.4.6.D. (Incentives)* for which the project qualifies may be granted.

a. Supplemental Findings.

In addition to the findings in *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, the Zoning Administrator shall also find that:

- i. The eligible building is no longer economically viable in its current use or uses. In making this finding, the Zoning Administrator shall consider the building's past and current vacancy rate, existing and previous uses, and real estate market information. The Zoning Administrator may require the applicant to submit independently verified documentation.
- ii. In approving a reduced parking incentive pursuant to *Sec. 9.4.6.D.5. (Off-Street Automobile Parking)*, the Zoning Administrator find that the surrounding area will not be adversely affected by overflow parking or traffic congestion originating or terminating at the site of the adaptive reuse project.

3. Relief

The Zoning Administrator may grant, modify or deny some or all of the incentives established in *Sec. 9.4.6.D. (Incentives)* pursuant to *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*. Furthermore, the Zoning Administrator shall have the authority to grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects proposed pursuant to this Section, including but not limited to the authority to permit dwelling units and joint living and work quarters in adaptive reuse projects, regardless of the nonconforming provisions of *Article 12. (Nonconformities)*.

SEC. 9.4.7. PUBLIC NUISANCE ABATEMENT PROGRAM

A. Purpose

The purpose of this Section is to facilitate the removal of graffiti, posters/handbills and any other illegal postings, as well as trash, debris, rubbish, and weeds on public property in exchange for the temporary placement of signs at construction sites and vacant lots.

B. Eligibility

Construction sites and vacant lots are eligible for the placement of temporary signs, including off-site signs, on temporary construction walls, and/or solid wood fences, if the lot has an applied Residential-Mixed, Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use District and the project complies with the requirements of the public nuisance abatement program as outlined in this Section.

C. Program Requirements

Upon issuance of a building permit for a sign and installation of any signs on temporary construction walls, and/or solid wood or similar material fences surrounding vacant lots it shall be the sign company and property owner's responsibility to comply with the provisions of this Subsection, and as established in *Sec. 9.4.7.F.4. (Authorized Representative)* it shall be the responsibility of the Department of Public Works - Office of Community Beautification (Office of Community Beautification) to enforce them.

1. Notification

- a. Within 10 days after the issuance of the building permit for a sign, provide written notification to the Office of Community Beautification and the Council District Office of the council district in which the construction site or vacant lot is located.
- b. The notification shall contain the name and address of the sign company or property owner and the property address where the signs will be placed.
- c. The notification to the Office of Community Beautification shall include a copy of the sign company's contract with the property owner to post signs at the specified location.

2. Reporting

- a. Report the amount, type, and location of clean-ups within the abatement radius to the Office of Community Beautification every 30 days for the duration of the building permit for the sign.
- b. Reporting shall be thorough and include before and after photo documentation, City of Los Angeles MyLA311 App request confirmation and/or other documentation stating date and time of clean up, as well as receipts for where materials were disposed.

3. Public Nuisance Abatement

- a. Clean and maintain free from graffiti, posters/handbills and any other illegal postings, as well as trash, debris, rubbish, and weeds from public property and rights-of-way within the abatement radius. The removal of graffiti shall include, but not be limited to, spray paint on walls, poles, and fences on public property.
- b. Remove any posters/handbills on light poles, utility poles, bus stops, and any other illegal postings on public property.
- c. Patrol the abatement radius every 24 hours to search for and remove any graffiti within 24 hours of its discovery.
- d. Report, through the City of Los Angeles MyLA311 program, bulky items within the abatement radius around the permitted lot.
- e. Comply with the administrative policies and procedures set by the Office of Community Beautification.

4. Abatement Radius Calculation

The abatement radius will be measured as a horizontal extension of the perimeter of the entire lot at a distance determined by the Office of Community Beautification.

- a. Initially, a 750-foot radius around the permitted lot, or
- b. Also, a radius around the permitted lot expanded in 250-foot increments, up to a maximum of 1,500 feet per Sec. 9.4.7.E.3.d. (Review).

D. Incentives

Regardless of the provisions of Sec. 4C.11.2. (Temporary Signs), signs placed on temporary construction walls, and/or solid wood fences surrounding vacant lots shall comply with the following:

1. Placard

Install an 18" x 24" placard in a conspicuous location on the wall or fence. The placard shall be made of a durable laminated paper, vinyl or other weather resistant material with contrasting black letters on white background at least 1 inch in height and display the following information:

- a. "This is an Official Notice of the City of Los Angeles and shall not be defaced."
- b. Signs have been placed on this wall or fence pursuant to Los Angeles Municipal Code Sec. 9.4.7. (Public Nuisance Abatement Program).
- c. Building permit number:_____ and expiration date:_____

- d. Phone number of the Department of Public Works' Office of Community Beautification:_____
- e. Name and phone number of the sign operator's representative for public reporting of graffiti, posters/handbills and any other illegal postings, as well as trash, debris, rubbish, and weeds for removal within the required abatement radius:_____

2. **Individual Sign Area**

Individual signs shall not exceed a sign area of 250 square feet.

3. **Grouped Sign Area**

Signs shall not be grouped to form a maximum sign area that exceeds 250 square feet.

4. **Separation of Signs**

Individual signs or groups of signs having an area of 250 square feet shall be separated from any other sign on temporary construction walls and/or solid wood fences surrounding vacant lots by at least 10 feet measured horizontally.

5. **Combined Area**

The combined sign area of temporary signs shall not exceed 8 square feet for each linear foot of street frontage.

6. **Maximum Height**

Signs may only be placed to a maximum height of 8 feet and shall not extend above the top of the wall or fence.

7. **Time Limits**

A building permit for a temporary sign is time limited by the following:

a. **Temporary Construction Wall**

- i. A building permit for a temporary sign placed on a temporary construction wall shall remain valid for two years, or during the duration of the construction work, under a separate valid building permit, requiring a barrier, pursuant to *Sec. 91.3306. (Protection of Pedestrians) of Chapter 9 (Building Regulations) of the LAMC*, whichever is less.
- ii. If the construction work authorized by the separate building permit has not commenced by the 180th day following the permit issuance date, or the 90th day when an operating business exists on the lot, or work has been suspended, discontinued or abandoned for a continuous period of 180 days, or 90 days when an operating business exists on the lot, the building permit for the temporary sign permitted pursuant to *Sec. 9.4.7.E. (Process)* shall be expired.

- iii. If the separate building permit is revoked or expired, the building permit for the temporary sign permitted pursuant to *Sec. 9.4.7.E. (Process)* shall be expired.
- iv. Subsequent building permits for a temporary sign at the same lot, issued in conjunction with the original separate construction permit, shall not be authorized.

b. Fence Around a Vacant Lot

- i. A building permit for a temporary sign placed on a fence of solid wood or similar material surrounding a vacant lot shall remain valid for one year, or for as long as the lot remains vacant, whichever is less.
- ii. Subsequent building permits for temporary signs on a fence of solid wood or similar material surrounding a vacant lot at the same lot shall be issued under the terms of *Sec. 9.4.7.E. (Process)*, not to exceed two additional permits, for a total of three years.

8. Sign Materials

Regardless of the provisions of *Sec. 4C.11.2.C.3.c. (Construction)*, Temporary Signs authorized by this Section shall be made of paper, vinyl, or other similar material.

9. Operating Business

When a business is operating on a construction site, temporary signs must also comply with the following:

a. Display Location

Temporary signs are limited to the portion of the temporary construction wall that is required pursuant to *Sec. 91.3306. (Protection of Pedestrians) of Chapter 9 (Building Regulations) of the LAMC*; and

b. Wall Minimum

A minimum 40 linear feet of required temporary construction wall, not exceeding the boundaries of the lot, may be installed and used for temporary signs; and

c. Sign Maximum

The total area of temporary signs on a lot authorized by this Section shall not exceed a maximum of 250 square feet.

E. Process

The Department of Building and Safety shall issue a building permit for a temporary sign, pursuant to this Section, after verifying that the plans comply with all applicable LAMC provisions, all permit clearances have been approved and the following requirements have been met.

1. Initial Permit Application - Temporary Construction Wall

a. Valid Building Permit

There is a separate valid building permit issued by the Department of Building and Safety authorizing construction work on the lot(s).

b. Required Wall

At least a portion of the temporary construction wall is required pursuant to *Sec. 91.3306. (Protection of Pedestrians) of Chapter 9 (Building Regulations) of the LAMC.*

c. Previous Permit

A previous building permit for a temporary sign was not issued in conjunction with the same building permit referenced in *Sec. 9.4.7.E.1.a. (Valid Building Permit).*

d. Expiration and Revocation

A previous building permit for a temporary sign on the lot was not expired or revoked within the preceding 12 months pursuant to *Sec. 9.4.7.D.6.a. (Temporary Construction Wall)* or *Sec. 9.4.7.F.2. (Revocation).*

e. Operating Business

When a business is operating on the lot, temporary signs must comply with *Sec. 9.4.7.D.8. (Operating Business).*

2. Initial Permit Application - Fence Surrounding a Vacant Lot

a. Existing Use

There are no buildings or uses of land on the lot.

b. Expiration and Revocation

A previous building permit for a temporary sign on the lot was not expired or revoked within the preceding 12 months pursuant to *Sec. 9.4.7.D.6.a. (Temporary Construction Wall)* or *Sec. 9.4.7.F.2. (Revocation).*

3. Subsequent Permit Application - Fence Surrounding a Vacant Lot

If Department of Building and Safety records indicate that a building permit for a temporary sign on a fence of solid wood or similar material surrounding a vacant lot on the lot was previously issued the following must be met.

a. Use

The sign complies with *Sec. 9.4.7.E.2. (Initial Permit Application)* as applicable.

b. Expiration and Revocation

A previous building permit for a temporary sign on the lot was not expired or revoked within the preceding 12 months pursuant to *Sec. 9.4.7.F.2. (Revocation)*.

c. Previous Permit

No more than one initial building permit for a temporary sign and one subsequent building permit for a temporary sign, for a total of two years, have been issued at the same lot.

d. Review

The Director of the Office of Community Beautification reviews and consents to the subsequent building permit in a written statement and determines an abatement radius pursuant to the following:

- i. Response for consent shall be provided within 10 days of written request and based solely on the assessment as to whether a public nuisance exists within the abatement radius.
- ii. Investigation and determination of the existence of a public nuisance within the abatement radius may occur for the purpose of determining whether to consent to a subsequent permit or at any time after the issuance of a building permit for a sign under *Sec. 9.4.7.E. (Process)*.
- iii. Expansion of the abatement radius for the purpose of a subsequent building permit for a sign when a public nuisance cannot be found to exist within the initial abatement radius per *Sec. 9.4.7.D.6.b. (Fence Around a Vacant Lot)* and requiring the sign company or property owner to abate the public nuisance in the expanded abatement radius in accordance with *Sec. 9.4.7.C.4. (Nuisance Abatement)*.

F. Permit Termination

Permits that become invalid or are terminated by the Department of Building and Safety are subject to the following provisions.

1. Expiration

For all building permits for a sign expired due to failure to meet the notification and reporting requirements pursuant to *Sec. 9.4.7.C. (Program Requirements)*, the Department of Building and Safety shall issue a notification to the permit holder upon expiration of the permit, including information about the appeals process.

2. Revocation

Any building permit for a sign issued pursuant to this Section may be revoked by the Department of Building and Safety for any of the following reasons. However, for all building permits for a sign revoked for the reasons stated specifically in Subparagraphs (c), (d), (e), (f) or (g) of this Subdivision a written and signed notification of the sign company or property

owner's failure shall be sent to the Department of Building and Safety by the Director of the Office of Community Beautification prior to the revocation.

- a. Failure by the sign company or property owner to comply with the terms of the permit.
- b. Failure by the sign company or property owner to maintain the bond required in Sec. 91.6201.2.2. (*General Provisions*) of Chapter 9 (*Building Regulations*) of the LAMC.
- c. Failure by the sign company or property owner to maintain the temporary construction wall and/or solid wood fences surrounding vacant lots free from graffiti.
- d. Failure by the sign company or property owner to eliminate graffiti within an abatement radius within 24 hours of receiving notification of the presence of graffiti from the Office of Community Beautification or the City Council district office of the district in which the construction site or vacant lot is located.
- e. Failure by the sign company or property owner to remove posters/handbills placed on light poles, utility poles, bus stops and any other illegal postings on public property within an abatement radius within 24 hours of receiving notification from the Office of Community Beautification or the City Council district office of the district in which the construction site or vacant lot is located.
- f. Failure by the sign company or property owner, at the time of graffiti removal, to report bulky items and/or remove trash, debris, rubbish and weeds from public property within an abatement radius.
- g. The Office of Community Beautification sends three or more notifications of failure to comply with Subparagraphs (c), (d), (e), (f) or (g) of this Subdivision to the sign company or property owner within a three-month period.

3. **Removal of Signs**

- a. The sign company or property owner must remove the temporary signs authorized by this Section by the date the sign permit becomes invalid due to its time limit or no later than the permit expiration or revocation date.
- b. Any signs remaining on temporary construction walls, and/or solid wood or similar material fences surrounding vacant lots after the building permit has expired or is revoked are deemed to be a public nuisance that can be abated by utilizing the procedure contained in Sec. 91.8904., *et seq.*, (*Special Provisions for Vacant Property Graffiti Removal*) of Chapter 9 (*Building Regulations*) of the LAMC.

4. **Authorized Representative**

The Office of Community Beautification is hereby designated the authorized representative of the City for the purpose of enforcing and implementing the provisions of Sec. 91.89041.2., *et seq.*, (*Special Provisions for Vacant Property Graffiti Removal*) of Chapter 9 (*Building*

Regulations) of the LAMC. for compelling the removal of a sign which is a public nuisance under Sec. 9.4.7.F.3.b. (Removal of Signs).

DIV. 9.5. **ACCESSORY DWELLING UNIT INCENTIVE PROGRAMS**

SEC. 9.5.1. **ACCESSORY DWELLING UNIT INCENTIVE PROGRAM**

A. **Purpose**

The purpose of this Section is to provide for the creation of accessory dwelling units (ADUs) and junior accessory dwelling units (JADUs) consistent with *California Government Code Sections 65852.2.* and *California Government Code Sections 65852.22.*, as amended from time to time, and movable tiny houses.

B. **Eligibility**

1. **Zoning Administrator Authority**

It is the intent of the City to retain all portions of this Section regarding ADUs, JADUs, and movable tiny houses not in conflict with State law. The Zoning Administrator shall have authority to clarify, amend, or revoke any provision of this Section as may be necessary to comply with any State law regarding ADUs, JADUs, or movable tiny houses.

2. **Interpretation Consistent with State Law**

This Section is not intended to conflict with State law. This Section shall be interpreted to be compatible with State enactments.

3. **California Coastal Act**

Nothing in this Section shall be construed to supersede or in any way alter or lessen the effect or application of the California Coastal Act, except that the Department of City Planning shall not be required to hold public hearings for coastal development permit applications for ADUs, JADUs, or movable tiny houses.

4. **Reconciling Provisions**

Except as otherwise stated in *Sec. 9.5.1.D. (Incentives)*, an ADU, JADU, or movable tiny houses shall comply with all applicable objective provisions required pursuant to this Zoning Code (Chapter 1A), including provisions stated in the applied zoning districts, Specific Plans, Supplemental Districts, and Special Districts. In the event that the provisions of this Section conflict with any provisions of zoning district, Specific Plan, Supplemental District, and Special District, the provisions of this Section will prevail.

C. Standards

1. Detached Accessory Dwelling Units

Except as otherwise provided in *Sec. 9.5.1.D.1. (Detached Accessory Dwelling Units)*, a detached accessory dwelling unit shall comply with the requirements of the applied zone and the following provisions.

- a. ADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot.
- b. The floor area for a detached ADU shall not exceed 1,200 square feet. Limits on floor area on a lot apply separately and may further limit allowable detached ADU square footage, except as otherwise provided by Subdivision D.1. (Incentives; Detached Accessory Dwelling Units).
- c. In the event where an ADU would be created as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the ADU, and the rear lot line, shall not exceed 1,200 square feet.
- d. Buildings containing a detached ADU shall not be greater than two stories.
- e. Detached ADUs shall not be located between a proposed or existing dwelling unit and the frontage lot line, except in the following cases:
 - i. On a through lot zoned with a Residential or Residential-Mixed Use District with no required rear setback that has a lot depth of 150 feet or more, an ADU shall not extend into either required primary street setback, except that it need not be more than 25 feet from both primary street lot lines.
 - ii. Where the ADU is being added to a lawfully existing garage or accessory building.
- f. Except as otherwise permitted by this Section, only one ADU is permitted per lot.
- g. An ADU may only be built on a lot that contains a proposed or existing dwelling unit.
- h. In cases where additional dwelling units are added to a lot after the construction of the ADU, an ADU will be counted towards the overall number of dwelling units as permitted by the zone.
- i. No ADU is permitted on any lot that is located in both a Very High Fire Hazard Severity Zone and a Hillside Area on the Hillside Area Map, unless:
 - i. The ADU is located within the boundaries of either the Northeast Los Angeles Community Plan Area or the Silver Lake-Echo Park-Elysian Valley Community Plan Area; or
 - ii. The ADU complies with all of the following requirements, regardless of *Sec. 9.5.1.D.1. (Detached Accessory Dwelling Units)*:

- a) The ADU is protected throughout with an approved automatic fire sprinkler system, in compliance with the Los Angeles Plumbing Code;
 - b) One off-street parking space is provided for the ADU; and
 - c) The ADU is located on a lot fronting on a street that is improved with a roadway width of 20 feet or more in unobstructed width, as measured along the entire frontage of the subject property, after any associated dedication and improvement. In the event the ADU is located on a through lot or a corner lot, the lot must front on at least one street that is improved with a roadway width of 20 feet or more in unobstructed width after any associated dedication and improvement.
- j. ADUs located where a private sewage disposal system is being used, shall require approval by the local health officer.

2. Attached Accessory Dwelling Units

Except as otherwise provided in *Sec. 9.5.1.D.2. (Attached Accessory Dwelling Units)*, an attached accessory dwelling unit shall comply with the requirements of the applied zone and the following provisions.

- a. ADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot.
- b. If there is an existing primary dwelling unit, the floor area of an attached ADU may not exceed 50 percent of the existing primary dwelling unit.
- c. In the event where an ADU would be created as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the ADU and the rear lot line, shall not exceed 1,200 square feet.
- d. Limits on floor area on a lot apply separately and may further limit allowable attached ADU square footage, except as otherwise provided by *Sec. 9.5.1.D.2. (Attached Accessory Dwelling Units)*.
- e. Except as otherwise permitted by this Section, only one ADU is permitted per lot.
- f. An ADU may only be built on a lot that contains a proposed or existing dwelling unit.
- g. In cases where additional dwelling units are added to a lot after the construction of the ADU, an ADU will be counted towards the overall number of dwelling units as permitted by the zone.
- h. No ADU is permitted on any lot that is located in both a Very High Fire Hazard Severity Zone and a Hillside Area on the Hillside Area Map, unless:
 - i. The ADU is located within the boundaries of either the Northeast Los Angeles Community Plan Area or the Silver Lake-Echo Park-Elysian Valley Community Plan Area; or

- ii. The ADU complies with all of the following requirements, regardless of *Sec. 9.5.1.D.2. (Attached Accessory Dwelling Units)*:
 - a) The ADU is protected throughout with an approved automatic fire sprinkler system, in compliance with the Los Angeles Plumbing Code;
 - b) One off-street parking space is provided for the ADU; and
 - c) The ADU is located on a lot fronting on a street that is improved with a roadway width of 20 feet or more in unobstructed width, as measured along the entire frontage of the subject property, after any associated dedication and improvement. In the event the ADU is located on a through lot or a corner lot, the lot must front on at least one street that is improved with a roadway width of 20 feet or more in unobstructed width after any associated dedication and improvement.
- i. ADUs located where a private sewage disposal system is being used, shall require approval by the local health officer.

3. Movable Tiny Houses

Except as otherwise provided in *Sec. 9.5.1.D.3. (Movable Tiny Houses)*, a movable tiny house shall comply with the requirements of the applied zone and the following provisions.

- a. Movable tiny houses may be sold when removed from the lot.
- b. Movable tiny houses shall not be located between the proposed or existing single-unit dwelling and the frontage lot line. On a through lot zoned with a Residential or Residential-Mixed Use District with no required rear setback that has a lot depth of 150 feet or more, a movable tiny house shall not extend into either required primary street setback, except that it need not be more than 25 feet from both primary street lot lines.
- c. Movable tiny houses shall not be greater than two stories.
- d. Movable tiny houses shall include the following design elements:

- i. **Cladding and Trim**

Materials used on the exterior of a moveable tiny house shall exclude single piece composite, laminates, or interlocked metal sheathing.

- ii. **Windows and Doors**

Windows shall be at least double pane glass and labelled for building use, and shall include exterior trim. Windows and doors shall not have radius corners.

- iii. **Roofing**

Roofs shall have a minimum of a 12:2 pitch for greater than 50 percent of the roof area, and shall not be composed of wooden shingles.

iv. Extensions

All exterior walls and roof of a moveable any tiny house used as an ADU shall be fixed with no slide-outs, tip-outs, nor other forms of mechanically articulating room area extensions.

- e.** Except as otherwise permitted by this Section, only one moveable tiny house is permitted per lot.
- f.** A moveable tiny house may only be created on a lot that contains a proposed or existing dwelling unit.
- g.** No moveable tiny house is permitted on any lot that is located in both a Very High Fire Hazard Severity Zone and a Hillside Area on the Hillside Area Map, unless:
 - i.** The moveable tiny house is located within the boundaries of either the Northeast Los Angeles Community Plan Area or the Silver Lake-Echo Park-Elysian Valley Community Plan Area; or
 - ii.** The moveable tiny house complies with all of the following requirements, regardless of Sec. 9.5.1.D.3. (*Movable Tiny House*):
 - a)** One off-street parking space is provided for the moveable tiny house; and
 - b)** The moveable tiny house is located on a lot fronting on a street that is improved with a roadway width of 20 feet or more in unobstructed width, as measured along the entire frontage of the subject property, after any associated dedication and improvement. In the event the moveable tiny house is located on a through lot or a corner lot, the lot must front on at least one street that is improved with a roadway width of 20 feet or more in unobstructed width after any associated dedication and improvement.
- h.** Moveable tiny houses located where a private sewage disposal system is being used, shall require approval by the local health officer.
- i.** When sited on a lot, the undercarriage (wheels, axles, tongue and hitch) shall be hidden from view.
- j.** The wheels and leveling or support jacks must sit on a paved surface compliant with Sec. 4C.4.4.C.1. (*Surfacing*).
- k.** Mechanical equipment shall be incorporated into the structure and not located on the roof.
- l.** Moveable tiny houses shall be connected to water, sewer, and electric utilities.

4. Junior Accessory Dwelling Units

Except as otherwise provided in Subdivision D.4. (Incentives; Junior Accessory Dwelling Units), a junior accessory dwelling unit shall comply with the requirements of the applied zone and the following provisions.

- a. JADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot.
- b. A JADU shall comply with all of the provisions provided in *California Government Code Sections 65852.2(e)(1)(A)* and *California Government Code Sections 65852.22*.
- c. In the event where an JADU would be created as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the JADU, and the rear lot line, shall not exceed 1,200 square feet.
- d. In cases where additional dwelling units are added to a lot after the creation of the JADU, a JADU will be counted towards the overall number of dwelling units as permitted by the zone.

5. Accessory Dwelling Units in Compliance with California Government Code Section 65852.2(e)(1)(A) or (C)

An ADU described by *California Government Code, Section 65852.2.(e)(1)(A)* or *California Government Code, Section 65852.2.(e)(1)(C)* shall be approved if in compliance with the applicable provisions in *California Government Code, Section 65852.2.(e)*; and the provisions below:

- a. ADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot.
- b. In the event where an ADU would be built as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the ADU and the rear lot line shall not exceed 1,200 square feet.
- c. In cases where additional dwelling units are added to a lot after the creation of the ADU, an ADU will be counted towards the overall number of dwelling units as permitted by the zone.

6. Accessory Dwelling Units in Compliance with California Government Code Section 65852.2(e)(1)(B) or (D)

An ADU described by *California Government Code, Section 65852.2.(e)(1)(B)* or *California Government Code, Section 65852.2.(e)(1)(D)* shall be approved if in compliance with all of the applicable provisions in *California Government Code, Section 65852.2.(e)*; and all of the applicable provisions of *Sec. 9.5.1.C.6. (Accessory Dwelling Units in Compliance with California Government Code, Section 65852.2(e)(1)(B) or (D))*, except for those provisions which do

not allow such an ADU otherwise in compliance with all applicable provisions in *California Government Code, Section 65852.2(e)*; and all of the provisions provided below.

- a. ADUs may be rented but shall not be sold separate from the existing or proposed dwelling unit on the same lot.
- b. An ADU created pursuant to *California Government Code, Section 65852.2(e)(1)(B)* shall have a floor area of not more than 800 square feet and a height of no more than 16 feet.
- c. In the event where an ADU would be created as a result of a conversion of an entire existing dwelling unit, any newly constructed dwelling unit located between the ADU, and the rear lot line, shall not exceed 1,200 square feet.
- d. An ADU created pursuant to *California Government Code, Section 65852.2(e)(1)(B)* or *California Government Code, Section 65852.2(e)(1)(D)* shall not be located on any lot that is located in both a Very High Fire Hazard Severity Zone and a Hillside Area on the Hillside Area Map, unless:
 - i. The ADU is located within the boundaries of either the Northeast Los Angeles Community Plan Area or the Silver Lake-Echo Park-Elysian Valley Community Plan Area; or
 - ii. The ADU complies with all of the following requirements, regardless of *Sec. 9.5.1.D.2. (Attached Accessory Dwelling Units)*:
 - a) The ADU is protected throughout with an approved automatic fire sprinkler system, in compliance with the Los Angeles Plumbing Code;
 - b) One off-street parking space is provided for the ADU; and
 - c) The ADU is located on a lot fronting on a street that is improved with a roadway width of 20 feet or more in unobstructed width, as measured along the entire frontage of the subject property, after any associated dedication and improvement. In the event the ADU is located on a through lot or a corner lot, the lot must front on at least one street that is improved with a roadway width of 20 feet or more in unobstructed width after any associated dedication and improvement.
- e. In cases where additional dwelling units are added to a lot after the creation of the ADU, an ADU will be counted towards the overall number of dwelling units as permitted by the zone.

D. Incentives

1. Detached Accessory Dwelling Units

Any detached ADUs that meet the criteria established in *Sec. 9.5.1.B. (Applicability)* and *Sec. 9.5.1.C.1. (Detached Accessory Dwelling Units)* will receive the incentives outlined below.

- a. No lot area per dwelling unit or dwelling unit per lot requirement shall apply to an ADU.

- b. No additional setbacks shall be required for an existing building, or a building constructed in the same location and to the same dimensions as an existing building, converted to an ADU or portion of an ADU. A setback of no more than 4 feet from the side lot lines and rear lot lines shall be required for an ADU that is not converted from an existing building or a new building constructed in the same location and to the same dimensions as an existing building.
- c. Regardless of the requirements of the applied zone, the following parking requirements shall apply:

- i. **ADU Parking**

One parking space is required for an ADU, except that no parking is required for an ADU that is:

- a) Located within ½-mile walking distance of a public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public; or
- b) Located within one block of a designated pick-up and drop-off location of a car share vehicle; or
- c) Located in an architecturally and historically significant district listed in or formally determined eligible for listing in the National Register of Historic Places or California Register of Historical Resources or located in any City Historic Preservation District; or
- d) Part of the proposed or existing primary dwelling unit or an accessory building.

- ii. **ADU Parking Location**

ADU parking is allowed in any yard area. When located in a required primary street setback, the parking must be located on an existing driveway. Parking may be provided through tandem parking where two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another. Driveway access areas located in the required primary street setback shall not be expanded to provide required parking. The screening requirements in *Sec. 4C.4.4.C.3. (Perimeter Screening)* shall not apply to parking required for an ADU.

- iii. **Replacement Parking**

No replacement parking shall be required when a garage, carport or covered parking structure is demolished in conjunction with the construction of an ADU or converted to an ADU.

- d. No minimum size requirement for a detached ADU shall apply that prohibits an efficiency unit.
- e. No other minimum or maximum size for an ADU, including size based upon a percentage of the proposed or existing primary dwelling unit, or limits on building coverage, floor area ratio, outdoor amenity space, residential amenity space, and minimum lot area, shall apply for detached dwelling units that does not permit at least an 800 square foot ADU that is at least 16 feet in height with 4-foot side setbacks and rear setbacks to be constructed in compliance with all other local development standards.
- f. Except where otherwise prohibited by this Section, an ADU is permitted in all zones where residential uses are permitted by right.
- g. Regardless of the provisions of *Article 12. (Nonconformities)*, applicants for ministerial approval of a permit application for the creation of an ADU shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.
- h. ADUs are not required to provide fire sprinklers if they are not required for the primary dwelling unit.

2. **Attached Accessory Dwelling Units**

Any attached ADUs that meet the criteria established in *Sec. 9.5.1.B. (Applicability)* and *Sec. 9.5.1.C.2. (Attached Accessory Dwelling Units)* will receive the incentives outlined below.

- a. No lot area per dwelling unit or dwelling unit per lot requirement shall apply to an ADU.
- b. No additional setbacks shall be required for an existing building, or a building constructed in the same location and to the same dimensions as an existing building, converted to an ADU or portion of an ADU. A setback of no more than 4 feet from the side lot lines and rear lot lines shall be required for an ADU that is not converted from an existing building or a new building constructed in the same location and to the same dimensions as an existing building.
- c. Nothing in this Section shall prohibit an attached ADU with a floor area of less than 850 square feet, or less than 1,000 square feet for an attached ADU that provides for more than one bedroom.
- d. Regardless of the requirements of the applied zone, the following parking requirements shall apply:

i. **ADU Parking**

One parking space is required for an ADU, except that no parking is required for an ADU that is:

- a) Located within ½-mile walking distance of a public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public; or
- b) Located within one block of a designated pick-up and drop-off location of a car share vehicle; or
- c) Located in an architecturally and historically significant district listed in or formally determined eligible for listing in the National Register of Historic Places or California Register of Historical Resources or located in any City Historic Preservation District; or
- d) Part of the proposed or existing primary dwelling unit or an accessory building.

ii. **ADU Parking Location**

ADU parking is allowed in any yard area. When located in a required primary street setback, the parking must be located on an existing driveway. Parking may be provided through tandem parking where two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another. Driveway access areas located in the required primary street setback shall not be expanded to provide required parking. The screening requirements in *Sec. 4C.4.4.C.3. (Perimeter Screening)* shall not apply to parking required for an ADU.

iii. **Replacement Parking**

No replacement parking shall be required when a garage, carport, or covered parking structure is demolished in conjunction with the construction of an ADU or converted to an ADU.

- e. No minimum size requirement for an attached ADU shall apply that prohibits an efficiency unit.
- f. No other minimum or maximum size for an ADU, including size based upon a percentage of the proposed or existing primary dwelling unit, or limits on building coverage, floor area ratio, outdoor amenity space, residential amenity space, and minimum lot area, shall apply for detached dwellings that does not permit at least an 800 square foot ADU that is at least 16 feet in height with 4-foot side setbacks and rear setbacks to be constructed in compliance with all other local development standards.
- g. Except where otherwise prohibited by this Section, an ADU is permitted in all zones where residential uses are permitted by right.

- h.** Regardless of the provisions of Article 12. (Nonconformities), applicants for ministerial approval of a permit application for the creation of an ADU shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.
- i.** ADUs are not required to provide fire sprinklers if they are not required for the primary dwelling unit.

3. Movable Tiny Houses

A movable tiny house shall be approved if in compliance with all of the following provisions.

- a.** No lot area per dwelling unit or dwelling unit per lot requirement shall apply to a movable tiny house.
- b.** No minimum size requirement for a movable tiny house shall apply that prohibits an efficiency unit.
- c.** No additional setbacks shall be required for a movable tiny house installed in the same location and to the same dimensions as an existing building. A setback of no more than 4 feet from the side lot lines and rear lot lines shall be required for a movable tiny house installed in the same location and to the same dimensions as an existing building.
- d.** Regardless of the requirements of the applied zone, the following parking requirements shall apply:

- i.** **ADU Parking**

One parking space is required for a movable tiny house, except that no parking is required for a movable tiny house that is:

- a)** Located within ½-mile walking distance of a public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public; or
- b)** Located within one block of a designated pick-up and drop-off location of a car share vehicle; or
- c)** Located in an architecturally and historically significant district listed in or formally determined eligible for listing in the National Register of Historic Places or California Register of Historical Resources or located in any City Historic Preservation District; or
- d)** Part of the proposed or existing primary dwelling unit or an accessory building.

ii. ADU Parking Location

Movable tiny house parking is allowed in any yard area. When located in a required primary street setback, the parking must be located on an existing driveway. Parking may be provided through tandem parking where two or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another. Driveway access areas located in the required primary street setback shall not be expanded to provide required parking. The screening requirements in *Sec. 4C.4.4.C.3. (Perimeter Screening)* shall not apply to parking required for an ADU.

iii. Replacement Parking

No replacement parking shall be required when a garage, carport, or covered parking structure is demolished in conjunction with the installation of a movable tine house.

- e. Except where otherwise prohibited by this Section, a movable tiny house is permitted in all zones where residential uses are permitted by right.
- f. No other minimum or maximum size for a movable tiny house, including size based upon a percentage of the proposed or existing primary dwelling unit, or limits on building coverage, floor area ratio, outdoor amenity space, residential amenity space, and minimum lot area, shall apply for either attached or detached dwelling units that does not permit at least a 150 square foot minimum or 430 square foot maximum movable tiny house that is at least 16 feet in height with 4-foot side setbacks and rear setbacks to be placed on a lot in compliance with all other local development standards.
- g. Movable tiny houses are not required to comply with all applicable Building Codes for the proposed use.
- h. Movable tiny houses are not required to have separate street addresses from the primary dwelling unit.
- i. Movable tiny houses are not required to have sprinklers, but shall follow the ANSI A119.5 or NFPA 1192 standards relating to health, fire, and life-safety.

4. Junior Accessory Dwelling Units

Applicants for ministerial approval of a permit application for the creation of an JADU in compliance with all of the provisions provided in *California Government Code, Section 65852.2(e)(1)(A)*, *California Government Code, Section 65852.22* and *Sec. 9.5.1.C.4. (Standards)*. Junior Accessory Dwelling Units shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.

5. **Accessory Dwelling Units in Compliance with California Government Code Section 65852.2(e)(1)(A) or (C)**

Applicants for ministerial approval of a permit application for the creation of an ADU as described by *California Government Code, Section 65852.2(e)(1)(A)* or *California Government Code, Section 65852.2(e)(1)(C)* shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.

6. **Accessory Dwelling Units in Compliance with California Government Code Section 65852.2(e)(1)(B) or (D)**

Applicants for ministerial approval of a permit application for the creation of an ADU as described by *California Government Code, Section 65852.2(e)(1)(B)* or *California Government Code, Section 65852.2(e)(1)(D)* shall not be required to correct nonconforming zoning conditions. For this purpose, nonconforming zoning condition means a physical improvement on a property that does not conform to current zoning standards.

E. Process

1. **Ministerial Review**

An ADU, JADU, or movable tiny house which complies with this Section shall not require a discretionary approval. The ADU, JADU, or movable tiny house project shall be reviewed in a ministerial and administrative manner, limited to only considering the project's compliance with the applicable objective standards. An application to create an ADU, JADU, or movable tiny house shall be acted upon within 60 days from the date the City receives a completed application if there is an existing single-unit or multi-unit dwelling on the lot.

a. **Accessory Dwelling Units Otherwise Required By State Law**

An application for a building permit shall be approved to create an ADU pursuant to *California Government Code, Section 65852.2(e)(1)(B)* or *California Government Code, Section 65852.2(e)(1)(D)* within a residential or mixed-use zone, in compliance with all of the applicable provisions in *California Government Code, Section 65852.2(e)*; and all of the applicable provisions *Sec. 9.5.1.B. (Applicability)* and *Sec. 9.5.1.C.6. (Accessory Dwelling Units in Compliance with California Government Code Section 65852.2(e)(1)(B) or (D))*, except for those provisions which do not allow such an ADU otherwise in compliance with all applicable provisions in *California Government Code Section 65852.2(e)*.

2. **Sequencing of Permits**

If the permit application to create an ADU, JADU, or movable tiny house is submitted with a permit application to build a new single-unit dwelling on the lot, the City may delay acting on the permit application for the ADU, JADU, or movable tiny house until the City acts on the permit application to create the new single-unit dwelling. If the applicant requests a delay, the 60-day time period shall be tolled for the period of the delay. A certificate of occupancy for

an ADU or JADU shall not be issued before a certificate of occupancy for the primary dwelling unit.

3. Enforcement

Enforcement of building standards pursuant to *Health and Safety Code Division 13 (Housing), Part 1.5. (Regulation of Buildings Used for Human Habitation), Chapter 5 (Administration and Enforcement), Article 1 (Enforcement Agencies)*, commencing with Section 17960, for an ADU described in a. or b. below, upon request of an owner of an ADU, shall be delayed subject to compliance with the *Health and Safety Code, Section 17980.12.*:

- a. The ADU was built before January 1, 2020.
- b. The ADU was built on or after January 1, 2020, in a local jurisdiction that, at the time the ADU was built, had a noncompliant ADU ordinance, but the ordinance is compliant at the time the request is made.

ARTICLE 10.
STREETS & PARKS

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DIV. 10.1. **STREET DEDICATION AND IMPROVEMENT**

SEC. 10.1.1. **STREET STANDARDS**

A. **Street Standards Committee**

This Section creates a Street Standards Committee comprised of the Director of Planning (as Chair), the City Engineer, and the General Manager of the Department of Transportation, or their designees. This Street Standards Committee shall:

1. Recommend to the City Planning Commission minimum width and improvement standards for all classes of public and private streets and alleys. The City Planning Commission shall adopt such minimum width and improvement standards as it determines necessary for the safe and adequate movement of pedestrians, bicyclists, equestrians, transit service, and vehicular traffic, the increased retention and detention of stormwater, the installation of necessary utilities, and for reasonable and proper access to abutting properties. Such standards shall not be applicable to any street or alley for which the City Council, by ordinance, adopts specific standards.
2. Modify the Complete Street Design Guide (CSDG) on an as-needed basis to align the CSDG with current and innovative street design practice.
3. Develop guidelines consistent with the goals and intent of the Mobility Element of the General Plan, as determined by the City Planning Commission. These guidelines shall also establish a procedure for providing notice to interested persons, including the Council member of the district where the property is located.

B. **Adoption of Standards**

A public hearing shall be conducted by the City Planning Commission, pursuant to *Sec. 13B.1.5. (Policy Action)*, prior to the approval of any change in the standards.

SEC. 10.1.2. **REQUIREMENT**

- A. No building or structure shall be erected or enlarged, and no building permit shall be issued, on a lot in a Residential Use District with an applied Density District of 2 through 8, or in a Commercial-Mixed, Commercial, Industrial-Mixed, Industrial, or Public Use District where such lot abuts a boulevard, avenue, or collector street, unless the one-half of the boulevard, avenue, or collector street that is located on the same side of the center of the boulevard, avenue, or collector street as such lot has been dedicated and improved for the full width of the lot, so as to meet the standards for such boulevard, avenue, or collector street provided in *Sec. 10.1.9. (Improvement Standards)*; or such dedication and improvement has been assured to the satisfaction of the City Engineer.
- B. In the case of either a corner lot or an L-shaped interior lot abutting a boulevard, avenue, or collector street and a local standard street or local limited street that intersect, that one-half of the local standard street or local limited street, on the same side of the center of the local standard street or local limited street as such lot, has been dedicated and improved for that portion of said

lot or lots within 300 feet of the ultimate property line of said boulevard, avenue, or collector street so as to meet the standards for local standard street or local limited street provided in Sec. 10.1.9. (*Improvement Standards*) and provide adequate right-turn ingress to, and egress from, the boulevard, avenue, or collector street; or such dedication and improvement has been assured to the satisfaction of the City Engineer.

- C. As used in Division 10.1. (Street Dedication and Improvement), the center/control line of the boulevard, avenue, or collector street shall mean the center of those boulevard, avenue, or collector streets shown on the Citywide Circulation System Map of the General Plan Mobility Element or, with respect to collector streets, on the adopted Community Plans of the General Plan Land Use Element on file in the offices of the Department of City Planning.
- D. The maximum area of land required to be so dedicated shall not exceed 25% of the area of any such lot which was of record on March 1, 1962 in the Los Angeles County Recorder's Office. In no event shall such dedication reduce the lot below a width of 50 feet or an area of 5,000 square feet.
- E. No such dedication for any boulevard, avenue, or collector street; or any other street shall be required with respect to those portions of such a lot occupied by a legally existing main building which is to remain.
- F. No additional improvement shall be required on a lot where complete roadway, curb, gutter, and sidewalk improvements exist within the present dedication contiguous to the lot.
- G. No building or structure shall be erected on any such lot within the dedication required by Sec. 10.1.9. (*Improvement Standards*).
- H. No dedication shall be required where the existing public right-of-way is equal to or greater than the street standard, even where the improved sidewalk does not meet the standard dimension.
- I. Where the existing improved roadway meets or exceeds the street standard, no dedication shall be required, except as necessary to bring the abutting sidewalk dimension into compliance with the street standard as depicted in the most recent version of the Bureau of Engineering's standard plan number S470.
- J. Nothing in this Section shall preclude the decision-maker on a discretionary entitlement from requiring a dedication or improvement greater than what is set forth in Division 10.1. (Street Dedication and Improvement), where the decision-maker determines that a greater dedication or improvement bears an essential nexus and rough proportionality to the project's impact.
- K. For streets accompanied by a parallel frontage or service road, and for streets designated as divided streets, existing roadway dimensions are deemed to be in compliance with the street standards, and no additional dedication or improvement is required. A dedication for sidewalk improvement shall be required, however, as necessary to bring the abutting sidewalk dimension into compliance with the street standard.
- L. Additional dedication and improvement requirements may be imposed in order to ensure compliance with the Americans with Disabilities Act.

- M.** Notwithstanding the above, in order to achieve consistent public right-of-way dimensions, the Bureau of Engineering on a by-right project, or the decision-maker on a discretionary entitlement, may modify Division 10.1. (Street Dedication and Improvement)'s dedication and improvement requirements for meandering streets or portions of streets that lack uniform roadway widths, including for divided streets, and streets accompanied by a parallel frontage or service road.
- N.** The guidelines developed by Street Standards Committee shall be consistent with the goals and intent of the Transportation Element of the General Plan as determined by the City Planning Commission. These guidelines shall also establish a procedure for notice to interested persons, including the Council member of the district where the property is located.

SEC. 10.1.3. **EXCEPTIONS**

The provisions of *Sec. 10.1.2. (Requirement)* shall not apply to the following construction projects:

- A.** A single dwelling unit with customary accessory buildings when erected on a vacant lot.
- B.** Additions and accessory buildings incidental to a legally existing residential building, provided no additional dwelling units are created.
- C.** Additions and accessory buildings incidental to a legally existing non-residential building, provided that the total cumulative floor area of all such additions and accessory buildings shall not exceed 500 square feet.

SEC. 10.1.4. **DEDICATION PROCEDURE**

Any person required to dedicate land by the provisions of Division 10.1. (Street Dedication and Improvement) shall make an offer to dedicate, properly executed by all parties of interest including beneficiaries in deeds of trust as shown by a current preliminary title report prepared by a title company approved by the City Engineer for that intent. The trustee under a deed of trust shall not be required to execute the dedicatory instrument, unless, in the view of the City Engineer, such execution is necessary to satisfactorily dedicate the land. Such report shall be furnished by the applicant. Such offer shall be on a form approved by the City Attorney and the City Engineer; be in such terms as to be binding on the owner, heirs, assignees or successors in interest, and shall continue until the City Council accepts or rejects such offer or until one year from the date such offer is filed with the City Engineer for processing, whichever occurs first. The offer shall provide that the dedication will be complete upon acceptance by the City Council. The offer shall be recorded by the City Engineer in the Office of the County Recorder of Los Angeles County upon its acceptance by the City Engineer. The City Engineer shall accept or reject the offer for recordation within 10 days after it is filed with the City Engineer. The offer shall be promptly processed by the City Departments concerned and submitted to the City Council, in order to complete the dedication within one year. If the offer is rejected by the City Council or not processed within one year, the City Engineer shall issue a release from such offer which shall be recorded in the Office of the County Recorder unless the parties making the offer wish to have the time extended.

SEC. 10.1.5. IMPROVEMENT PROCEDURE

- A. Any person required to make improvements by the provisions of Division 10.1. (Street Dedication and Improvement) shall either make and complete the improvements to the satisfaction of the City Engineer or shall file with the City Engineer a bond in an amount as the City Engineer shall estimate and determine to be necessary to complete all of the improvements required.
- B. Such bond may be either a cash bond or a bond executed by a company authorized to act as a surety in the State of California. The bond shall be payable to the City and be conditioned upon the faithful performance of any and all work required to be done, and that should the work not be done or completed within the time specified, the City may, at its option, cause the work to be done or completed, and the parties executing the bond shall be firmly bound under a continuing obligation for the payment of all necessary costs and expenses incurred in the construction. The bond shall be executed by the owner of the lot as principal, and if a surety bond, shall also be executed by a corporation authorized to act as a surety under the laws of the State of California.
- C. Whenever the owner elects to deposit a cash bond, the City is authorized, in the event of any default on the owner's part, to use any or all of the deposit money to cause all of the required work to be done or completed, and for payment of all costs and expenses. Any money remaining shall be refunded to the owner.
- D. When a substantial portion of the required improvement has been completed to the satisfaction of the City Engineer and the completion of the remaining improvements is delayed due to conditions beyond the owner's control, the City Engineer may accept the completed portion and consent to a proportionate reduction of the surety bond in an amount estimated and determined by the City Engineer to be adequate to assure the completion of the required improvements remaining to be made.
- E. Whenever a surety bond has been filed in compliance with Division 10.1. (Street Dedication and Improvement), the City is authorized, in the event of any default on the part of the principal, to enforce collection under such bond, for any and all damages sustained by the City by reason of any failure on the part of the principal faithfully and properly to do or complete the required improvements, and in addition may cause all of the required work to be done or completed, and the surety upon the bond shall be firmly bound for the payment of all necessary costs for completing the work.
- F. The term of the bond shall begin on the date of the deposit of cash or the filing of the surety bond, and shall end upon the date of the completion to the satisfaction of the City Engineer of all improvements required to be made. The fact of such completion shall be endorsed by a statement of the completion signed by the City Engineer, and the deposit shall be returned to the owner, or the surety bond may be exonerated at any time thereafter.
- G. For purposes of Division 10.1. (Street Dedication and Improvement), improvements shall be considered satisfactorily assured when the City Engineer accepts the cash or surety bond provided for in this Division, or the improvements required to be made have been completed to the City Engineer's satisfaction. When the City Engineer accepts the bond or the work has been completed

to the City Engineer's satisfaction, the City Engineer shall notify the Department of Building and Safety of the completion.

SEC. 10.1.6. ISSUANCE OF BUILDING PERMITS

When all dedication and improvements required by Division 10.1. (Street Dedication and Improvement) have been completed or satisfactorily assured, a building permit may be issued.

SEC. 10.1.7. BUREAU OF ENGINEERING FEES

In addition to all other required fees, the following fees shall be charged for services provided for processing applications pursuant to the provisions of Division 10.1. (Street Dedication and Improvement):

- A.** A nonrefundable fee as set forth in *Sec. 11.12. (Summary of Fees for Bureau of Engineering Services Pursuant to the Provisions of this Chapter) of Chapter 1 of the LAMC* for every property requiring the City Engineer to investigate and determine whether the provisions of Division 10.1. (Street Dedication and Improvement) require a dedication of land or improvement to land.
- B.** A fee as set forth in *Sec. 11.12. (Summary of Fees for Bureau of Engineering Services Pursuant to the Provisions of this Chapter) of Chapter 1 of the LAMC* for Bureau of Engineering services for processing real estate transfer documents for every property for which the provisions of *Division 10.1. (Street Dedication and Improvement)* require a dedication of land.

SEC. 10.1.8. LOTS AFFECTED BY STREET WIDENING

On lots affected by street widening required by the provisions of Division 10.1 (Street Dedication and Improvement), lot area, lot width, floor area ratio, and density shall be calculated based on the lot lines that existed immediately prior to such required street widening. All other provisions of this Zoning Code (Chapter 1A) shall be measured and calculated from the new lot lines being created by any widening, including when street widening is required by or included as part of the subdivision process.

SEC. 10.1.9. IMPROVEMENT STANDARDS

- A.** All boulevard, avenue, and collector streets shall be constructed and improved in accordance with the standards adopted by the City Planning Commission pursuant to *Sec. 10.1.1. (Street Standards)*.
- B.** All streets not designated as boulevard, avenue, or collector streets, but that intersect a boulevard, avenue, or collector street, shall be dedicated to a maximum width of 60 feet. Roadway and parkway widths shall conform to those standards adopted by the City Planning Commission in accordance with *Sec. 10.1.1. (Street Standards)*, depending upon street classification type. Whenever uncertainty exists as to the application of the provisions of Division 10.1. (Street Dedication and Improvement), or in instances of streets so classified as requiring less than 60 feet of dedication in order to conform to the minimum width standards as adopted in accordance with *Sec. 10.1.1. (Street Standards)*, the City Engineer shall make any necessary determinations.

- C. All improvements required to be made by the provisions of Division 10.1. (Street Dedication and Improvement) shall be made in accordance with the current applicable provisions of the Standard Specifications for Public Works Construction adopted by the City Council.
- D. The City Engineer may approve and allow variations from the Standard Specifications for Public Works Construction as determined necessary based on conditions of terrain and the existing improvements contiguous to the property involved.

SEC. 10.1.10. WAIVER AND APPEALS

This Section shall constitute the exclusive mechanism for waivers and appeals of dedication and improvement requirements under Division 10.1. (Street Dedication and Improvement). Waivers of dedication or improvement requirements may not be granted by City Council motion.

A. Waivers for By-Right Projects

Any person seeking a waiver of Division 10.1. (Street Dedication and Improvement)'s dedication or improvement requirements for a project that does not require a discretionary entitlement shall file an application for a waiver with the Director of Planning.

1. Notice

Within 10 calendar days of the receipt of an application for a waiver, the Director of Planning shall mail notice of the requested waiver to the following individuals and entities with a notice that all comments shall be submitted to the Director of Planning no later than 14 calendar days following mailing of the notice:

- a. Owners of property across the street or alley from the subject property;
- b. Owners of property with frontage along the same street that has a common corner with or abuts the subject property;
- c. Owners of property with frontage along the same street that has a common corner with or abuts any properties listed in paragraphs a. or b. above;
- d. The Council member of the district where the subject property is located; and
- e. The Department of Transportation and Bureau of Engineering.
- f. Notification pursuant to Division 10.1. (Street Dedication and Improvement) shall also be provided to Advisory Agency members for waivers that require the modification of a map.
 - i. Any person seeking a waiver that requires a modification of a map shall submit a map modification request and payment of map modification fees to the Bureau of Engineering as required by *Div. 13B.7. (Division of Land)*.

2. Findings

The Director of Planning may waive, reduce or modify the required dedication or improvement as appropriate after making any of the following findings, in writing, based on substantial evidence in the record:

- a. The dedication or improvement requirement does not bear a reasonable relationship to any project impact.
- b. The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years, based on guidelines established by the Street Standards Committee.
- c. The dedication or improvement requirement is physically impractical.

3. Written Determination

The Director of Planning shall issue a determination regarding the request no sooner than 15 calendar days following mailing of the notice described above, and no later than 75 days from receipt of the waiver application, or within any additional period mutually agreed upon by the applicant and the Director of Planning. The Director of Planning shall mail the determination letter to all individuals to whom notice of the application was provided.

4. Appeal

Any person required to dedicate land or make improvements pursuant to Division 10.1. (Street Dedication and Improvement) may appeal the Director of Planning's decision to the Area Planning Commission. The appeal shall be filed within 15 calendar days of the date of mailing of the Director of Planning's determination letter. Such appeal shall be made in writing, shall be filed at the Department of City Planning's public counter, shall state in clear and concise language the grounds for the appeal, and shall be accompanied by a filing fee in the amount specified above.

- a. Before acting on any appeal, the Area Planning Commission shall set the matter for a hearing, giving at least 15 calendar days' notice to the individuals identified in Sec. 10.1.10.A.1. (*Notice*).
- b. On appeal, the Area Planning Commission shall consider the waiver request *de novo* based on the findings set forth in Sec. 10.1.10.A.2. (*Findings*). The Area Planning Commission shall act to approve or deny the appeal within 75 calendar days after the expiration of the appeal period or within any additional period mutually agreed upon by the applicant and the Area Planning Commission.

B. Waivers for Discretionary Projects

1. For projects that require a discretionary entitlement, an applicant shall file a waiver request as part of the master land use application or subdivider's statement for the project. In such case, the decision-maker for the discretionary entitlement shall process the waiver request pursuant to the procedures established for the discretionary entitlement, but may only grant a waiver

after making one of the required findings set forth in *Sec. 10.1.10.A.2. (Findings)*. The waiver request shall be set forth in the application filed with the Department of City Planning, and may not be raised for the first time at the hearing on the entitlement or at any entitlement appeal hearing. The applicant may appeal the waiver determination pursuant to the same procedures that govern the entitlement. Except in the case of Projects that include a tentative tract map, the waiver determination is subject to only one level of appeal. On appeal, the decision maker shall consider the waiver request *de novo* based on the findings set forth in *Sec. 10.1.10.A.2. (Findings)*.

2. If the discretionary entitlement for a Project has already been approved prior to March 4, 2017, an applicant may apply for a waiver following the procedures in *Sec. 10.1.10.A. (Waivers for By-Right Projects)*.

C. Waivers for a Map Modification

Notwithstanding the Parcel, Tentative or Final Tract Map modification procedures set forth in *Article 13. (Administration)*, projects that have an approved or recorded map, and where the street standards for which the original dedication or improvements were revised after the map was either approved or recorded, may apply for a waiver from a street dedication or improvement using the procedures in *Sec. 10.1.10.A. (Waivers for By-Right Projects)*, with the Director of Planning acting for the Advisory Agency.

D. Exceptions

Projects located in a Hillside Area that seek to obtain a waiver from a required street dedication or improvement shall use the procedures described in *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, as applicable.

E. Authority of the City Engineer

Notwithstanding any other requirement of this Zoning Code (Chapter 1A), the City Engineer may waive or modify any condition of approval or other obligation related to public right-of-way improvement or dedication consistent with the General Plan Mobility Element without requiring any discretionary entitlement, including, but not limited to, a modification under *Sec. 10.1.10.C. (Waivers for a Map Modification)* and *Article 13. (Administration)*. Nothing in Division 10.1. (Street Dedication and Improvement) is intended to relieve applicants and the City of compliance with the Subdivision Map Act and State law.

SEC. 10.1.11. COST-SHARING FOR UNUSUAL IMPROVEMENTS

Upon proper application to the City Council and upon recommendation of the City Engineer, the City may accept and provide for contribution toward the cost of making any improvement required by the provisions of Division 10.1. (Street Dedication and Improvement) which the City Engineer determines will cost an amount greatly in excess of the cost to other property owners who are required to make improvements under the provisions of Division 10.1. (Street Dedication and Improvement) in the immediate vicinity of the improvement.

SEC. 10.1.12. USE OF FUTURE STREETS AND ALLEYS

No building or structure, except a fence, shall be erected or maintained on any portion of a lot which has been designated as a future street or future alley, as provided by Article 10 (Streets & Parks), nor shall any portion of said future street or future alley be used in providing minimum automobile parking required by the applied Development Standards District.

SEC. 10.1.13. CITY ENGINEER TO DETERMINE STREET ALIGNMENT

Whenever uncertainty exists as to the proper application of the provisions of Division 10.1. (Street Dedication and Improvement) in the matter of street alignment, the City Engineer shall determine their application in conformity with the spirit and intent of Division 10.1. (Street Dedication and Improvement).

SEC. 10.1.14. WRITTEN NOTIFICATION REQUIRED

When the City Engineer determines that the provisions of Division 10.1. (Street Dedication and Improvement) are applicable to any building permit application, the City Engineer shall inform the applicant of that determination, of the specific requirements of Division 10.1. (Street Dedication and Improvement) determined to be applicable, and of the availability and procedure for appeal of this determination to the City Council.

DIV. 10.2. DEDICATION BY LEASE

SEC. 10.2.1. ELIGIBILITY

A lessee holding a parcel of real property under a long-term lease may offer to dedicate or convey a street easement for the term of the lease only in satisfaction of the requirements of *Div. 10.1. (Street Dedication and Improvement)*, providing the following conditions are met.

- A. Such lease is of record in the Office of the County Recorder, and the lessee certifies under penalty of perjury that, except for the rental provided for by such lease, the owners will receive no financial benefit or other income from the proposed development during the term of the lease.
- B. The area of real property to be dedicated will be used for sidewalk only, and not for vehicular traffic or the installation of any subsurface or above surface lines, pipes or other public or private utility facilities, except for facilities that connect from the fully dedicated streets into the buildings to be constructed.
- C. That notwithstanding that the adjacent public street is fully improved with all improvements as specified in *Sec. 10.1.2.C. (Requirement)*, the sidewalk will be fully constructed and all other necessary or desirable public improvements in the adjacent street will be fully constructed by the lessee as a part of its development on the leasehold estate, and the lessee shall post the requisite bonds to guarantee such construction.
- D. The total value of the improvements to be constructed for which the dedication is required is \$3,000,000.00 or more, as determined by the Department of Building and Safety.

SEC. 10.2.2. DEDICATION DOCUMENT

The dedication of the leasehold estate for street purposes pursuant to Division 10.2. (Dedication by Lease) shall be a form of deed making specific reference to the document creating the leasehold estate and the deed shall convey only the leasehold rights. The City Engineer is authorized to accept such deeds and place same of record with the County Recorder of Los Angeles County without further authority of the City Council, upon the approval of such deed as to form by the City Attorney. Dedication of a leasehold estate for street purposes shall not be approved and no building permit shall be issued if the City Attorney determines that the granting of such public right will cause a forfeiture or termination of the leasehold rights in the area to be dedicated.

DIV. 10.3. **PRIVATE STREET REGULATIONS**

SEC. 10.3.1. **INTENT**

The intent of Division 10.3. (Private Street Regulations) is to prescribe rules and regulations governing the platting and division of land as lots or building sites which are contiguous or adjacent to private road easements; to provide for the filing and approval of private street maps; to provide for the approval of private road easements as private streets, to provide for the naming of private streets, and to require that lots or building sites which are contiguous or adjacent to private streets conform to the minimum requirements of this Zoning Code (Chapter 1A) before permits may be issued.

SEC. 10.3.2. **APPLICABILITY**

- A.** No person shall plat or divide land as lots or building sites which are contiguous or adjacent to a private road easement and no person shall be granted a building permit for such a lot or building site unless a private street map has been first filed with and approved by the Director of Planning in accordance with the provisions of Division 10.3. (Private Street Regulations).
- B.** When private streets have been laid out and designated as such to a recorded subdivision map or on a filed record of survey map, the provisions of Division 10.3. (Private Street Regulations) shall not apply thereto.
- C.** When a developed residential lot or building site has its access driveway located within a private road easement that existed and was recorded prior to September 6, 1961, the private road easement is deemed to have been approved in accordance with the provisions of Division 10.3. (Private Street Regulations) and may be continued. Further, on such lot or building site, additions and modifications may be made to such dwelling, and accessory buildings may be erected on said lot if no additional dwelling units are created.

SEC. 10.3.3. **SUBDIVISIONS**

The provisions of Division 10.3. (Private Street Regulations) shall not be construed as authorizing the subdivision of land without fully complying with the provisions contained and set forth in *Article 11. (Division of Land)*. However, the provisions of Division 10.3. (Private Street Regulations) may be met by complying with the provisions of *Article 11. (Division of Land)* relating to subdivisions, without the necessity for filing a private street map in addition to the subdivision maps required by *Article 11. (Division of Land)*.

SEC. 10.3.4. **PROCEDURE**

See *Sec. 13B.7.7. (Private Street Map)*.

SEC. 10.3.5. **PRIVATE STREET STANDARDS**

All private streets, lots, or building sites shall conform to the following regulations:

A. Boulevards, Avenues and Collector Streets

The location, widths, and alignment of all private streets shall conform to the location, widths, and alignment of all boulevard, avenue, and collector streets designated on the Citywide General Plan Circulation System maps of the Mobility Plan Element; and to any proceedings for any public improvement; and to any subdivision map that has been tentatively approved.

B. Local Street Alignment

All private streets, as far as practical, shall be in alignment with existing public or private streets and their proper projections or prolongations, provided that where the property being divided into lots or building sites is large enough, a modified curve street layout may be permitted.

C. Private Street Width

All private streets shall be designed to conform with private street standards adopted by the City Planning Commission as provided in *Sec. 10.1.1. (Street Standards)*.

D. Street Grades

On hillside or mountain streets comprising a through route, a grade in excess of 6% shall not be permitted unless a grade not to exceed 8% will obviate an excessive curvature or eliminate excessive cuts. Grades of all streets shall be as low as possible, consistent with the advantageous development of the proposed platting and division of land. The grade of any street of more than local traffic needs shall not exceed 10%. No local street grade shall exceed 15%.

E. Curves and Tangents

A minimum centerline radius of at least 75 feet shall be used on winding mountain streets, a minimum centerline radius of at least 500 feet shall be used on all through traffic streets. In flat areas, curves on local streets shall have radii as long as possible, consistent with local conditions. The tangent distance between reversed curves shall not be less than 50 feet.

F. Intersections

Private street intersections shall be as nearly at right angles as practicable.

G. Effect on Adjoining Property

Private street layout shall be designed to provide access to and not impose undue hardship upon property adjoining the proposed division of lands.

H. Cul-De-Sacs (Dead-End Streets)

Cul-de-sacs shall be permitted only where through streets are not practical, or where good neighborhood design suggests their use. Adequate provisions for turning shall be made at the end of each cul-de-sac by providing a circle or other area with a minimum overall radius of 42 feet. In the case of unusual topographic conditions, a "T" or "Y" turn may be permitted. The legs of

the "T" or "Y" turn shall have a minimum paved surface 12 feet in width and 20 feet in length, the minimum radius between each leg and the street shall be 20 feet.

I. **Rounding Block Corners**

At all block corners, the property line shall be rounded or cut back. Intersection corners on the private street prolongation of boulevards, avenues, and collector streets shall be rounded with 20-foot radius curves and all other corners shall be rounded with 15-foot radius curves, provided that where business development is indicated, a diagonal cut-off substantially equivalent to rounding may be used in order to aid building construction, in which case at right-angle intersections a substantial equivalent shall be a 10-foot by 10-foot cutoff.

J. **Improvements, Drainage and Sewage**

1. All private streets and all lots and building sites laid out contiguous or adjacent to private streets shall have approved drainage facilities and the method for sewage disposal shall be approved by the Bureau of Engineering, Bureau of Sanitation, and the Los Angeles County Health Department.
2. All such private streets shall be graded and improved to an approved width and grade. The street grading and improvement shall include surface improvements, fire hydrants and water mains, catch basins, pipe culverts, sanitary sewers, where reasonably available, and storm drains, where required. Drainage easements shall be improved to an approved manner.
3. Boulevards, avenues, and collector streets shall be graded to an approved width and improved to an approved width and grade necessary for the general use of lot owners adjoining said private street and local neighborhood traffic and drainage needs.
4. Where street improvements, drainage or sewers are required to be constructed on a private street, plans and profiles showing the grades and the nature and extent of the required improvements shall be filed with the City Engineer for approval, the checking of plans, inspections, supervision, and other services rendered in connection with the construction of required improvements shall be accomplished under permits in accordance with the provisions of *Sec. 62.105 (Streets, Sidewalks and Other Improvements - Permits Required) of Chapter 6 (Public Works and Property) of the LAMC*.
5. Where improvements have been previously constructed in a private street, plans and profiles showing the grades, nature and extent of the existing improvements shall be filed with the City Engineer for their approval and the plans shall be checked and where additional construction is required, the additional construction shall be inspected and supervised, and all services rendered in connection with the existing or required improvements shall be accomplished under permit in accordance with the provisions of *Sec. 62.105 (Streets, Sidewalks and Other Improvements - Permits Required) of Chapter 6 (Public Works and Property) of the LAMC*.
6. Whenever a private street map or a portion of a map includes land that is within a local drainage district, the provisions and requirements of the ordinance establishing such district shall be complied with.

K. Conformance To General Plan

1. Each private street map shall be designed in compliance with the zoning applying to the property or approved by the City Council for change.
2. Each private street map shall substantially conform to all other elements of the General Plan as adopted by the City Council.

SEC. 10.3.6. PRIVATE STREET SIGNS

At or near the entrance of each intersection of a private street with a dedicated public street or with another private street, there shall be erected and maintained by applicant, a sign post to which is attached a sign, having an area of at least 15 inches by 21 inches, upon which is printed and clearly legible in at least 2-inch letters the name of the private street and the words "PRIVATE STREET," in at least one-inch letters the words "NOT DEDICATED FOR PUBLIC USE OR MAINTAINED BY THE CITY OF L.A. (LAMC Sec. 10.3.6)". The words, letters and figures of the sign shall be arranged in substantially the following manner:

(NAME OF STREET),
PRIVATE STREET
NOT DEDICATED FOR PUBLIC USE
OR MAINTAINED BY CITY OF L.A.
(LAMC Sec. 10.3.6)

SEC. 10.3.7. DIRECTOR APPROVAL AND APPEALS

See Sec. 13B.7.7. (*Private Street Map*).

SEC. 10.3.8. PRIVATE STREET NAMES

- A. Private street names shall be established or changed pursuant to procedures set forth in Division 10.3. (Private Street Regulations) in the event no private street map is required under Sec. 10.3.2. (*Applicability*) or Sec. 13B.7.7. (*Private Street Map*).
- B. Applications to establish or change the name of a private street shall be filed with the City Engineer. Applications shall be signed by a majority of the owners of properties abutting the private street or that portion of the street to be named or renamed, and be accompanied by:
 1. Payment of the required application processing fees;
 2. A map, drawn to scale, delineating the location, extent, width, and alignment of the private street, the approximate location and frontage dimensions of said lots on said street, and the location of existing public streets which it may ingress or egress; and
 3. Identity of the maker of the map, and the names and addresses of owners of record of property abutting the private street or that portion of the street to be named or renamed.

- C. The Council may initiate proceedings to name or rename a private street. In such event, the Council action shall be referred to the City Engineer. That office shall process the action in the manner set forth in paragraph E. below, and, if necessary or appropriate under the circumstances, shall prepare a map in the manner which satisfies the requirements set forth in *Sec. 10.3.8.B.2.*
- D. Where there is an application filed to name or rename a private street and no new private street map is required pursuant to *Sec. 13B.7.7. (Private Street Map)*, or there is a Council-initiated request, a private street may be named or renamed to a requested new name and the necessary documents recorded by the City Engineer with respect to the new name, pursuant to the following procedure:
1. The City Engineer shall determine whether the proposed new name or change of name of a street is in the public interest and will not create confusion, be misleading, or be unduly long or carry connotations offensive to good taste and decency.
 2. The City Engineer shall give notice of the proposed new street name or name change to the record owners and occupants of all real property abutting such private street. The notice shall designate the location of the private street or portion of the street to which the proposed new name is to apply. The street, or the affected portion of the street, shall be described in the notice with reference to other streets, and by the name or names, if any, which it bears or by which it, or any portion of it, may be or may have been known, and the notice shall also state the proposed new street name. The notice shall further set forth whether or not the City Engineer's determination recommends disapproval of the proposed name for reasons provided in *Sec. 10.3.8.D.1.*, and shall state that any written objections with respect to the proposed new name or name change or the City Engineer's recommendation, shall be filed with the City Engineer within 30 days after a date designated on the notice as applicable for said purpose, and that the objections shall be signed by each person so objecting.
 3. In the event any objections are filed within the 30-day time limit, or any objections are filed with respect to a City Engineer's recommendation of disapproval within the 30-day time limit, the City Engineer shall forward these, together with the City Engineer's determination and recommendations and the applicable file to the City Council. The City Council shall set the matter for hearing and the City Clerk shall thereupon notify by mail each person objecting to the proposed street name or to the City Engineer's recommendation of disapproval and inform that person of the time and place for hearing. At the time specified, the City Council shall hear all objections and shall thereafter approve or disapprove the proposed street name. The City Council's decision shall be final and conclusive.
 4. In the event no objections are filed with the City Engineer within 30 days of the date prescribed on the notice, and the City Engineer has not recommended disapproval of the proposed new name, the application for that name shall be deemed approved. In the event the City Engineer has recommended disapproval of the proposed name, and no objections to that recommendation have been filed, the application shall be deemed denied.
 5. If the new name is either approved by the City Council, or in the event no City Council hearing was required and the application is deemed approved, the new private street name

shall be effective and, the City Engineer shall cause any necessary indexing or recordation of documents to be accomplished and shall provide a copy of the determination to all City Departments rendering emergency service to the affected properties and to the United States Postal Service.

- E. The approval or deemed approval of a private street name as provided for in Division 10.3. (Private Street Regulations) is not, and shall not be construed to be, an acceptance of a private street as a public street, nor shall it create any public warranty or liability or legal status as a public street, nor should it be so construed.

DIV. 10.4. **PARKS FEES & DEDICATIONS**

SEC. 10.4.1. **INTENT**

New dwelling units increase demand on existing park and recreational facilities and create the need for additional facilities. The intent of Division 10.4. (Parks Fees & Dedications) is to enable the acquisition of land and the collection of fees to be used for the purpose of developing new or rehabilitating existing recreational facilities in order to create a healthy and sustainable city.

SEC. 10.4.2. **TYPES OF FEES**

The type and amount of park and recreation impact fees associated with a project depends on the type of project being developed. Subdivision projects consisting of more than 50 dwelling units are subject to a Quimby in-lieu fee. All other residential projects are subject to a park mitigation fee. Collectively, these fees are referred to in this Zoning Code (Chapter 1A) as park fees.

SEC. 10.4.3. **APPLICABILITY**

All new dwelling units and joint living and work quarters shall be required to dedicate land, pay a fee or provide a combination of land dedication and fee payment for the purpose of acquiring, expanding, and improving park and recreational facilities for new residents. For the purposes of Division 10.4. (Parks Fees & Dedications), dwelling units, accessory dwelling units, junior accessory dwelling units, and joint live and work quarters shall be referred to as dwelling units.

A. Residential Subdivision Projects That Contain More Than 50 Dwelling Units

A subdivision containing more than 50 dwelling units shall be required to participate in an early consultation with the Department of Recreation and Parks and Department of City Planning pursuant to Sec. 10.4.4. (Residential Subdivision Projects with More than 50 Dwelling Units) and may be required to dedicate land, make park improvements, pay a park fees or provide a combination of land dedication and park fee payment.

B. All Other Residential Projects

For residential subdivision projects containing 50 or fewer dwelling units or for non-subdivision residential projects that are seeking a building permit for a project application that contains any number of net new dwelling units, the project shall pay a park fee pursuant to Sec. 10.4.5. (Residential Subdivisions with 50 Dwelling Units or Fewer, Non-Subdivision Residential Projects, or Residential Subdivisions with more than 50 Dwelling Units that are not Dedicating Land). Applicants may choose to dedicate land or new park and recreational facilities, or improve existing park and recreational facilities in lieu of payment of a park fee.

C. Exemptions

The following types of development shall not be required to pay a park fee:

1. Modifications, renovations or additions to an existing residential building or structure where no additional dwelling units are created.
2. Replacement of existing dwelling units on the same lot resulting in no net increase of dwelling units.
3. The replacement of a destroyed or partially destroyed or damaged building or structure where no additional dwelling units are created.
4. Affordable housing pursuant to Sec. 10.4.7. (*Affordable Housing Exemption*).
5. Accessory dwelling units and junior accessory dwelling units.
6. Non-residential development.

SEC. 10.4.4. **RESIDENTIAL SUBDIVISION PROJECTS WITH MORE THAN 50 DWELLING UNITS**

A. **Early Consultation**

Applicants shall meet with the Department of Recreation and Parks and Department of City Planning staff in advance of submitting a subdivision application for a project of more than 50 dwelling units. The intent of this early consultation is to discuss the potential land dedication requirements of the project and to discuss credits available to the applicant, if any. The Department of Recreation and Parks shall provide written verification of the consultation to the project applicant within 10 business days of the meeting. Written verification of this consultation shall be required before the Department of City Planning accepts an application for a tentative subdivision.

B. **Formula for Park Land Dedication**

1. The Department of Recreation and Parks shall calculate the amount of land to be dedicated by determining the number of net new, non-exempt, pursuant to Sec. 10.4.3.C. (*Subject Properties; Exempt*), dwelling units in the proposed project and multiply that number by the average number of people per occupied dwelling unit and multiplying that by the park service factor:

$$LD = (HU \times P) \times F$$

LD: Land to be dedicated in acres.

HU: Total number of new market-rate dwelling units.

P: Average number of people per occupied dwelling unit as determined by the most recent version of the U.S. Census for the City of Los Angeles.

F: Park service factor, as indicated by the Department of Recreation and Parks rate and fee schedule.

2. Any land dedication for park and recreation purposes shall not be deducted from a site's lot area when calculating project density.
3. If after recording the final tract map there is an increase in the number of dwelling units to be built or a change in the number or type of dwelling units designated, which increases the number of persons served by the subdivision, the project applicant shall be required to dedicate additional land or pay additional fees, as determined by the Department of Recreation and Parks and the Department of City Planning.

C. **Park Land Dedication Radius**

Any land dedication for park and recreation purposes shall be located within a certain radius from the project site, as specified below:

1. Neighborhood Park: within a 2-mile distance
2. Community Park: within a 5-mile distance
3. Regional Park: within a 10-mile distance

D. **Review of Land Dedication**

1. Upon receiving the project application for a subdivision, the Department of City Planning shall transmit the project application that involves a proposed land dedication to the Department of Recreation and Parks.
2. After receipt of the project application, the Department of Recreation and Parks shall determine whether the land dedication proposal complies with the Department of Recreation and Park's existing park and recreation standards and requirements.
3. If the Department of Recreation and Parks determines that the land dedication proposal meets the standards and requirements of the department, the General Manager of the Department of Recreation and Parks shall prepare a report to the Board of Recreation and Parks Commissioners regarding the proposed dedication. The Board of Recreation and Parks Commissioners may accept or decline the land dedication.

E. **Payment of Park Fee**

If the project is not required to dedicate land park and recreational purposes, the project applicant shall pay a park fee pursuant to *Sec. 10.4.5. (Residential Subdivisions with 50 Dwelling Units or Fewer, Non-Subdivision Residential Projects, or Residential Subdivisions with more than 50 Dwelling Units that are not Dedicating Land)*.

SEC. 10.4.5. RESIDENTIAL SUBDIVISIONS WITH 50 DWELLING UNITS OR FEWER, NON-SUBDIVISION RESIDENTIAL PROJECTS, OR RESIDENTIAL SUBDIVISIONS WITH MORE THAN 50 DWELLING UNITS THAT ARE NOT DEDICATING LAND

A. Fees and Fee Schedule

The park fee amount depends on the type of project. The Department of Recreation and Parks shall collect these fees pursuant to *Sec. 19.17. (Park Fee) of Chapter 1 (General Provisions and Zoning) of the LAMC* and the Department of Recreation and Parks rate and fee schedule.

B. Fee Calculation

The Department of Recreation and Parks shall calculate the amount of the park fee due for each residential development project by determining the number of new non-exempt dwelling units, pursuant to *Sec. 10.4.3.C. (Exemptions)*, in the proposed project and multiplying the number of dwelling units by the park fee amount per dwelling unit according to the following formula:

$$\text{Project Park Fee} = \text{HU} \times \text{PRF}$$

HU: Total number of new, non-exempt dwelling units, pursuant to *Sec. 10.4.3.C. (Exemptions)*

PRF: Park Fee per Dwelling Unit

C. Fee Expenditure Radius

Recreational sites and facilities shall be located within a certain radius from the project site, as specified below:

1. Neighborhood park: within a 2-mile distance.
2. Community park: within a 5-mile distance.
3. Regional park: within a 10-mile distance.

D. Indexing

Any fee imposed by Division 10.4. (Parks Fees & Dedications) shall be adjusted on July 1st of each year by a percentage equal to a weighted average of the annual percentage change in:

1. The Construction Cost Index for Los Angeles, as published by Engineering News Record, or its successor publication, for the 12 month period between March in the year in which the adjustment is made and the month of March in the immediately preceding year; and
2. The annual percentage change in the Median Home Sales Price for the City of Los Angeles, as published by CoreLogic, or its successor publication, for the 12-month period between March in the year in which the adjustment is made and the month of March in the immediately preceding year.

E. Fee Payment Timing

1. Residential Subdivision Projects

The park fee for residential subdivisions shall be calculated and collected prior to final subdivision map approval. Subdivision maps that are phased or unitized may be calculated and paid in phases permitting that the phased map and the number of dwelling units on each phased map has been confirmed by the Advisory Agency.

2. Residential Non-Subdivision Projects

For other residential development projects, the park fee shall be calculated and collected prior to the issuance of the Certificate of Occupancy.

SEC. 10.4.6. PARK FEE AS ADDITIONAL REQUIREMENT

The park fee enacted by Division 10.4. (Park Fees & Dedications) is a fee imposed on residential development projects reflecting each project's proportionate share of the cost of providing park land and improvements necessary to meet the needs created by each respective development. As such, the park fee is additional and supplemental to, and not in substitution of, lot amenity space or residential amenity space required by this Zoning Code (Chapter 1A), a Specific Plan, or any other planning document.

SEC. 10.4.7. AFFORDABLE HOUSING EXEMPTION

- A.** Notwithstanding any other provision contained in Division 10.4. (Park Fees & Dedications), new dwelling units which are rented or sold to persons or households of very-low, low or moderate income shall receive an affordable housing exemption from the park fee and land dedication requirement.
- 1.** A restricted affordable housing unit shall receive an exemption from the requirement for dedication of land for park and recreational purposes or payment of the park fee if the restricted affordable housing unit is affordable to a household at or below 120% of AMI.
 - 2.** In projects with a mix of market-rate and restricted affordable housing units, only the restricted affordable housing units shall receive this exemption.
- B.** For any restricted affordable housing unit qualifying for an exemption, a covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 55 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program. For any restricted affordable housing unit qualifying for an exemption that has a recorded covenant with the Los Angeles Housing and Community Investment Department (HCID), the project will record a covenant with the Department of Recreation and Parks in order to be exempt from the required Park Fee.

- C. The Los Angeles Housing and Community Investment Department shall evaluate the project to ensure it meets the above requirements and shall advise the Department of Recreation and Parks and the Department of City Planning about whether the project meets those requirements.
- D. Should any qualifying restricted affordable housing unit cease to operate as a qualifying restricted affordable housing unit before the 55-year period has expired, HCID shall notify the Department of Recreation and Parks, and the parks fee for each said dwelling unit shall be paid to the City at the then-current rate.

SEC. 10.4.8. CREDITS

A. Public Land Dedication or Improvement to Dedicated Land

1. Public Land Dedication

In lieu of paying the park fee or any portion of the park fee, land may be dedicated to the City of Los Angeles for public park and recreational purposes, at the City's option. This may be with or without recreational facility improvements. The amount of land to be dedicated shall be determined pursuant to one of the following formulas, and credit shall be granted, square foot for square foot, for any land dedicated to the City:

a. Subdivision Projects:

$$LD = (HU \times P) \times F1$$

LD: Land to be dedicated in acres.

HU: Total number of net new, non-exempt, pursuant to *Sec. 10.4.3.C. (Subject Properties; Exempt)*, dwelling units.

P: Average number of people per occupied dwelling unit as determined by the most recent version of the U.S. Census for the City of Los Angeles.

F1: Park service factor for subdivision projects, as indicated by the Department of Recreation and Parks rate and fee schedule.

b. Non-Subdivision Projects:

$$LD = (HU \times P) \times F2$$

LD: Land to be dedicated in acres.

HU: Total number of net new, non-exempt, pursuant to *Sec. 10.4.3.C. (Subject Properties; Exempt)*, dwelling units.

P: Average number of people per occupied dwelling unit as determined by the most recent version of the U.S. Census for the City of Los Angeles.

F2: Park service factor for non-subdivision projects, as indicated by the Department of Recreation and Parks rate and fee schedule.

2. **Improvement to Dedicated Land**

In lieu of paying the park fee or dedicating land, or any portion thereof, the City may permit improvements to be made to dedicated City parkland, or land being dedicated as a City park or recreational facility.

3. **General**

- a. The total amount of credits shall not exceed 100 percent of the calculated requirement for the park fee or land dedication.
- b. Credit shall be granted for the property dedicated pursuant to Division 10.4. (Park Fees & Dedications), dollar for dollar, in satisfaction of any park fee required to be paid. The cost and subsequent credit should bear a reasonable relationship to an independent assessment of the construction cost for the facility, such as the estimates provided by RSMMeans Building Construction Cost Data or similar measure. Credits may be awarded for on-site or off-site land dedication or park improvements.
- c. The Department of Recreation and Parks shall determine whether the proposal complies with the department's park and recreational standards and requirements. If the Department determines the proposal meets the department's standards and requirements, the General Manager of the Department of Recreation and Parks shall prepare a report to the Board of Recreation and Parks Commissioners regarding the proposed dedication or improvement. The Board of Recreation and Parks Commissioners may accept or decline the land dedication, new park and recreational facility, or improvement to existing park and facilities.
- d. If the dedication or improvement is accepted by the Board of Recreation and Parks Commissioners in lieu of the park fee or land dedication, or any portion thereof, the City shall reduce or waive the fee, or land dedication, or any portion thereof, upon dedication of the property or guarantee of the improvement. The guarantee of the improvement shall be to the satisfaction of the Department of Recreation and Parks and shall be by a deposit with the Department of Recreation and Parks of an irrevocable deposit instrument issued by a bank, savings and loan association or other depository whose deposits are insured by an instrumentality of the federal government. The deposit shall be fully insured by such instrumentality. The deposit instrument shall be in a form that permits collection by the City of Los Angeles at maturity without further consent of any other party.

B. **Privately Owned Park and Recreational Facilities**

Where facilities for park and recreational purposes are provided in a proposed residential development and such facilities will be privately owned and maintained by the future owners of the development, the areas occupied by such facilities shall be partially credited against the requirement of dedication of land for park and recreational purposes or the payment of a park fee thereof, provided that the following standards are met to the satisfaction of the Department of Recreation and Parks: (1) that each facility is available for use by all the residents of the residential

development; and (2) that the area and the facilities satisfy the recreation and park needs of the residential development so as to reduce the need for public recreation and park facilities to serve the project residents.

1. The amount of credits for non-publicly accessible park and recreational facilities shall not exceed 35 percent of the calculated requirement for the park and recreation impact fee or land dedication. Credits may be awarded for on-site or off-site private facilities.
2. The amount of credits for publicly accessible, privately maintained park and recreational facilities shall not exceed 100% of the calculated requirement for the park and recreation impact fee or land dedication. Credits may be awarded for on-site or off-site private facilities.
3. Private park and recreational facilities shall include a variety of active and passive amenities, as determined by the Department of Recreation and Parks.
4. Credit shall be granted, dollar for dollar, for any recreational and park impact fees required to be paid for the property pursuant to Division 10.4. (Park Fees & Dedications), as determined by the Department of Recreation and Parks. The cost and subsequent credit should bear a reasonable relationship to an independent assessment of the construction cost for the facility, such as the estimates provided by RSMeans Building Construction Cost Data or similar.
5. Credits shall not be given for any lot amenity space or residential amenity space required to be maintained by this Zoning Code (Chapter 1A), Specific Plan, or any other planning document.
6. The granting of credits shall also be subject to the following:
 - a. The private ownership and maintenance of the facilities shall be adequately provided for by written agreements; and
 - b. The use of the private facilities, whether publicly or non-publicly accessible, is restricted for park and recreational purposes by recorded covenants acceptable to the Department of Recreation and Parks which run with the land and which cannot be defeated or eliminated without the consent of the City Council; and
 - c. The proposed facilities are reasonably adaptable for use for park and recreational purposes, taking into consideration such factors as size, shape, topography, geology, access, and location of the private open space land; and
 - d. The proposed non-public facilities are available for use by all the residents of the proposed residential development; and
 - e. Any proposed publicly accessible, privately-maintained park and recreational facilities are accessible for use by the general public with no discrimination between residents and non-residents, are open at hours comparable to those of City parks and facilities, and have appropriate signage indicating that the space is public; and
 - f. The facilities are in substantial accordance with, and meet the policies and standards for, the development of park and recreational facilities.

C. Dwelling Unit Construction Tax Credit

A credit shall be allowed whenever a dwelling unit construction tax previously has been paid pursuant to *Sec. 21.10.3. (Dwelling Unit Construction Tax) of Chapter 2 (Licenses, Permits, Business Regulations) of the LAMC* for dwelling units constructed on land for which a fee is required to be paid in accordance with the provisions of Division 10.4. (Park Fees & Dedications). Said credit shall be equal to the amount of the tax previously paid, but shall not exceed the amount of any fee required to be paid under the provisions of Division 10.4. (Park Fees & Dedications).

D. Credit Request Timing

The project applicant shall submit any requests for credit, and the Department of Recreation and Parks may only approve such requests, prior to the approval of the Final Tract Map or prior to the date of final inspection, or the date of the Certificate of Occupancy, whichever is earliest and applicable, and prior to the dedication of any land or payment of any park fee.

SEC. 10.4.9. PARK FEE ACCOUNT AND ACCOUNTING

A. Park Fee Account

The City of Los Angeles establishes a separate park and recreation fee trust fund account ("account") to which any park fee collected by the City shall be posted. The funds of the account shall not be commingled with any other funds or revenues of the City. Any interest accrued by the account shall be used solely for the purposes of park and recreational facility acquisition, addition, and improvement.

B. Park Fee Accounting

Within 180 days after the last day of each fiscal year, the Department of Recreation and Parks shall report to the Board of Commissioners of Recreation and Parks on the amount of the fee income (including interest income), expenditures, status of the trust fund account, and interfund transfers. The Department of Recreation and Parks shall also report on each of the park and recreational facilities on which fees were committed in the last fiscal year and the approximate date by which the construction of the park and recreational facilities will commence. The City shall maintain accounts and prepare reports in accordance with *California Government Code Section 66001*.

C. Refund of Fees Under the Government Code

1. Park fees collected pursuant to Division 10.4. (Park Fees & Dedications) shall be committed by the City within five years of receipt of payment for a residential development project to serve or benefit residents of the project for which the fees were collected.
2. If the fees are not committed as specified in Division 10.4. (Park Fees & Dedications), Quimby fees shall be refunded in accordance with *California Government Code Section 66477*. All other park fees shall be refunded in accordance with *California Government Code Section 66001*.

D. Other Refunds

In the event that an applicant requests a refund for reasons not set forth in *California Government Code Sections 66001* or *California Government Code Sections 66477*, or their successor sections, if any, the applicant shall submit a claim for a refund with the Department of Recreation and Parks. Upon the Department of Recreation and Park's determination, the fee payer may receive a refund, without interest, of the fees paid pursuant to Division 10.4. (Park Fees & Dedications); however, the portion of any fee revenue received by the City as reimbursement of its costs in administering the provisions of Division 10.4. (Park Fees & Dedications) shall not be refunded. The fee payer shall submit an application for a refund to the City within one year of payment. Failure to timely submit the required application for refund shall constitute an absolute waiver of any right to the refund.

SEC. 10.4.10. USE OF PARK FEES OR LANDS DEDICATED PURSUANT TO THIS SECTION

- A. The dedicated lands or park fees collected pursuant to Division 10.4. (Park Fees & Dedications) shall be used for the acquisition, improvement, and expansion of public parks and recreational facilities. The fees shall be committed and expended in accordance with the provisions and procedures established in Division 10.4. (Park Fees & Dedications). The park fee may be used to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by, or on behalf of, the City to finance such park and recreational facility improvements; and any administrative costs incurred by the City in accordance with Division 10.4. (Park Fees & Dedications).
- B. Interest accrued on Quimby in-lieu fees collected pursuant to Division 10.4. (Park Fees & Dedications) may be applied outside the project development for which the original fees were collected, provided that the Department of Recreation and Parks holds a public hearing prior to committing the interest, and uses the interest to develop new or rehabilitate existing neighborhood or community parks or recreational facilities within the City. All such public parks and recreational facilities shall comply with the principles and standards set forth in the General Plan.
- C. The park or recreational facilities acquired, improved or expanded shall be publicly accessible and serve or benefit the project that dedicated the land or paid the fees.

ARTICLE 11.
DIVISION OF LAND

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DIV. 11.1. GENERAL PROVISIONS

SEC. 11.1.1. GENERAL

A. Scope

1. No person may subdivide land in the City of Los Angeles unless a final tract map (for subdivisions of 5 or more parcels) or parcel map (for subdivisions of 4 or less parcels), in accordance with *Chapter 2, Section 66426 of the Subdivision Map Act* has been recorded as provided in Article 11 (Division of Land) and in accordance with *Div. 13B.7. (Division of Land)*.
2. No building or structure shall be constructed or enlarged on any land which has been subdivided in violation of the provisions of Article 11 (Division of Land) and *Div. 13B.7. (Division of Land)*, nor shall any permit be issued for such land.
3. The provisions of Article 11 (Division of Land) shall not be construed as preventing the recording of a final tract map containing less than 5 lots or creating fewer than 5 condominium units in accordance with the procedures outlined in *Div. 13B.7. (Division of Land)* and the Subdivision Map Act.

B. Applicability

The provisions of Article 11 (Division of Land) are applicable to a commercial/industrial conversion project, commercial/industrial to residential conversion project, residential conversion project, or residential to commercial/industrial conversion project, as defined in *Article 14. (General Rules)*, except as follows:

1. Stock Cooperative Conversions

The provisions of Article 11 (Division of Land) do not apply to any conversion for stock cooperative purposes that satisfies either of the following criteria:

- a. The application for stock cooperative (DRE Form 658 or its equivalent) was filed with the California Department of Real Estate prior to July 1, 1979; or
- b. A subdivision public report for stock cooperative was issued in accordance with *Business and Professions Code Sec. 11018* prior to November 10, 1979.

2. New Stock Cooperatives

The provisions of Article 11 (Division of Land) do not apply to any stock cooperative project, other than a commercial/industrial conversion project, commercial/industrial to residential conversion project, residential conversion project, or residential to commercial/industrial conversion project, where the application for stock cooperative (DRE Form 658 or its equivalent) was filed with the California Department of Real Estate prior to March 21, 1980.

3. Subdivision of Air Space

The provisions of Article 11 (Division of Land) apply to any division of the space above or below a lot with a definite width, length, and upper and lower elevation occupied or to be occupied by a use, group of buildings or portions of buildings, and accessory buildings or portions of accessory buildings, or accessory uses.

C. Intent

1. The intent of Article 11 (Division of Land) is to regulate and control the division of land within the City of Los Angeles, to provide for the dedication of land, the payment of fees in lieu of dedication of land, or a combination of both, for the acquisition and development of park and recreation sites and facilities to serve the future inhabitants of the subdivision, to supplement the provisions of the Subdivision Map Act concerning the subdivision design, subdivision improvement and survey data of subdivisions, the form and content of preliminary parcel maps, tentative tract maps, final tract map, and parcel maps. The procedure to be followed in securing the official approval of the City of Los Angeles on such maps shall be completed in accordance with *Div. 13B.7. (Division of Land)*, in a manner that is consistent with the applicable general and Specific Plans as well as the public health, safety, and welfare.
2. It is also the intention of Article 11 (Division of Land) that the subdividing of land in the City of Los Angeles be done in accordance with the grading regulations of the City contained and set forth in *LAMC Chapter 9 (Building Regulations)*, *Article 1 (Building Code)* and to establish, when possible, beauty and attractiveness in the hills consistent with watershed drainage, erosion, and fire control requirements, and good engineering practices.

D. Interpretation

1. Private Streets

Article 11 (Division of Land) and *Div. 13B.7. (Division of Land)* is not to be interpreted or construed to invalidate any previous act on the part of the City approving or authorizing private streets, or authorizing the issuance of building permits for structures on lots served by private streets.

2. Planning Commission

Unless otherwise specified, further references in Article 11 (Division of Land) to "Planning Commission" mean either the Area Planning Commission or the City Planning Commission, whichever has authority.

SEC. 11.1.2. ADVISORY AGENCY

A. Additional Authority

1. The Advisory Agency has the authority to grant deviations of no more than 20% from the applicable floor area, yard, and height requirements. The subdivider shall ask for adjustments at the time of filing.

2. In permitting adjustments, the Advisory Agency shall make the findings contained in Sec. 13B.5.2. (*Adjustment*). The reductions or deviations shall be included in the written decision of the Advisory Agency.
3. Notification and appeal rights to such reductions or deviations shall conform to Sec. 13B.7.2. (*Parcel Map Exemption/Lot Line Adjustment*).

SEC. 11.1.3. SUBDIVISION DESIGN STANDARDS

A. Conformance to the General Plan

1. Each preliminary parcel map or tentative tract map shall be designed in compliance with the zoning applicable to the property or approved by the City Council for change, or will be subject to a condition requiring compliance with such zoning prior to the recordation of the final tract map or parcel map.
2. Where a preliminary parcel map or tentative tract map involves land for which a General Plan including dwelling unit densities has been adopted by the Council, and the land is also in a Hillside Area, the number of lots on the map shall be limited so that the number of dwelling units permitted by the applicable zoning regulations does not substantially exceed the dwelling unit densities shown on the Plan.
3. Each preliminary parcel map or tentative tract map shall substantially conform to all other elements of the General Plan. In computing the number of dwelling units, only the area being designated for residential use and land that is being dedicated for public uses shall be considered, excepting, however, land set aside for street purposes, or land required to be dedicated for park and recreation purposes in accordance with Article 10 (*Streets & Parks*).

4. Dwelling Unit Density in the Hillside Area

- a. In the Hillside Area, which is designated in the "Minimum Residential" General Plan land use designation, the dwelling unit density shall not exceed that allowed by the following formula:

$$D = \frac{50 - S}{35}$$

Where :

D = the maximum number of dwelling units per gross acre allowable; and

S = the average natural slope of the land in %.

- b. Where the total allowable number of dwelling units per preliminary parcel map or tentative tract map calculated under the above formula results in a number other than a whole number, it shall be rounded to the nearest whole number as follows:

- i. Where the fractional portion of the total allowable number of dwelling units equals 0.5 or more, the total number of allowable dwelling units shall be rounded to the next larger whole number;
 - ii. Where the fractional portion of the total allowable number of dwelling units equals less than 0.5, the total number of allowable dwelling units shall be rounded to the next smaller whole number.
- c. In no case may the permitted density be less than 0.05 dwelling units per gross acre. Where the total allowable number of dwelling units per tentative tract map calculated under the above formula results in a number less than one, it shall be rounded up to allow one dwelling unit per tentative tract map. Where previous grading on a lot makes it difficult to determine average natural slope using the above formula, the Director of Planning shall determine the average natural slope in a manner to carry out the purpose and intent of this Section.

B. Streets

1. Public Right-of-Way and Roadway Widths

All streets and alleys shall be designed to conform with the Planning Commission's adopted standards. The requirements and exceptions set forth in *Article 10. (Streets & Parks)*, however, do apply.

2. Street Grades

- a. Grades of all streets shall be as flat as consistent with adequate surface drainage requirements and the approved development of the proposed subdivision. The minimum grade permitted is 0.4%, except in extremely flat areas where a grade of 0.2% may be used. The maximum grade permitted for streets designated as Boulevard or Avenue is 6%, except where a grade not to exceed 10% will eliminate excessive curvature, fill, or excavation. The maximum grade permitted for Collector Streets is 10% and for Local Streets is 15%. Variations from these requirements may be granted by the Advisory Agency upon recommendation by the City Engineer in individual cases in accordance with the provisions of *Sec. 13B.7.7. (Private Street Map)*.
- b. Changes in grade greater than 0.4% shall be connected by vertical curves. The length of vertical curves shall conform to standards for sight distance and riding qualities established by the City Engineer.

3. Future Streets

In the event certain streets or alleys in a subdivision are to be reserved for future public use and they have been approved as to location and width, they shall be indicated on the final tract map or parcel map and offered for dedication as future streets or future alleys. Certificates providing that the City may accept the offer to dedicate such easement at any time shall be shown on the final tract map or parcel map.

4. Corner Cut-Off

At all block corners, the property line shall be rounded. On all major and secondary highways, the corner shall have a 20-foot radius curve and on all other streets, a 15-foot radius curve; provided, however, that where commercial development is permitted, a diagonal cutoff of 15 feet × 15 feet in lieu of a 20-foot radius curve and a ten-foot × ten-foot cutoff in lieu of a 15-foot radius curve may be used. In industrial zones, the curves shall have a minimum radius of at least 40 feet.

5. Horizontal Curves

The centerline radii of curves shall be as large as possible, consistent with conditions. All curves shall have sufficient length to avoid the appearance of an angle point. Reversing curves shall be connected by tangents of length approved by the City Engineer as sufficient to safely reverse the unbalanced centrifugal force. In any case, horizontal curves shall have the following minimum centerline radii:

- a. Boulevards and Avenues: 1,000 feet
- b. Collector Streets: 500 feet
- c. Local Streets: 300 feet
- d. Local Streets in a Hillside Area: 125 feet

6. Intersections

Street intersections shall be as near to a right angle as possible. No jogs are allowed in the continuity of an arterial street. Jogs in a non-arterial street where crossing an arterial street shall be held to a minimum. Multiple intersections of more than four approaches should be avoided. In Hillside Areas, special conditions may be required.

7. Cul-de-Sac Streets

Cul-de-sac streets should be avoided, except in locations where physical constraints prohibit the continuation of the street (such as where a river or railroad infrastructure is present) or where made necessary by historical development patterns. Where cul-de-sac streets are approved, they shall be terminated by a turning area conforming to the latest standards approved by the Planning Commission. Where feasible, existing cul-de-sacs should be modified and new cul-de-sacs should be designed to include a passageway for bicycles and pedestrians to access the surrounding area.

8. General

- a. All streets within or immediately adjacent to the subdivision shall be improved with curbs and gutters, unless not required by the Advisory Agency upon recommendation of the City Engineer.

- b. Streets within or immediately adjacent to the subdivision shall be improved with sidewalks, except that in mountainous, hillside or rural areas, sidewalks may be omitted or may be provided on only one side of the street with the approval of the Advisory Agency.

C. Alleys

1. Alleys shall be not less than 20 feet in width. Alleys serving lots in Industrial Use District shall be not less than 30 feet wide, unless otherwise approved by the Advisory Agency.
2. All dead-end alleys shall be constructed with adequate turning areas.
3. Whenever practicable, alleys are required at the rear of all lots that are in Residential Use Districts and that front an arterial street. Alleys may also be required at the rear of lots in Commercial or Industrial Use District.
4. Where two alleys intersect, a triangular corner cut-off of not less than 10 feet along each alley line shall be provided.
5. Residential waste collectors shall not be required to collect from an unpaved alley at the rear of a property or from:
 - a. A blind alley;
 - b. An alley less than 15 feet wide;
 - c. An alley which is "L" or "T" shaped and not wide enough to be safe for the waste collection truck to turn without damage to the truck or to adjacent improvements on private property; or
 - d. An alley the surface of which could endanger the safety or the convenient operation of the trucks at all seasons of the year.

D. Pedestrian Walks

If the Advisory Agency determines that inner-block pedestrian walks are necessary for the public health, safety or welfare, they shall be dedicated to a width of not less than 12 feet. The Advisory Agency, however, shall only impose such a dedication requirement after finding that the dedication bears an essential nexus and rough proportionality to a project's impact.

E. Blocks

Blocks in Residential, Residential-Mixed, and Industrial Use Districts areas shall not exceed 1,700 feet in length, except in a Hillside Area. Blocks in Commercial and Commercial-Mixed Use Districts shall not exceed 800 feet in length except in locations where the prevailing block length (within ½-mile) is less than 800 feet. In such instance, the new block shall not exceed the average prevailing block length.

F. Lot Size

1. Every lot shall have a minimum width and area to comply with the requirements specified in the applied Form District.
2. When the Advisory Agency determines that traffic access, topography, and drainage conditions will safely allow lot averaging, and when the subdivider has demonstrated to the satisfaction of the Advisory Agency in a written report that such averaging is consistent with proper subdivision design, and in addition will produce one or more of the following benefits: require less grading than a conventional subdivision design not using lot averaging; result in improved lot design; or produce other environmental benefits, the Advisory Agency may permit the width and area of not more than 20% of the lots in a subdivision located in a Hillside Area, to be reduced as specified below, provided that the average area of all lots in the subdivision is not less than the required minimum for the applied Form District.

LOT AREA IN SQUARE FEET			
Form District	Lot Width (min)	Lot Area (min)	Lot Average (min)
Rural-Limited	63 feet	14,000	17,500
Residential Estate-Limited 5	No Reduction	32,00	40,000
Residential Estate-Limited 4	72 feet	16,000	20,000
Residential Estate-Limited 3	72 feet	12,000	15,000
Residential Estate-Limited 2	63 feet	8,800	11,000
Residential Estate-Limited 1	60 feet	7,200	9,000

3. In computing such average, that portion of any lot exceeding 150% of the average requirement shall not be included, provided however, that in Rural-Limited Form Districts, the maximum area of any lot that may be used in computing the average shall be 24,500 square feet.
4. In a tract where one or more lots have less than the average requirement for the applicable Form District, no lot may be rearranged or divided unless:
 - a. The average requirement for the original final tract map or parcel map is maintained; and
 - b. Such rearrangement or division is accomplished by recording a new final tract map or parcel map, or by securing determination that the proposed rearrangement or division is exempt from the parcel map procedure in *Sec. 11.4.1.B.3.c (Scope)*.
5. Where it finds it necessary in order to promote the general welfare, the Advisory Agency may require that lots that are contiguous or nearby to existing lots on the same street be increased in size to be compatible with the size of the existing lots. However, in no case may the Advisory Agency require such lots to contain an area of over 50% more than that required by the applied Form District or Alternate Typology.
6. Property in Commercial or Industrial Use District need not be divided into more than one lot where such property is to be operated as a unit.

7. Each portion of a lot which is platted to be divided by a City or County boundary line shall be given a separate letter or number on the recorded tract map.
8. Side lot lines shall be approximately at right angles to the streets, or radial to the street on curved streets, except where topography or other conditions make this impracticable.
9. Where it finds that there will be no material increase in the dwelling unit density permitted by the applied zone, and that the public health, safety or welfare, and good subdivision design would be promoted by the dedication of public streets to a width in excess of the approved standards provided for in *Article 11 (Division of Land)*, or the dedication of service roads, or the dedication or reservation of land for public parks, public uses or other open areas, the Advisory Agency may permit the required area of one or more of the lots in a subdivision in an Rural-Limited or Estate-Limited Form Districts to be reduced to the extent of such dedication or reservation. Provided, however, that in no event may such a reduction exceed 15%, and no lot in the Rural-Limited or Estate-Limited Form Districts in a Hillside Area shall be reduced below the minimum lot area specified in the table in *Sec. 11.1.3.F.2. (Lot Size)*.
10. Where the Advisory Agency finds the project is consistent with the dwelling unit density permitted by the General Plan, and that the public health, safety or welfare, and good subdivision design will be promoted by the preservation of protected vegetation, the Advisory Agency may permit the required area of one or more of the lots in a subdivision in Rural-Limited, Estate-Limited, or House-Limited Form Districts to be reduced by an amount sufficient to provide for protected vegetation preservation in accordance with *Sec. 11.1.3.P. (Protected Vegetation Regulations)*. In no event may the reduction exceed 50% of the required lot area; lots in Rural-Limited or Estate-Limited Form Districts may not be reduced below 50 feet in width; lots in House-Limited Form Districts may not be reduced below 40 feet in width.

G. Easements

1. Easements for public utilities, water system, sewers, street lights, storm drains or flood control channels, and slope rights, shall be provided wherever determined necessary by the Advisory Agency upon recommendation of the City Engineer.
2. Wherever it is determined that future easements are necessary, a certificate shall be placed on the final tract map or parcel map indicating that the City will accept such easements at any time.

H. Grading in Hillside Areas

Subdivision design requirements in a Hillside Area shall meet the grading standards established by the Board of Public Works and the grading regulations established in *LAMC Chapter 9 (Building Regulations), Article 1 (Building Code)*. Such requirements may also include providing soil reports prepared by a registered civil engineer specializing in soil mechanics or reports on geological investigations.

I. Problem Areas

Areas designated by resolution of the Board of Public Works as problem areas shall not be subdivided except when approved by the Advisory Agency upon recommendation of the Superintendent of Building and the City Engineer.

J. Grading Plans

1. The Advisory Agency may require a proposed grading plan with the preliminary parcel map or tentative tract map of any subdivision. Upon recommendation of the Superintendent of Building or the City Engineer, or where it appears that cuts and fills will occur in the grading of the property that may be contrary to the objectives of Article 11 (Division of Land), the Advisory Agency may require the subdivider to submit grading plans for all or part of the tract before action on the preliminary parcel map or tentative tract map will be taken. Any grading plan submitted shall contain a statement of the quantities (in cubic yards) of cut and fill and quantities of export or import material involved. If the amount of earth material to be imported to or exported from a subdivision site is 1,000 cubic yards or more, statements of the following shall also be included:
 - a. The proposed borrow or disposal site;
 - b. The proposed haul route;
 - c. The total gross weight with load of the proposed haul vehicles; and
 - d. Any other pertinent data which the Advisory Agency may require.
2. Failure to furnish a grading plan (where necessary to complete the investigation of the preliminary parcel map or tentative tract map within the time specified in the written notice requesting its submission) will be cause for the disapproval of the preliminary parcel map or tentative tract map, unless an extension of the time for acting on the Map is mutually agreed upon between the subdivider and the Advisory Agency.
3. If changes in the design of the lots or street system can be made to correct the conditions set forth in *Sec. 11.1.3.H. (Grading in Hillside Areas)*, either by increased lot sizes or changes in grades, such modifications shall be made.

K. Storm Drains

Storm drains shall be designed in conformance with standards approved by the City Engineer. Storm drain facilities to intercept and convey all runoff to a suitable point of disposal are required when runoff from the entire area tributary to and including the subdivision exceeds the limiting depth of street flow as determined by the City Engineer. These storm drain requirements shall also include the following:

1. In areas without sumps, storm drains shall be designed to remove all runoff from a storm of 10-year frequency.

2. In sump areas, storm drains shall be designed to remove all runoff from a storm of 50-year frequency.
3. Storm drains shall be of sufficient capacity in all cases to prevent flooding of building sites from a storm of 50-year frequency.
4. On Hillside Limited Streets, the maximum depth of water as determined by the City Engineer shall be based on a storm of 50-year frequency.

L. Installation of Utilities

1. Utility lines, including but not limited to those required for electricity, communication, street lighting, and cable services necessary for the general use of the lot owners in the subdivision, shall be installed or guaranteed to be installed in the same manner as other required subdivision improvements.
2. Except in Industrial-Mixed, Industrial, Public, and Open Space Use Districts, in all portions of a tract map area, all such utility lines shall be installed underground, provided, however, that incidental, appurtenant equipment such as transformers, terminal boxes, and meter cabinets may be placed above ground, but shall conform with regard to placement and height with those standards adopted by the Planning Commission as it determines are necessary to safeguard the public against hazards created by the equipment and to further the intent of Article 11 (Division of Land). The Subdivision Committee, as established in Sec. 13A.1.10. (*Subdivision Committee*), shall make its report and recommendation of the Planning Commission prior to the adoption of the standards.
3. The subdivider shall make the necessary cost and other arrangements for such underground installation and for relocation of existing facilities with each of the persons, firms or corporations furnishing utility services involved.

M. Model

Regardless of any other provision of this Zoning Code (Chapter 1A), a model or models may be erected and maintained on any lot or site designated by the Advisory Agency as a lot for a model or models on an approved or conditionally approved preliminary parcel map or tentative tract map for lots in Agricultural or Residential Use Districts and the "1L" Density District with respect to one-unit dwellings, and in Residential Use Districts allowing multiple-unit structures, for example, buildings containing more than one dwelling unit, for a period of time as determined by the Advisory Agency, provided that:

1. Not more than 15% of the lots and in no case more than 20 lots at any one time in a subdivision may be designated as lots for the construction of models, and, with respect to multiple-unit structures, not more than 15% of the units and in no case more than 20 units at any one time in a proposed building designated as a model lot, may be designated as models. Each of the lots shall be located in a manner as to not adversely affect existing developed

residential properties. Further, each of the lots shall be easily accessible and provision for the accessibility shall be assured at the time that the preliminary parcel map or tentative tract map is conditionally approved.

2. In a Hillside Area, a grading plan for the entire approved or conditionally approved subdivision or any final tract map or parcel map unit thereof has been approved by the Grading Division of the Department of Building and Safety and a Grading Certificate has been issued for the property involved or that the grading is being carried on under the authorization of a valid grading permit.
3. Necessary easements for the installation of water system facilities and underground utilities have been dedicated and the developer has guaranteed the cost of relocation or future adjustment of these facilities to the satisfaction of the Department of Water and Power.
4. The owner assumes liability for any damage caused to water system facilities and underground utilities prior to final street improvements in a manner satisfactory to the Department of Water and Power.
5. Adequate fire protection facilities are provided to the satisfaction of the Fire Department.
6. Adequate sewer facilities are provided to the satisfaction of the Bureau of Engineering, Bureau of Sanitation and the Los Angeles County Health Department.
7. A paved access roadway at least 20 feet in width is provided which is satisfactory to the Department of Building and Safety.
8. Automobile parking stalls be provided as follows:
 - a. For multiple-unit structures, the numbers and location of the automobile parking facilities will be determined by the Advisory Agency;
 - b. For one-unit detached structures, one lot for each 6 model dwellings shall be located contiguous to the model dwelling lots. All automobile parking facilities and driveways shall be dust-proofed with asphaltic surfacing or with decomposed granite which is sprinkled at sufficient intervals to prevent dust, or by an alternate method of dust control satisfactory to the Department of Building and Safety.
9. The model dwelling lots are attractively maintained and, with respect to one-unit detached structures, attractively landscaped.
10. Any furnishings placed in the model dwelling are maintained solely for purposes accessory to the display of the model dwelling and in no way are used to sell or promote the sale of such furnishings.
11. Prior to the issuance of any building permit for a model dwelling, the property owner shall first execute and file with the Superintendent of Building a notarized agreement assuming all risks and agreeing to all of the conditions set forth in Article 11 (Division of Land). With respect to one-unit detached structures, the agreement shall further provide that in the event that a final

tract map or parcel map that includes the property where the model dwelling is located is not recorded, all buildings or structures authorized by the permit will be removed, within 90 days from the expiration of the tentative tract map, and that if all buildings and structures are not completely removed as required above, they may be confiscated and removed or demolished by the City without further notice. Prior to the erection of any model dwelling that is a one-unit detached structure, authorized in accordance with the approval of any subdivision and contingent on the approval of the subdivision, the property owner shall post in the Department of Building and Safety a bond in favor of the City of Los Angeles (to be approved by the City Attorney and duplicates to be furnished) in an amount satisfactory to the Department of Building and Safety sufficient to defray any expense incurred by the City in the removal or demolition of the model dwelling or dwellings. The bond will be released to the property owner or person legally entitled to it either upon recordation of the subdivision tract map or upon removal of the concerned structures or buildings, as the case may be, to the satisfaction of the Superintendent of Building.

12. This Section applies to approved or conditionally approved tentative tract maps that include model dwelling units and that have not been recorded as of the effective date of this ordinance.
13. A real estate tract sales office may be established and maintained in one model dwelling approved in accordance with the provisions of this Section or in a dwelling constructed on a recorded lot previously designated as a model dwelling lot by the Advisory Agency and temporarily serving as an example of houses or units built or to be built in the same subdivision, provided that:
 - a. No general real estate brokerage business is conducted on the premises, and any business transacted there is limited to the original sale of vacant or improved land shown on the preliminary parcel map or tentative tract map or units of airspace shown on the condominium plan.
 - b. All signs conform to the applicable provisions of *Div. 4C.11. (Signs)*.
 - c. The tract sales office is attractively maintained and, where located in a one-unit detached structure, is attractively landscaped.
 - d. The property owner has first executed and filed with the Superintendent of Building a notarized agreement agreeing to comply with all other provisions of this Subdivision and, further, agreeing that after all dwelling units in the development are initially sold or rented, all tract sales being conducted within the structure will cease; all signs will be entirely removed from the premises; any residential type of sliding glass door in a private garage doorway will be replaced with a conventional private garage door, and any sales office activity located in a private garage will be discontinued and this area reconverted for the storage of private vehicles.

N. Park and Recreation Sites

Park and recreation sites to serve the future inhabitants of each new subdivision shall be provided and located in conformance with the standards contained in the Open Space Element of the General Plan.

O. Where Subdivision Includes Land Within Drainage District

Whenever a subdivision or a portion of a subdivision includes land which is within a local drainage district, the provisions and requirements of the ordinance establishing such district shall be met.

P. Protected Vegetation Regulations

No protected vegetation may be relocated or removed except as provided in Article 11 (Division of Land) or *Chapter 4, Article 6 (Preservation of Protected Trees and Shrubs)*. The term "removed" or "removal" includes any act that will cause a protected vegetation to die, including, but not limited to, acts that inflict damage upon the root system or other parts of the protected vegetation by fire, application of toxic substances, operation of equipment or machinery, or by changing the natural grade of land by excavation or filling the drip line area around the trunk.

1. Required Determinations

Subject to historical preservation requirements set forth in *Sec. 11.1.3.P.3. (Historical Monuments)*, when protected vegetation exists within a proposed subdivision, the protected vegetation may be relocated or removed if the Advisory Agency, in consultation with the City's Chief Forester, determines the existence of either a. or b. below:

- a. There has been prior applicable government action in which:
 - i. The removal of the protected vegetation was approved by the Advisory Agency; or
 - ii. The property on which the protected vegetation is located was the subject of a determination by the City Planning Commission, the City Council, a Zoning Administrator, or an Area Planning Commission, the appeal period established by *Div. 13B.7. (Division of Land)* with respect to the determination has expired, the determination is still in effect, and in accordance with the determination, the protected vegetation's removal would be permissible; or
 - iii. A building permit has been issued for the property on which the protected vegetation is located, the permit is still in effect, and the removal or relocation is not prohibited by the permit.
- b. The removal of the protected vegetation would not result in undesirable, irreversible soil erosion through diversion or increased flow of surface waters that cannot be mitigated to the satisfaction of the City's Chief Forester, and the physical condition or location of the protected vegetation is such that:

- i. Its continued presence in its existing location prevents the reasonable development of the property; or
- ii. According to a report required in accordance with *Sec. 11.2.1.C. (Protected Vegetation Reports for Tentative Tract Maps)* or *Sec. 11.4.2.H. (Protected Vegetation)* acceptable to the Advisory Agency and prepared by a tree expert, there is a substantial decline from a condition of normal health and vigor of the protected vegetation, and its restoration through appropriate and economically reasonable preservation procedures and practices is not advisable; or
- iii. It is in danger of falling due to an existing and irreversible condition; or
- iv. Its continued presence at its existing location interferes with proposed utility services or roadways within or without the subject property, and the only reasonable alternative to the interference is the removal of the protected vegetation; or
- v. It has no apparent aesthetic value, which will contribute to the appearance and subdivision design of the proposed subdivision; or it is not located with reference to other vegetation or monuments in such a way as to acquire a distinctive significance at the location.

2. Supplemental Authority

In the event the Advisory Agency, in consultation with the City's Chief Forester, determines in accordance with *Sec. 11.1.3.P.1.b. (Required Determinations)* that a protected vegetation may be removed or relocated, the Advisory Agency may:

- a. Require relocation elsewhere on the same property where a protected vegetation has been approved for removal, and where the relocation is economically reasonable and favorable to the survival of the protected vegetation. Relocation to a site other than upon the same property may be permitted where there is no available or appropriate location on the property and the owner of the proposed off-site relocation site consents to the placement of the protected vegetation. In the event of relocation, the Advisory Agency may designate measures to be taken to mitigate adverse effects on the protected vegetation.
- b. Permit protected vegetation of a lesser size, or vegetation of a different species, to be planted as replacement vegetation for protected vegetation permitted by this Zoning Code (Chapter 1A) to be removed or relocated, if replacement vegetation required in accordance with this Zoning Code (Chapter 1A) are not available. In that event, the Advisory Agency may require a greater number of replacement vegetation.

3. Historical Monuments

The Advisory Agency, except as to *Sec. 11.1.3.P.1.b.iii. (Required Determinations)*, shall require retention of a protected vegetation at its existing location, if the protected vegetation is

officially designated as an Historical Monument or as part of an Historic Preservation Overlay Zone.

4. Requirements

In the event the Advisory Agency, in consultation with the City's Chief Forester, determines in accordance with *Sec. 11.1.3.P.1.b. (Required Determinations)* that protected vegetation may be removed or relocated, the Advisory Agency shall require that:

- a. The protected vegetation is replaced within the property by at least 4 specimens of a protected variety, except where the protected vegetation is relocated in accordance with *Sec. 11.1.3.P.2.a*. Protected vegetation shall only be replaced by other protected vegetation varieties. A protected shrub shall only be replaced by other protected shrub varieties, to the extent feasible as determined by the Advisory Agency, Board of Public Works, or a licensed or certified arborist. When replacement concerns more than 2 types of protected vegetation, the permit at issue shall be considered at a full public hearing at the Board of Public Works. The size of each replacement tree shall be a 15-gallon, or larger, specimen, measuring 1 inch or more in diameter at a point 1 foot above the base, and not less than 7 feet in height, measured from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced.
- b. The subdivider record those covenants and agreements approved by the Advisory Agency necessary to assure compliance with conditions imposed by the Advisory Agency and to assure preservation of the protected vegetation.
- c. The subdivider provide protected vegetation maintenance information to purchasers of lots within the proposed subdivision.
- d. The subdivider post a bond or other assurance acceptable to the City Engineer to guarantee the survival of protected vegetation required to be replaced or permitted or required to be relocated, in a manner to assure the existence of continuously living protected vegetation at the approved replacement or relocation site for three years from the date that the protected vegetation is replaced or relocated. The City Engineer shall use the provisions of *Sec. 11.3.3.E. (Guarantees)* as its procedural guide in satisfaction of the bond requirements and processing. Any bond required shall be in a sum estimated by the City Engineer to be equal to the dollar value of the replacement vegetation or of the vegetation that is to be relocated. In determining value for these purposes, the City Engineer shall consult with the Advisory Agency, the City's Chief Forester, the evaluation of trees guidelines approved and adopted for professional plantmen by the International Society of Arboriculture, the American Society of Consulting Arborists, the National Arborists Association and the American Association of Nurserymen, and other available, local information or guidelines.

5. Grading

The Advisory Agency is authorized to prohibit grading or other construction activity within the drip line of the protected vegetation.

Q. Preliminary Soils Report

1. A preliminary soils report, prepared by a civil engineer registered in California, and based upon adequate test borings is required with the preliminary parcel map or tentative tract map of any subdivision. The Advisory Agency may waive the preliminary soils report upon its determination that no preliminary analysis is necessary due to its knowledge of the qualities of the soils of the subdivision.
2. If the preliminary soils report indicates the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects, a soils investigation of each lot in the subdivision may be required. Such soils investigation shall be done by a civil engineer registered in California, who shall recommend the corrective action which is likely to prevent structural damage to each structure proposed to be constructed in the area where such soils problem exists. The Advisory Agency may approve the subdivision or a portion of the subdivision where such soils problems exist if it determines that the recommended corrective action is likely to prevent structural damage to each structure to be constructed, and as a condition to the issuance of any building permit may require that the approved recommended action be incorporated in the construction of each structure.

R. Mulholland Scenic Parkway

1. Notwithstanding the street standards adopted by the City Planning Commission in accordance with *Sec. 10.1.1. (Street Standards)*, the width and improvement standards for the Mulholland Scenic Parkway shall be substantially as follows:
 - a. Two travel lanes, one in each direction, each 15 feet wide;
 - b. Passing lane segments and turn pockets where necessary to facilitate movement of traffic;
 - c. Substantial conformance to existing roadway alignment;
 - d. No median strip except to facilitate turning movements;
 - e. Hard surfaced shoulders but with a natural look, separated from the roadway by a painted line where the shoulder is utilized for bikeway purposes;
 - f. Minimum street and driveway access to the Parkway;
 - g. Reasonable protection of a scenic corridor 500 feet more or less, depending on topography, from each side of the existing public right-of-way, to preserve the scenic quality and for the development of parks, vista points, automobile parking facilities, and continuous bicycle, equestrian and hiking trails;
 - h. All utilities to be underground;

- i. All necessary signs and road related fixtures to be of a special design to blend with the scenic character of the Parkway;
 - j. Grading to be kept to an absolute minimum; and
 - k. All necessary grading to be gently contoured and fully landscaped with fire-resistant plants to present a natural appearance.
2. It is the duty of the Advisory Agency to interpret and apply these standards in conformance with the spirit and intent of the Report of the Citizens' Advisory Committee on the Mulholland Scenic Parkway as adopted as City policy by the City Council on March 26, 1973, under Council File No. 70-5000, or with such Parkway plans as may subsequently be adopted.
 3. These standards are applicable to any subdivision map within 500 feet of the public right-of-way of Mulholland Drive between the Hollywood Freeway on the west and Mulholland Highway on the west and along Mulholland Highway to the southerly City boundary, as shown on the City Engineer's official cadastral or district maps.

S. Valley Circle Boulevard, Plummer Street Scenic Corridor

1. Notwithstanding the street standards adopted by the City Planning Commission in accordance with *Sec. 10.1.1. (Street Standards)*, the width and improvement standards for Valley Circle Boulevard from Roscoe Boulevard to Plummer Street and for Plummer Street from Valley Circle Boulevard to Topanga Canyon Boulevard shall be substantially as follows:
 - a. Two travel lanes, one in each direction;
 - b. Left turn pockets as needed;
 - c. 48 feet of paved roadway, including 2-foot wide concrete gutters and curbs;
 - d. No continuous raised median strip;
 - e. Wide shoulders to accommodate recreation trails;
 - f. Minimum street and driveway access to the roadway;
 - g. All utilities to be underground;
 - h. Lighting only at intersections and automobile parking areas, and kept to a minimum useful Intensity;
 - i. Fire Hydrants and light standards located away from the roadway for increased safety;
 - j. Picnic areas, drinking fountains, restrooms facilities, watering troughs, hitching rails, and simple shade structures provided at suitable locations;
 - k. The general design and development of the roadway, trails, turnouts, and all appurtenant fixtures, facilities, and amenities to be rustic, natural, and in keeping with the scenic character of the corridor;

- l.** Reasonable protection of a scenic corridor, 1,500 feet more or less depending on topography, from each side of the existing rights-of-way, to preserve the scenic quality, protect long-distance views, and for the development of parks, vista points, automobile parking facilities, and continuous trails;
 - m.** Specific dimension standards for a 100-foot-wide public right-of-way, the preferred width, shall be a 14-foot-wide two-way bicycle path, a hiking trail meandering in a 10-foot-wide landscaped parkway, a 16-foot-wide equestrian trail bordered by bolted wood fences and a 12-foot-wide parkway on the opposite side of the roadway;
 - n.** The dimension standards for an 86-foot-wide public right-of-way shall be a 12-foot wide, two-way bicycle path, hiking trail meandering in an 8-foot-wide landscaped parkway, a 12-foot-wide equestrian trail bordered by bolted wood fences, and a 6-foot-wide parkway on the opposite side of the roadway;
 - o.** Trails to be built prior to or concurrently with the roadway, and to have suitable crossings and access to areas of interest;
 - p.** Attractively designed masonry walls or screening landscaping along the edges of private developments adjacent to the scenic corridor;
 - q.** Maximum preservation of natural terrain and vegetation;
 - r.** Grading to be kept to an absolute minimum; all necessary grading to be gently contoured and fully landscaped with native, low-water-need, fire-resistant plants to present a natural appearance;
 - s.** All buildings in the corridor to be placed so as to preserve a clear line of sight from the roadway to the visible mountain crest;
 - t.** Off-site advertising signs to be prohibited within the corridor;
 - u.** On-site advertising, traffic, informational and regulatory signs to be kept to a minimum number and size, and to be of special rustic design.
- 2.** It is the duty of the Advisory Agency to interpret and apply these standards in conformance with the spirit and intent of the Valley Circle Boulevard Plummer Street Scenic Corridor Study adopted as City policy by the City Council on March 28, 1977, under Council File No. 77-82, or with such parkway plans as may subsequently be adopted.
- 3.** The standards stated here are applicable to any subdivision map within 1,500 feet of the public right-of-way of Valley Circle Boulevard from Roscoe Boulevard to Plummer Street and of Plummer Street from Valley Circle Boulevard to Topanga Canyon Boulevard as shown on the City Engineer's official cadastral or district maps.

DIV. 11.2. TENTATIVE TRACT MAPS

SEC. 11.2.1. TENTATIVE TRACT MAP STANDARDS

A. Tentative Tract Map Requirements

1. Filing and Reports

- a. The subdivider shall pay the necessary fees for and file with the Department of City Planning at least 25 copies of the tentative tract map, two copies of an area map showing the location of ownerships which are located within the area covered by the tentative tract map and within a 500-foot radius of the proposed subdivision; and 2 copies of a certified list showing the names and addresses of owners of all property and the addresses of all residential, commercial, and industrial occupants of all property located within 500 feet of the proposed subdivision.
- b. The Department shall furnish a copy of the certified list of names and addresses and a copy of the area map to the Bureau of Engineering, and copies of the tentative tract map to each member of the Subdivision Committee and to any other departments or public agencies which the Advisory Agency had determined may have an interest in the proposed subdivision. The Subdivision Committee shall make such examination of the tentative tract map and property, and make such reports and recommendations to the Advisory Agency as they find are necessary. All such reports shall be submitted in writing. Such reports shall be made within 39 calendar days after the filing of the tentative tract map or within such additional time as the Advisory Agency may approve.

2. Action of Advisory Agency

The Advisory Agency shall approve, conditionally approve or disapprove the tentative tract map in accordance with *Sec. 13B.7.2. (Parcel Map Exemption/Lot Line Adjustment)*,

- a. Whenever two or more lots are to be created on a common slope and the City Engineer or Superintendent of Building determines that conditions so dictate, the Advisory Agency may require as a condition of approval of the tentative tract map that appropriate deed covenants, on a form approved by the City Attorney, be recorded which provide to each owner of the common slope a joint right of entry for necessary access of men and equipment, and a joint easement over the slope area to maintain and repair any portions of the common slope.
- b. All streets on the tentative tract map shall be identified by their proposed names. All proposed street names shall be approved by the City Engineer. The Advisory Agency may withhold approval of the Map if the City Engineer has determined that a proposed street name would create confusion, be misleading, be unduly long or carry connotations offensive to good taste and decency.

B. Map Requirement

Tentative tract maps filed with the Department of City Planning shall be prepared by or under the direction of a licensed surveyor or registered civil engineer. Such maps shall clearly show all information required by Article 11 (Division of Land), and shall be drawn to an engineer's scale of not less than one inch equals 200 feet. The tentative tract map shall contain all the following:

1. The tract number.
2. Sufficient legal description of the property to define its boundaries.
3. Names, addresses, and telephone numbers of the record owner, subdivider, and person preparing the map.
4. North point, engineering scale, date, and area.
5. The widths and approximate locations of all existing and proposed public easements or rights of way, or private streets or private road easements, within and adjacent to the property involved.
6. Locations, widths, and approximate grades of existing and proposed highways, streets, alleys or ways, whether public or private within and adjacent to the property involved.
7. Existing street names, and names or designations for all proposed streets and highways.
8. Approximate radii of all centerline curves for streets, highways, alleys or ways.
9. Lot layout, approximate dimensions of each lot, and number of each lot.
10. The locations of potentially dangerous areas, including geologically hazardous areas and areas subject to inundation or flood hazard; the location, width and direction of flow of all watercourses, flood control channels, and mud or debris paths where ravines or swales will exist within and adjacent to the property involved; building setbacks from such hazards, the proposed method of providing flood, erosion, and mud or debris control; and areas where access and emergency paths will be located in the event flood design capacity is exceeded. Lot lines shall be located so that the flow of watercourses, and mud and debris paths, access and emergency paths, and setbacks shall be adjacent to lot lines or in areas or restrictions against construction.
11. The existing contour of the land at intervals of not more than 5 feet, and of not more than 2-foot intervals if the slope of the land is less than 5%.
12. The approximate location of all buildings or structures on the property involved which are to be retained, notations concerning all buildings which are to be removed, and approximate locations of all existing wells.
13. The approximate location and general description of any large or historically significant trees, and of any protected vegetation, and an indication as to the proposed retention or destruction of the protected vegetation.

14. If any streets shown on the tentative tract map are proposed to be private streets, they shall be clearly indicated. Such streets shall conform to the requirements of *Div. 10.3. (Private Street Regulations)* or shall have been previously approved in accordance with the then applicable private street provisions.
15. The proposed method of providing sewage disposal and drainage for the property.
16. A statement regarding existing and proposed zoning.

C. Protected Vegetation Reports for Tentative Tract Maps

1. No application for a tentative tract map approval for a subdivision where a protected vegetation is located is considered complete unless it includes a report, in a form acceptable to the Advisory Agency and the City's Chief Forester, which pertains to preserving the tree and evaluates the subdivider's proposals for the preservation, removal, replacement or relocation of the tree. The report shall be prepared by a tree expert and shall include all protected vegetation identified in accordance with *Sec. 11.1.3.P. (Protected Vegetation Regulations)* and *Sec. 11.2.1.B.13. (Map Requirement)*.
2. In the event the subdivider proposes any grading, land movement, or other activity within the drip line of a protected vegetation referred to in the report, or proposes to relocate or remove any protected vegetation, the report shall also evaluate any mitigation measures proposed by the subdivider and their anticipated effectiveness in preserving the protected vegetation.

SEC. 11.2.2. VESTING TENTATIVE TRACT MAPS

See *Sec. 13B.7.3. (Tentative Tract Map)*.

DIV. 11.3. FINAL TRACT MAPS

SEC. 11.3.1. FINAL TRACT MAP STANDARDS

A. Process.

See Sec. 13B.7.4. (*Final Tract Map*).

B. Final Tract Map Requirements

The following information shall be submitted with the final tract map: names, addresses, and telephone numbers of the record owners, subdivider, and person preparing the final tract map. The general form and layout of the map, including size and type of lettering, drafting, and location of acknowledgments, shall be determined by the City Engineer. The map shall be prepared on high-quality tracing cloth or other material approved by the City Engineer.

1. Each sheet of the final tract map shall be 18 x 26 inches. A marginal line shall be drawn completely around each sheet, leaving a blank margin of one inch. The scale of the map shall be such as to show all details clearly. Each sheet shall be numbered, and its relation to other sheets clearly shown. The tract number, scale, and north point shall be shown on each sheet. If more than three sheets are necessary to show the entire subdivision, an index map shall be included on one of the sheets. The boundary line of a subdivision shall be indicated by distinctive symbols and clearly so designated.
2. Where any land to be subdivided is separated or divided into two or more parcels or portions by any parcel of land other than a street, highway, or other public way, or a railroad, public utility or flood control right-of-way, each separate parcel or portion of a parcel shall be subdivided as a separate parcel and shown on a separate subdivision map.

C. Boundary Evidence

Such stakes, monuments or other evidence determining the boundaries of the subdivision as are found on the ground, together with sufficient designations of adjoining subdivisions by lot and tract number and page of record, or by section, township and range, or other proper legal description as may be necessary to locate precisely the limits of the subdivision, shall be clearly and fully shown on the final tract map.

D. Monuments

1. Boundary

- a. Each final tract map shall show durable monuments of not less than two-inch steel pipe at least 24 inches long found or set at or near each boundary corner and at intermediate points approximately 1,000 feet apart or at such lesser distance as may be necessary by topography or culture to assure accuracy in reestablishment of any point or line without unreasonable difficulty. The precise position and character of each monument shall be

shown on the final tract map. Where the elevation of the top of each such monument is not approximately level with the surface of the ground, its relative position shall be indicated.

- b.** The establishment of boundary monuments may be required by the Advisory Agency, the Appeal Board or the City Council upon appeal, prior to the recordation of the final tract map, however, such requirement may be modified to accept the submission of complete field notes as evidence of a thorough survey, or the setting of only a portion of the boundary monuments, or the referencing of monuments to adjacent reference points. The City Engineer shall submit a recommendation concerning this matter. The reference points shall be indicated in a set of field notes showing clearly the ties between such monuments and sufficient number to set accurately each boundary monument after recordation of the final tract map. The boundary monuments shall be properly located by coordinates in the California Coordinate System or in such manner as determined by the City Engineer to be suitable and sufficient.

2. Centerline

Complete centerline data, including lengths of tangents and semi-tangents, shall be shown on the map for all streets within or adjoining the tract where no official centerline has been previously established. In locations where the point of intersection falls on private property, chords shall be shown instead of semi-tangents. The subdivider shall have approved monuments placed with permanent references to the monuments and furnish a set of field notes to the City Engineer.

3. Deferment

- a.** In the event any or all of the monuments required to be set are subsequent to the recordation of the final tract map, the map shall clearly show and describe such monuments. All such monuments or the furnishing of notes for deferred monuments shall be agreed to be set and furnished by the subdivider.
- b.** When the placement of monuments is to be deferred, the Bureau of Engineering shall charge and collect a fee of \$443 for the service of receiving and processing a bond to guarantee placement of the monuments.

4. Geodetic Controls

Ties to the Geodetic Triangulation System shall be provided where stations have been established within reasonable distance from the subdivision boundary, and such ties are deemed necessary by the City Engineer.

E. Surveys

1. Requirements

- a. The procedure and practice of all survey work, done on any subdivision, shall conform to the accepted standards of engineering and surveying professions. The final tract map shall close in all its parts.
- b. In the event the City Engineer has established the centerline of any street or alley in or adjoining a subdivision, the final tract map shall show such centerline together with the reference to a field book or map showing such centerline and the monuments that determine its position. If determined by ties, that fact shall be stated on the final tract map.

2. Notes to be Furnished

- a. For such centerline monument set, the civil engineer or surveyor under whose supervision the survey has been made shall furnish to the City Engineer a set of notes showing clearly the ties such monument and a sufficient number (normally 4) of durable distinctive reference points or monuments. Such reference points may be lead and tacks in sidewalks, or curbs, or 2-inch x 2-inch stakes set back of the curb line and below the surface of the ground or such substitute as appears to be not more likely to be disturbed.
- b. The set of notes shall be of such quality, form and completeness, and shall be on paper of such quality and size as may be necessary to conform to the standardized office records of the City Engineer. All such notes shall be indexed by the City Engineer as part of the permanent public records.

3. Identification Marks

All monuments set as required in Article 11 (Division of Land) shall be permanently and visibly marked or tagged with the registration or license number of the civil engineer or surveyor under whose supervision the survey was made.

F. Bearings

1. Basis

- a. The final tract map shall indicate the basis of bearings, making reference to some recorded subdivision map, or other record acceptable to the City Engineer.
- b. The final tract map shall have as the basis of bearings a line based on the Geodetic Triangulation System where ties to the system are deemed feasible by the City Engineer.

2. Distances

The bearing and length of each lot line, block line, and boundary line shall be shown on the final tract map, and each required bearing and distance shall be indicated.

G. Lot Numbers

The lots shall be numbered consecutively commencing with the number 1, except as otherwise provided in Article 11 (Division of Land), with no omissions or duplications. Each numbered lot shall be shown entirely on one sheet.

H. Curve Data

The length, radius, and total central angle and bearings of terminal radii of each curve and the bearing of each radial line to each lot corner on each curve, and the central angle of each segment within each lot shall be shown on the final tract map.

I. Easement

1. Lines

The final tract map shall show all the necessary data including width and side lines of all public easements to which the lots in the subdivision are subject. If the easement is not definitely located on record, a statement as to the easement shall appear on the title sheet.

2. Designation

Easements shall be denoted by broken lines.

3. Identification

Each easement shall be clearly labeled and identified and, if already of record, proper reference to the records given. Easements being dedicated shall be so indicated in the Certificate of Dedication.

J. City Boundary Lines

City boundary lines crossing or abutting the subdivision shall be clearly designated and tied in.

K. Natural Water Course Designation

In the event that a dedication of public right-of-way for flood control or storm drainage is not required, the location of any natural water course shall be shown on the final tract map, unless such natural water course, channel, stream or creek is shown on the grading plans to be filled or otherwise eliminated by the grading of the tract.

L. Title Sheet

The title sheet for each final tract map of a subdivision shall contain all the certificates and acknowledgment required by the Subdivision Map Act. The wording of such certificates and acknowledgments shall be approved by the City Attorney. Forms of certificates and acknowledgment may be obtained from the City Engineer.

SEC. 11.3.2. NOTIFICATIONS

A. Notification Regarding Street Lighting Maintenance Assessments

The City Engineer shall cause to be filed, at the time of filing of any subdivision map with the County Recorder, a notice or notices which shall provide information with respect to each parcel in the subdivision regarding the obligation of any purchaser of such property to pay street lighting maintenance assessments in accordance with the provisions of *LAAC Division 6 (Special Assessment District Procedures), Chapter 3 (Street Lighting and Improvements), Article 1 (Lighting District Procedures)*.

B. Notification Regarding Sewer Pumping or Drainage Facilities and Maintenance Districts

The subdivider shall execute and record with the County Recorder a notice identifying all sewer pumping or drainage facilities within the subdivision, either in existence or to be constructed, which could be maintained under maintenance district procedures authorized by *LAAC Division 6 (Special Assessment District Procedures)*. Such notice shall provide information regarding the possible obligation of each lot owner for assessments and shall be recorded at the time the final subdivision map is filed with the County Recorder. Notifications for sewer pumping connection to City sewer shall also be sent to City of Los Angeles Bureau of Sanitation to verify if a Sewer Capacity Availability Request (SCAR) is required.

SEC. 11.3.3. SUBDIVISION IMPROVEMENTS

Subdivision improvements for public or private streets, highways, ways, and easements that are necessary for the general use of the lot owners in the subdivision and for local neighborhood traffic and drainage needs shall be installed by the subdivider when they are required as a condition precedent to the approval and acceptance of the final tract map or parcel map. Subdivision improvements include monuments, public and private streets, highways, street name signs, guardrails, barricades, safety devices, fire hydrants, grading, retaining walls, stormwater infrastructure, erosion control structures, sanitary sewers, street lights, street trees, traffic warning devices other than traffic signals, relocation of existing traffic signal systems directly affected by other subdivision improvements. Subdivision improvements also include any other improvements required by the Bureau of Street Lighting or Bureau of Street Maintenance in conformance with applicable provisions of this Code, or as determined necessary by the Advisory Agency for the proper development of the proposed subdivision and to ensure conformity to, or the implementation of, the General Plan or any adopted Specific Plan.

A. Requirements

The streets, alleys, lots, and easements in all subdivisions subject to the provisions of Article 11. (Division of Land) shall be laid out to provide for sewer and drainage facilities. All streets and alleys and other public ways and easements within and immediately adjoining the subdivision, together with any drainage and sanitary sewer easements, shall be graded and improved to a width and

grade in accordance with plans approved by the City Engineer. Other subdivision improvements as authorized by the Subdivision Map Act may be required.

1. In addition to permanent subdivision improvements, temporary subdivision improvements may be required to be made prior to or concurrent with permanent subdivision improvements. In a Hillside Area, temporary erosion control devices shall be designed and installed in a manner approved by the Board of Public Works and the Department of Building and Safety.
2. If the subdivision has been submitted only for the purpose of clarifying records by consolidating existing lots or metes and bounds parcels, or for the purpose of absorbing vacated streets or alleys or for the purpose of reversion to acreage, the Advisory Agency upon the recommendation of the City Engineer may waive all or a portion of the subdivision improvements which otherwise would be required.

B. Improvement Plans

1. Final plans, profiles, and specifications for subdivision improvements shall be furnished to the City Engineer for approval and processing concurrently with the checking of the final tract map or parcel map. Such plans, profiles, and specifications shall show full details for such subdivision improvements, and shall be in accordance with the standards adopted by the City of Los Angeles.
2. In lieu of final plans, profiles and specifications, the subdivider may furnish preliminary plans for subdivision improvements in a form satisfactory to the City Engineer, provided the subdivider agrees to furnish final plans, profiles, and specifications to the City Engineer not later than 6 months from the date the final tract map or parcel map is filed for recording with the County Recorder. Preliminary plans shall be of sufficient detail and extent so as to permit the City Engineer to determine the type, extent, quantity, and estimated cost of the required subdivision improvements.

C. Street Lighting

Plans for a street lighting system shall be submitted to and be approved by the Bureau of Street Lighting. The time requirement for submittal shall be as prescribed in *Sec. 11.3.3.B. (Improvement Plans)*.

D. Street Trees

1. Arrangements between the subdivider and the City to ensure the subdivider either places street trees in subdivisions to the satisfaction of the Bureau of Street Maintenance of the Department of Public Works, or makes a cash payment to the City. The amount of cash payment shall be in accordance with rates established by the Board of Public Works. When planted by the City, street trees may be planted under contract or by City forces.
2. Any street tree planted by a subdivider, or for which a payment is made to the City of Los Angeles to provide such tree, is subject to the street tree maintenance fee set forth in *LAMC Chapter 6 (Public Works and Property), Section 62.176 (Street Maintenance Fee)*.

E. Guarantees

1. No final tract map or parcel map may be presented to the Council for approval until the subdivider/owner has completed the subdivision improvements, or has guaranteed that all subdivision improvements will be constructed and installed within a specified time. The requirement of guaranteeing the construction and installation of subdivision improvements will not be waived under any condition except as provided in this Section. Parcel maps, the preliminary maps for which have been approved by the Advisory Agency specifying that subdivision improvements are not required until such time as a building permit or other grant of approval for development is issued, are exempt from this provision. California non-profit corporations are exempt from these requirements to the extent provided in the Subdivision Map Act.
2. The guarantee shall be furnished in accordance with the provisions of this Subsection:
 - a. The subdivider/owner shall execute an Improvement Agreement. Under the terms of this agreement, the subdivider/owner shall, among other things, agree to construct and install the subdivision improvements at the subdivider/owner's expense; shall warrant all work performed against any defective work or labor done, or defective materials furnished for a period of one year following acceptance by the City Engineer of all subdivision improvements; and shall agree to reimburse the City for all costs and reasonable expenses and fees incurred by the City in enforcing the terms of the agreement including reasonable attorney's fees.
 - b. Performance of the Improvement Agreement shall be guaranteed by one of the following, at the option of and subject to the approval of the City:
 - i. A surety bond or bonds payable to the City, executed by the subdivider/owner as principal and one or more corporate sureties authorized to act as surety under the laws of the State of California and having a certificate of authority as acceptable surety on Federal bonds; or
 - ii. A deposit of cash; or
 - iii. A deposit of negotiable United States Treasury bonds or notes, for which the faith and credit of the United States are pledged for the payment of principal and interest, payable to the bearer; or
 - iv. A deposit of fully-insured certificates of deposit issued by a financial institution whose deposits are insured by an instrumentality of the Federal Government, together with a non-revocable assignment to the City that pledges that the funds are on deposit and guaranteed for the performance of the Improvement Agreement. Such certificates of deposit may provide that interest shall be paid to the depositor. The assignment shall allow the City to withdraw the principal amount, or any portion of the principal amount, on declaration of default by the Board of Public Works without the necessity of any further consent by the depositor. The Improvement Security shall be on a form

prepared by the City Engineer, shall be a joint and several obligation, and shall be in an amount estimated by the City Engineer to be reasonably necessary to complete the construction and installation of all of the subdivision improvements required to be done in accordance with the Improvement Agreement and to warrant the work against defective work or labor done, or defective materials furnished in the performance of the work.

- c. The term of the Improvement Security shall begin on the day it is approved by the City Council and shall continue until the work is accepted by the City Engineer.
- d. The Improvement Security shall contain the further conditions that in addition to the face amount, all parties executing the security shall be firmly bound under a continuing obligation for payment of all reasonable costs, expenses and fees, including reasonable attorney's fees incurred by the City in enforcing the obligation secured; that all parties agree to any extensions of time within which to construct and install the subdivision improvements; and that all parties further agree to such modifications of or additions to the work as may be deemed necessary by the City Engineer provided the cost increase does not exceed 10% of the value of the Improvement Security.

3. Improvement Warranty Guarantee

As a part of the Improvement Security there shall be included an amount to be determined by the City Engineer sufficient for the guarantee and warranty of the work for a period of one year following the date of acceptance of the work by the City Engineer against any defective work or labor done, or defective materials furnished in the performance of the work.

4. Labor and Material Payment Security

Security shall be furnished for payment of labor and materials furnished in the construction and installation of the subdivision improvements. The security shall be furnished in one of the forms described in *Sec. 11.3.3.E.2. (Guarantees)*, and shall be in an amount equal to not less than 50% of the Improvement Security as estimated by the City Engineer. The security shall inure to the benefit of all persons, and entities furnishing services, supplies or equipment for the subdivision improvements as referenced in *California Civil Code, Sections 8400, 8402 and 8404*. All claims under this labor and materials payment security shall be filed with the City Clerk on or before the expiration of 90 days after the completion of the subdivision improvements.

5. Existing Security

If the subdivider/owner already has on file with the City Engineer an Improvement Security in one of the forms described in *Sec. 11.3.3.E.2. (Guarantees)*, posted in accordance with *LAMC Chapter 6 (Public Works and Property), Section 62.111 (Class "B" Permits-Plans-Bonds-Insurance)* which guarantees completion of all of the subdivision improvements designated in the Improvement Agreement and in an amount at least equal to the amount determined by the City Engineer to be necessary to complete all of the subdivision improvements, no

additional Improvement Security is required; however, improvement warranty guarantee and labor and material security may be required.

F. Extension of Time

If it appears that the subdivision improvements cannot be completed by the date specified in the Improvement Agreement, written application may be made to the City Engineer for an extension of the completion date. One extension of time shall be granted to a time at which the City Engineer determines the work of subdivision improvement should reasonably be completed. Further extensions of time may be granted at the discretion of the City Engineer. If the subdivider disagrees with the determination of the City Engineer such decision may be appealed to the Board of Public Works. Any extension may be considered upon agreement by the surety and principal to:

1. Begin or resume construction of the subdivision improvements on a schedule to be specified by the City Engineer; or
2. Update the estimated cost of construction and installation of the subdivision improvements with an adjustment in the Improvement Security commensurate with the updated estimates; or
3. To the extent possible, construct and install the required subdivision improvements in accordance with the standards and specifications of the Board of Public Works in effect at the time such extension of time is granted; or
4. Comply with other conditions as may be deemed necessary by the City Engineer to ensure diligent prosecution of the work.

G. Reduction of Improvement Security

When a portion of the subdivision improvements have been completed to the satisfaction of the City Engineer, the City Engineer may consent to a reduction in the amount of the Improvement Security upon written request from the subdivider/owner. The City Engineer may consent to two reductions provided the original security for the subdivision improvements exceeds \$200,000 and the work completed is identifiable, capable of being maintained by the City, and accepted by the City Engineer. In extreme hardship circumstances, the City Engineer may consent to one reduction without regard to the preceding provisions. The remaining security shall be adequate to cover the estimated cost of completing the remaining subdivision improvements, the improvement warranty guarantee, and reasonable expenses and fees for enforcement of the terms of the Improvement Agreement. If a cash deposit or negotiable security is on deposit, that portion of the cash or negotiable security not required as a guarantee for the remaining subdivision improvements, improvement warranty guarantee and reasonable expenses and fees for enforcement of the terms of the Improvement Agreement, shall be returned to the depositor. If a certificate of deposit is on file, reduction in the Improvement Security will be accomplished by the City Engineer issuing a notice of reduction to the depositor and financial institution. If a surety bond is on file, reduction in the Improvement Security will be accomplished by the execution of a rider to the improvement

surety bond by the principal and surety and is effective upon approval by the City Engineer and the City Attorney.

H. Release of Improvement Security

When all of the requirements of the Improvement Agreement and the Improvement Security have been completed to the satisfaction of the City Engineer and the improvement warranty guarantee has expired, the City Engineer shall issue a Certificate of Acceptance and Termination of Improvement Warranty Bond to the subdivider/owner and a copy thereof shall be sent to the surety company if a surety bond is on file. However, if the improvement warranty guarantee has not expired, the City Engineer may issue a Certificate of Acceptance, which exonerates the portion of the Improvement Security guaranteeing completion of the construction and installation of the subdivision improvements, but not the improvement warranty guarantee. The warranty guarantee shall thereafter be released in total by the City Engineer on or after one year from the date of the completion notice from the Bureau of Engineering, provided no claims against the guarantee have been made by the City.

I. Release of Labor and Material Payment Security

On or after 90 days from the date of completion notices from both the Bureau of Contract Administration and the Bureau of Engineering, security posted under *Sec. 11.3.3.E.4. (Labor and Material Payment Security)* to secure payment for labor and materials may be released by the City Engineer in whole if no claims are filed or reduced to an amount equal to 150% of those claims filed with the City Clerk. If a cash, negotiable security, or certificate of deposit payment security is on file, the City Engineer shall:

1. Release the cash, negotiable security or certificate of deposit payment bond in total, if no claims have been filed; or
2. Reduce the cash or negotiable security or certificate of deposit payment bond to an amount equal to 150% total amount of the claims filed with the City Clerk.

J. Enforcement

If the subdivider/owner neglects, refuses or fails to construct the subdivision improvements with such diligence as to insure completion within the time specified, or within such extensions of the time as may have been granted by the City Engineer or the Board of Public Works or if the subdivider/owner neglects, refuses or fails to perform satisfactorily any act required under the Improvement Agreement, the Board of Public Works may declare the Improvement Agreement in default, and shall take whatever actions are necessary to enforce the terms and conditions of the Improvement Security. The Board is hereby empowered to order all or any part of the work to be done either by City forces or by separate contract, and the City is entitled to reimbursement for all costs and expenses as a result of such construction. If the Improvement Security is a cash deposit, negotiable security or certificate of deposit the Board is empowered to deduct therefrom, on behalf of the City, an amount sufficient to reimburse and to indemnify the City for any and

all damages, costs and expenses sustained or incurred by the City in enforcing the terms and conditions of the Improvement Agreement.

SEC. 11.3.4. **PRIVATE STREETS**

- A. Whenever a private street is proposed to be used or included in a subdivision, the private street shall conform in all respects with all the requirements contained and set forth in *Div. 10.3. (Private Street Regulations)*. A private street map need not be filed with the Advisory Agency in addition to the maps required by the provisions of Article 11 (Division of Land), provided that the maps filed in conformance with the provisions of Article 11 (Division of Land) show the private street and contain the information pertaining to the street that is required to be provided in a private street map.
- B. If a private street located within the proposed subdivision has been approved in accordance with the then applicable regulations prior to filing the tentative tract map of the subdivision, the street is deemed to comply with the requirements of this Section and *Div. 10.3. (Private Street Regulations)* and no further approval is required.

SEC. 11.3.5. **REVERSION TO ACREAGE**

- A. Proceedings for reversion to acreage of subdivided real property may be initiated by the City Council on its own motion or by petition of all of the owners of record of the real property within the subdivision in accordance with *Sec. 13B.7.3. (Tentative Tract Map)*.
- B. Upon the title sheet of each map filed for the purpose of reverting subdivided land to acreage, the subtitle shall consist of the words "A reversion to acreage of . . ." Any map so submitted shall be accompanied by evidence of title and non-use or lack of necessity of any streets or easements which are to be vacated or abandoned. Any streets or easements to be left in effect after the reversion shall be adequately delineated on the map.
- C. When a reversion is effective, all fees and deposits shall be returned and all improvement security released, except those retained in accordance with *Sec. 13B.7.3. (Tentative Tract Map)*.
- D. After approval of the reversion by the City Council, the final tract map or parcel map shall be delivered to the County Recorder. The filing of the final tract map or parcel map constitutes legal reversion to acreage of the land affected and also constitutes abandonment of all streets and easements not shown on the Map.

SEC. 11.3.6. **MERGER AND RESUBDIVISION**

Subdivided lands may be merged and resubdivided without reverting to acreage by complying with all the applicable requirements for the subdivision of land as provided in Article 11 (Division of Land). The filing of the final tract map or parcel map, in accordance with *Div. 13B.7. (Division of Land)*, constitutes legal merging of the separate parcels into one parcel and the resubdivision of the parcel. Any unused fees or deposits previously made in accordance with Article 11 (Division of Land) pertaining to the property shall be credited *pro rata* towards any requirements that are applicable at

the time of resubdivision. Any streets or easements to be left in effect after the resubdivision shall be adequately delineated on the map. After approval of the merger and resubdivision by the City Council, the map shall be delivered to the County Recorder. The filing of the map constitutes legal merger and resubdivision of the land affected and also constitutes abandonment of all streets and easements not shown on the map.

SEC. 11.3.7. MAPS, LOCAL DRAINAGE DISTRICTS, EXEMPTION FROM FEES

- A.** Payment of fees is required in the sums fixed by ordinance for local drainage districts involved and as a condition to approval of final subdivision maps and private street maps, except as provided in *Sec. 11.3.7.B.* below, whenever the City Council determined such need in accordance with former *California Business and Professions Code Section 11543.5* or finds and determines such need in accordance with *California Government Code Section 66483*, effective March 1, 1975 for a local drainage district, and finds:
1. That subdivision and development of property requires or will require construction of facilities described in the local drainage plan; and
 2. That the fees are fairly apportioned within the area on the basis of benefits conferred on the property proposed for subdivision or on the need for facilities created by the proposed subdivision and development of other property within such area.
- B.** In the event the owner filing the map petitions the City Council for an exemption from payment of fees required by ordinances to be paid to defray actual or estimated costs of constructing planned drainage facilities for removal of surface and storm waters from local or neighborhood drainage areas, and the City Council finds and determines that the final subdivision map or the private street map filed for approval is not filed for subdivision or development purposes, the City Council may thereupon exempt that map from payment of the fees or other consideration notwithstanding provisions of *Sec. 11.1.3.O. (Where Subdivision Includes Land Within Drainage District)*, *Sec. 11.4.3.B.9. (Where Parcel Map Includes Land Within Drainage District)*, or *Sec. 10.3.5.J.4. (Improvements, Drainage and Sewage)* or requirements of *Sec. 11.3.7.A. (Maps, Local Drainage Districts, Exemption from Fees)* or of the ordinance for such payment.
- C.** For purposes of this Subsection the term “subdivision” and the term “development” neither includes nor applies to final subdivision maps or private street maps that are filed within the City:
1. In connection with a sale of land which is to be further divided by the filing of either a subdivision map or private street map prior to development occurring.
 2. Solely for the purposes of reversion to acreage, or to combine portions of vacated streets with adjoining lots or parcels, or to make boundary line adjustments without creating any new lots or parcels, or to effect technical corrections on existing recorded maps in order to cause those maps to conform to actual fact, clarify the record, and cause them to read correctly, provided however that approval or recordation of such new maps does not or will not otherwise change or amend any existing recorded map or any legend.

SEC. 11.3.8. MODIFICATIONS

See Sec. 13B.7.3.H. (*Modification of Entitlement*).

SEC. 11.3.9. SUBDIVISION REQUIRING IMPORT OR EXPORT OF EARTH

- A. Upon the filing of a tentative tract map that, for its implementation, requires the import or export of more than 1,000 cubic yards of earth materials, the Advisory Agency shall request that the Superintendent of Building and the General Manager of the Department of Transportation investigate the circumstances of the proposed import or export of earth materials and the effect upon the public health, safety, and welfare. The Advisory Agency shall request the City Engineer to determine the effect of any import and export on the structural integrity of the public streets and to determine the effect on public safety relative to street alignment, width and grade.
- B. In taking action on the tentative tract map, the Advisory Agency shall impose conditions of approval to mitigate any detrimental effects of the hauling operations necessary to import or export earth, including but not limited to:
1. Designating routes to be followed by trucks hauling earth materials;
 2. Limiting truck weight, length or speed; and
 3. Any other conditions of approval necessary to ensure repair of damages to public streets along the hauling route that may reasonably be expected to be caused by hauling operations. Such additional conditions may include a condition that the developer shall file a bond for the benefit of the City. Any such bond shall be in a form approved by the City Attorney, executed by the developer and a corporate surety authorized to do business in the State in an amount sufficient to cover the repair of any damage to the public streets reasonably expected to be caused by the hauling operations. The conditions of the bond shall guarantee to indemnify the City for all costs and expense in repairing the damaged streets or other public facilities. In lieu of a surety bond, the developer may file a cash bond with the Department upon the same terms and conditions and in an amount equal to that which would be required in the surety bond. The deposit submitted may be in the form of cash or negotiable United States securities. The term of such bond shall begin on the date of filing and shall remain in effect until the completion of the hauling operations and subsequent inspection of the affected public streets by the Department of Public Works.
- C. The Advisory Agency may disapprove the tentative tract map as provided in Sec. 13B.7.3.E.1. (*Tentative Tract Map/Subdivision of Air Space*).

SEC. 11.3.10. MODIFICATION OF RECORDED FINAL TRACT MAPS

In addition to amendments to final tract maps authorized by *Subdivision Map Act Section 66469*, after a final tract map is filed with the Office of the County Recorder, the recorded map, including the conditions of approval, may be modified in accordance with the provisions of Sec. 13B.7.4.H.

(Modification of Final Tract Map). Modifications and amending maps shall be governed by the following limitations.

- A. No modifications involving increases in density are allowed if the increase would change the density of a subdivision as approved on appeal by the City Planning Commission or the City Council, where such density was the subject of the appeal to the City Planning Commission or the City Council.
- B. No condition may be modified if it was imposed as a mitigating measure identified in a mitigated or conditional negative declaration or in an Environmental Impact Report.
- C. Modifications involving increases in density over that originally approved by the Advisory Agency in approving the tentative tract map shall be limited as follows:
 - 1. For subdivision of fewer than 10 lots or dwelling units, any density increase shall be limited to one lot or dwelling unit; and
 - 2. For subdivisions containing 10 or more lot or dwelling units, any increase shall be limited to not more than 10% of that originally approved.
- D. Modifications involving either an increase in the height of structures, or in the elevation of building pads where the elevation of such pads has been specified by the Advisory Agency, shall be limited as follows:
 - 1. An increase in the height of structures of not more than 10% above the approved height of such structures; or
 - 2. An increase in the elevation of building pads of not more than 5 feet above the approved elevation of such pads.
 - 3. Any such increase in height or elevation shall not obstruct the view from surrounding properties.
 - 4. A greater increase in the elevation of building pads may be approved if such increase has been determined to be necessary for health and safety reasons by the Department of Building and Safety.
- E. No modifications are permitted that violate the intent of any of the original conditions of the tract map approval as that intent is expressed in the findings or otherwise by the decision-maker.

DIV. 11.4. PARCEL MAPS

SEC. 11.4.1. GENERAL

A. Intent

The following parcel map regulations are intended to ensure compliance with the Subdivision Map Act, this Zoning Code (Chapter 1A), and the City's General Plan, to assure lots of acceptable subdivision design and of a size compatible with the size of existing lots in the immediate neighborhood; to preserve property values; to assure compliance with the Design Standards for Streets and Alleys in Article 11 (Division of Land) where street or alley dedication or subdivision improvement are required; and to prevent interference with the opening or extension of streets necessary for emergency vehicle access, proper traffic circulation, and the future development of adjacent properties; and to provide that the dividing of land in the Hillside Areas be done in a manner that ensures that the separate parcels can be safely graded and developed as building sites.

B. Scope

1. No land shall be separated in ownership or otherwise divided into two, three, or four parcels or condominiums, and no such divided parcel or condominium shall be separately maintained unless the division conforms to that shown on a parcel map that has been approved by the Advisory Agency and recorded in the Office of the County Recorder.
2. No building permit shall be issued, and no building or structure shall be constructed, altered or maintained on any land which has been separated in ownership or otherwise divided into two, three, or four parcels in violation of the provisions of Article 11 (Division of Land), and until and unless a parcel map has been recorded in the Office of the County Recorder. All conditions of approval shall be completed prior to filing the parcel map.
3. These regulations do not apply to the leasing of apartments, offices, stores or similar space within an apartment building, industrial building, commercial building or mobile home park, nor to mineral, oil or gas leases, nor do they apply to the following divisions of land, except as may be required by *Sec. 11.4.1.C. (Parcel Maps - Divisions of Land of Five or More Parcels Not Subdivisions)*.
 - a. Those divisions of land made in compliance with the Subdivision Map Act and the subdivision regulations contained in Article 11 (Division of Land).
 - b. Those divisions of land made solely because of the sale, acquisition, lease or combining of lands by governmental agencies, including the City of Los Angeles and any of its departments, or any further division of such lands by a lessee of such governmental agency.
 - c. Those where the Advisory Agency or the Appeal Board determines that all the following conditions exist:

- i. A lot line adjustment is made between 4 or fewer existing adjoining lots or parcels and the land taken from one lot or parcel is added to an adjoining lot or parcel;
 - ii. The resulting number of lots or parcels remains the same or is decreased;
 - iii. The parcels or lots resulting from the lot line adjustment conform to the General Plan, any applicable Coastal Plan, this Zoning Code (Chapter 1A), and the City's building ordinances.
4. Those involving land dedicated for cemetery purposes under the applicable provisions contained in the California Health and Safety Code.

C. Parcel Maps - Divisions of Land of Five or More Parcels Not Subdivisions

1. No parcel of land may be separated in ownership or otherwise divided into 5 or more parcels, where such a division is not a subdivision by reason of the exceptions contained in *Subdivision Map Act, Section 66426.(a), (b), (c), and (d)*, and no such divided parcel shall be separately maintained unless a tentative tract map of such division has been approved by the Advisory Agency and a parcel map prepared in conformity has been recorded in the Office of the County Recorder.
2. Where the Advisory Agency determines that a tentative tract map filed for the division of land described in *Subdivision Map Act, Section 66426.(b) and (c)* complies with all the requirements of Article 11 (Division of Land), but that dedication for street opening or widening or easements is necessary, it shall require that an offer to dedicate such additional land as is necessary to be made in a manner provided by *Sec. 11.4.3.B.1. (Conditional Approval)*.
3. Where the Advisory Agency determines that a tentative tract map filed for the division of land described in *Subdivision Map Act, Section 66426.(c)* complies with all of the requirements of Article 11 (Division of Land), but that improvement of public or private streets, highways, ways or easements is necessary for local traffic, drainage or sanitary needs, such improvements shall be constructed, or their construction and completion guaranteed in the manner provided by *Sec. 11.3.3. (Subdivision Improvements)*, as a condition of approval of the tentative tract map.
4. No building permit may be issued, and no building or structure may be constructed, altered or maintained on any land which has been separated in ownership or otherwise divided into five or more parcels, where a parcel map is not required for such a division by reason of the exceptions contained in *Subdivision Map Act, Section 66426.(a), (b), (c), and (d)*, in violation of the provisions of Article 11 (Division of Land). All conditions of approval shall be completed prior to submitting the parcel map to the City Engineer.

D. Slope Density

1. In Hillside Areas, which are designated in the "Minimum Residential" General Plan land use designation, the dwelling unit density shall not exceed that allowed by the following formula:

$$D = \frac{50 - S}{35}$$

Where:

D = the maximum number of dwelling units per gross acre allowable; and

S = the average natural slope of the land in %.

2. Where the total allowable number of dwelling units per parcel map or tentative tract map calculated under the above formulas results in a number other than a whole number, it shall be rounded to the nearest whole number as follows:
 - a. Where the fractional portion of the total allowable number of dwelling units equals 0.5 or more, the total number of allowable dwelling units shall be rounded to the next larger whole number;
 - b. Where the fractional portion of the total allowable number of dwelling units equals less than 0.5, the total number of allowable dwelling units shall be rounded to the next smaller whole number.
3. In no case may the permitted density be less than 0.05 dwelling units per gross acre. Where the total allowable number of dwelling units per parcel map calculated under the above formula results in a number less than one, it shall be rounded up to allow one dwelling unit per parcel map.
4. Where previous grading on a lot makes it difficult to determine average natural slope using the above formula, the Director of Planning shall determine the average natural slope in a manner to carry out the intent of this Section.

E. Forms and Map Requirements

Each person applying for approval of a parcel map required by *Sec. 11.4.1.B. (Scope)* shall submit a reproducible preliminary parcel map to the Department of City Planning showing the land to be divided and its proposed division. The map may be prepared by the applicant, except that the Advisory Agency may require the map to be prepared by a licensed land surveyor or registered civil engineer and that it be based upon a field survey when it determines that such is necessary to provide the information required by this *Sec. 11.4.1.E. (Forms and Map Requirements)* or *Sec. 11.4.1.F. (Incomplete Map)*, *Sec. 11.4.1.G. (Additional Reports)*, or *Sec. 11.4.1.H. (Protected Vegetation Reports for Parcel Maps)*. The map shall be made on one or more sheets of tracing paper or polyester based film at least 8 1/2 inches x 11 inches but shall not exceed 18 x 26 inches. It shall be legibly drawn using a decimal or an engineer's scale and shall clearly show the following information:

1. The dimensions and record boundaries of the total parcel together with a legal description of the total parcel attached to the map.
2. The dimensions and boundaries of each proposed parcel.
3. The names, addresses, and telephone number of the property owners, the person filing the map, and the registered civil engineer or licensed land surveyor, if any, who prepared the map.
4. The abutting streets and alleys and existing surface improvements and proposed dedications and subdivision improvements.
5. The location of other existing public easements, private streets, or private road easements.
6. In Hillside Areas, the existing contours of the land at intervals of not more than five feet.
7. The accurate location of any structures on the property.
8. Names or designations for all proposed streets.
9. Such other information as the Advisory Agency determines is necessary to properly consider the proposed division.

F. Incomplete Map

If at any time during the processing of the map it is discovered that the map has been improperly prepared or required pertinent information has not been submitted, the applicant shall be promptly notified in writing by mail of the defect and of further information or correction required. The time limits specified shall not begin until the omitted or inaccurate information is furnished in a proper manner.

G. Additional Reports

In addition to the preliminary parcel map, and when determined by the Superintendent of Building or the City Engineer to be necessary, the following reports shall be submitted to the Department of City Planning by the applicant when the property is located in a Hillside Areas:

1. A geologic report prepared by an engineering geologist, as defined in *LAMC Chapter 9 (Building Regulations), Article 1 (Building Code)*, setting forth all relevant geologic data pertaining to the proposed separate parcels and including separately stated conclusions listing any potential hazards to public health, safety or welfare which may exist on the proposed parcels or which could result from grading or building upon the proposed separate parcels
2. A report prepared by a soils engineer, as defined in *LAMC Chapter 9 (Building Regulations), Division 70 (Grading, Excavations, and Fills)*, setting forth sufficient engineering data to explain the proposed solutions to:
 - a. Any potential geologic hazards disclosed by the geologic report; and
 - b. Any potential geologic hazards that could be created by the proposed grading.

H. Protected Vegetation Reports for Parcel Maps

No application for a preliminary parcel map approval for a parcel where a protected vegetation is located will be considered complete unless it includes a report pertaining to preserving the tree in accordance with *Sec. 11.1.3.P. (Protected Vegetation Regulations)*. The report shall be prepared by a tree expert and shall evaluate the subdivider's proposals for protected vegetation preservation, removal, replacement or relocation. In the event the subdivider proposes any grading, land movement, or other activity within the drip line of any protected vegetation referred to in the report, or proposes to relocate or remove any protected vegetation, the report shall also evaluate any mitigation measures proposed by the subdivider and the anticipated effectiveness in preserving the protected vegetation.

SEC. 11.4.2. PRELIMINARY PARCEL MAP STANDARDS

A. Disapproval of Maps

1. Where a parcel map involves land for which a General Plan, including dwelling unit densities, has been adopted by the Council, and the land is also in a Hillside Areas, the number of lots or parcels on the map shall be limited so that the number of dwelling units permitted by the applicable zoning regulations does not substantially exceed the dwelling unit densities shown on the plan.
2. The Advisory Agency shall disapprove a preliminary parcel map when the property is situated in a Hillside Area and the Department of Building and Safety or the Bureau of Engineering has submitted a report in writing to the Advisory Agency recommending disapproval of the preliminary parcel map because of any existing or potential geologic hazards lacking satisfactory engineering solutions.
3. The Advisory Agency may disapprove a preliminary parcel map unless the proposed name of each street has been approved by the City Engineer. Advisory Agency approval shall be withheld if the City Engineer has determined that a proposed street name would create confusion, be misleading, be unduly long or carry connotations offensive to good taste and decency.

B. Lots May Be Increased In Size

1. Where the Advisory Agency finds it necessary in order to promote the general welfare, to provide for a more consistent development for the area, and to preserve property values, it may require that lots or parcels described in a parcel map and located in a Residential Use District be increased in size from that proposed so as to more closely conform to the size of existing contiguous lots or nearby parcels on the same street. However, in no case may the Advisory Agency require such parcels in the aforementioned Use District, other than when a zone includes a Rural-Limited, Estate-Limited 4, or Estate-Limited 5 Form District, to contain an area of more than 20,000 square feet.

2. Where the Advisory Agency finds that a future public easement will be needed on a portion of the lots or parcels for street or other public uses, it may require that the lots or parcels be increased in size from the proposed to provide space for such easement; and in addition, it may impose conditions prohibiting or restricting the erection for buildings or structures on that portion needed for the easement.

C. Maps Involving Private Road Easements

Whenever a proposed division of land involves one or more parcels that are contiguous or adjacent to a private road easement with the remaining parcel contiguous or adjacent to a dedicated street, only the parcel map need be filed, without requiring the payment of additional fees or the filing of a private street map. The Advisory Agency may approve, conditionally approve, or disapprove the map subject to the applicable provisions of Article 11 (Division of Land) or *Div. 10.3. (Private Street Regulations)*.

D. Lots In The Very High Fire Hazard Severity Zone

1. The Advisory Agency may disapprove a preliminary parcel map for land located in the Very High Fire Hazard Severity Zone because of inadequate fire protection facilities unless:
 - a. The designated area in which buildings are to be erected on each proposed parcel or lot, as shown on the map, is located not more than 1,000 feet from a fire hydrant, the distance to be measured along a route providing reasonable access, as determined by the Fire Chief, for the laying of fire hoses in an emergency; or
 - b. The Fire Chief reports that adequate fire protection exists, or is in the process of being provided, for the parcels or lots.
2. Upon proper application to the City Council, and upon recommendation of the Chief Engineer of Waterworks of the Department of Water and Power, the City may provide for contribution toward the cost of installation of water mains and hydrants necessary to comply with this Subsection where the Chief Engineer determines that the cost of such installation is greatly in excess of normal charges for providing like facilities.

E. Maps Involving Future Streets

In the event that the Advisory Agency determines that certain streets or alleys in a proposed division of land shall be reserved for future public use, they shall be indicated on the preliminary parcel map and offered for dedication as future streets or future alleys prior to recording the parcel map. The applicant shall furnish the Bureau of Right-of-Way and Land an offer of dedication therefor in accordance with the provisions of *Sec. 11.4.3.B.1. (Conditional Approval)*.

F. Maintenance of Accessory Structures

Where the Advisory Agency determines that a proposed parcel map complies with all provisions of these Parcel Map Regulations, but finds that the proposed division of land will result in an accessory building or structure being on a parcel separated from the main building or a residential building being on a parcel without the required automobile parking stalls and, in order to afford

the applicant time to properly provide a main building on the same parcel with the accessory structure or building, or to remove same, or to provide the required automobile parking stalls with the residential building, the Advisory Agency may approve the proposed parcel map and the continued use and maintenance of the accessory structures or buildings separated from the main building for a period of time not to exceed one year and the residential building without the automobile parking stalls for a period of time not to exceed 90 days subject to the following conditions:

1. That as a prerequisite to the filing of the final parcel map with the City Engineer, the owner or owners of record of the subject property shall record in the office of the County Recorder of Los Angeles County, California, a covenant running with the and in which such owner or owners agree to comply with an the conditions imposed by the Advisory Agency in approving the parcel map.
2. That upon approval of the proposed parcel map, in addition to the permanent copy placed on file in the Department of City Planning, the Advisory Agency shall furnish a copy of the action to the applicant and to the Department of Building and Safety.

G. Lots Involving a Common Slope

Whenever two or more lots are to be created on a common slope and the City Engineer or Superintendent of Building determines that condition so dictate, the Advisory Agency may require as a condition of approval of the preliminary parcel map that appropriate deed covenants on a form approved by the City Attorney be recorded which provide to each owner of the common slope a joint right on entry for access of men and equipment, and a joint easement over the slope area to maintain and repair the common slope.

H. Protected Vegetation

When a protected vegetation exists on a proposed parcel, the preservation of the protected vegetation at its existing location, its relocation for preservation purposes, or the removal of the protected vegetation shall be regulated in the same manner as that provided under subdivision regulations set forth in Article 11 (Division of Land).

SEC. 11.4.3. PRELIMINARY PARCEL MAP REVIEW CONSIDERATIONS

A. Approval

When the Advisory Agency determines that the proposed parcel map complies with all the provisions of these parcel map regulations, and no dedication or subdivision improvement is required, it shall approve the preliminary parcel map.

B. Conditional Approval

When the Advisory Agency determines that the preliminary parcel map complies with all of the provisions of these parcel map regulations, but that street or alley dedications or subdivision improvements, storm drain easements, sanitary sewer easements or slope easements are

necessary, or that grading or construction of an engineered retaining structure as specified in this Section is necessary. It may approve the proposed preliminary parcel map subject to the following conditions being complied with to the satisfaction of the City Engineer:

1. That an offer be made to dedicate such land as is necessary for street or alley purposes in compliance with the applicable street and alley design standards established in *Sec. 11.1.3. (Subdivision Design Standards)* and such storm drain easements, sanitary sewer easements, and slope easements as are deemed necessary. The offer shall be properly executed by all parties having a record interest, including beneficiaries under deeds of trust as shown by a current preliminary title report prepared by a title company approved by the City Engineer for that intent. The trustee under the deed of trust shall not be required to execute the dedicatory instrument, unless, in the view of the City Engineer, such execution is necessary to satisfactorily dedicate the land. This report shall be on a form approved by the City Attorney and the City Engineer; be in such terms as to be binding on the owner, heirs, assigns or successors in interest; and shall continue until the City Council accepts or rejects it. The offer shall provide that the dedication will be complete upon acceptance by the City Council. The City Engineer shall approve or disapprove the offer for recordation within ten days after it is filed. The offer shall be recorded by the City Engineer in the Office of the County Recorder upon its approval. If the streets, alleys, and easements being offered for dedication are required for immediate public use as streets, alleys, and easements, a resolution of acceptance shall thereafter be submitted to the City Council concurrently with the final parcel map in order to complete the dedication. Offers to dedicate that are not required for immediate public use will be retained by the City until such time as acceptance for public use occurs. If an offer is rejected by the City Council, the City Engineer shall issue a release from such offer, which shall be recorded in the Office of the County Recorder.
2. When it is determined that additional street dedication for widening will be required from property adjoining that depicted in the preliminary parcel map in order to comply with the applicable street standards provided for in *Sec. 11.1.3. (Subdivision Design Standards)*, the offer of dedication provided for above shall include an agreement as a covenant running with the land that upon completion of the dedication, a 1-foot wide portion of the property included within the dedication and abutting such adjoining property shall not be used for access. This agreement shall be in the form of a covenant running with the land and shall be recorded, but shall by its own terms become null and void upon the completion of the dedication of the additional land needed for street purposes from the adjoining property. The City Engineer shall show that portion of the dedication which is subject to the recorded covenant on the District Maps of the City of Los Angeles. As long as the agreement remains in effect, the 1-foot strip shall not be used as a means of access to the adjoining property, nor shall any permits be issued by any City Department permitting its use for access purposes.
3. That such subdivision improvements as are required be constructed and installed to the satisfaction of the City Engineer or that construction and installation of such subdivision improvements be guaranteed in accordance with the provisions of *Sec. 11.3.3.E. (Guarantees)*. The subdivision improvements shall be limited to grading and the installation of local drainage

and sewer facilities, curbs, gutters, sidewalks, street lights, street trees, and roadway surfacing. In addition, the City Engineer may also require such other incidental subdivision improvements as are essential to the proper installation of the required public street or alley improvements. All such subdivision improvements shall be graded and improved in accordance with plans approved by the City Engineer. When the conditions of approval of the preliminary parcel map specify that subdivision improvements are required to be constructed prior to the grant of any development right, no building permit shall be issued until the subdivision improvements have been constructed or suitably guaranteed in accordance with *Sec. 11.3.3.E. (Guarantees)*.

4. That if grading or construction of an engineered retaining structure is required by the Advisory Agency to remove potential geologic hazards, such grading or construction shall be completed or guaranteed to the satisfaction of the City Engineer or the Superintendent of Building.
5. When recommended by the Fire Department, the Advisory Agency may as a condition of approval of the preliminary parcel map, require the installation of fire hydrants to the satisfaction of the Fire Department.
6. Upon proper application to the City Council, and upon recommendation of the City Engineer of Waterworks of the Department of Water and Power, the City may provide for contribution toward the costs of installation of water mains and hydrants necessary to comply with this subsection where the Chief Engineer determines that the cost of such installation is greatly in excess of normal charges for providing like facilities.
7. Failure to fulfill all conditions of a conditional approval within one year after the date of such approval will automatically terminate and void the proceedings. Upon application, prior to the expiration of the original one-year period, an extension of time for a period not exceeding one year may be granted by the Advisory Agency. The Advisory Agency's determination on an application for a time extension shall be subject to the appeal provision of *Sec. 13B.7.8. (Subdivision Appeal)*.

8. **Modification of Requirements**

The Advisory Agency may modify or waive any dedication or subdivision improvement requirements in accordance with *Sec. 13B.7.5.F.2. (Modification of Requirements)*.

9. **Where Parcel Map Includes Land Within Drainage District**

Whenever a parcel map, or a portion thereof includes land which is within a Local Drainage District, the provisions and requirements of the ordinance establishing such District shall be met.

10. **Modifications of Approved Preliminary Parcel Maps**

The Advisory Agency may grant slight modifications to a preliminary parcel map upon its own initiative or upon a request from a subdivider in accordance with *Sec. 13B.7.5.H. (Modification of Entitlement)*.

11. Map Identification and Reproduction

Each preliminary parcel map shall be identified with a number assigned by the Department of City Planning and the date of filing. The number shall be shown on the recorded parcel map.

SEC. 11.4.4. PARCEL MAP

A. Preliminary Parcel Map Requirements

A final parcel map shall be prepared and filed with the City Engineer in compliance with the provisions of Article 11 (Division of Land). The map shall conform substantially to the approved preliminary parcel map, or the approved tentative tract map which was filed in accordance with the requirements contained in *Sec. 11.4.1.C. (Parcel Maps - Divisions of Land of Five or More Parcels Not Subdivisions)*. The final parcel map shall be accepted by the City Council provided that:

1. The necessary subdivision improvements and grading or retaining structure construction, as set forth in the approval of the preliminary parcel map, have been installed and approved by the City, or provided the subdivider executes an Improvement Agreement and submits or agrees to submit:
 - a. Improvement plans; and
 - b. Satisfactory grading or construction plans, where grading or construction of an engineered retaining structure is required in Hillside Areas; and
 - c. Improvement Securities, warranty guarantees, and labor and material payment securities in accordance with provisions of *Sec. 11.3.3.E. (Guarantees)*.
2. All approvals have been obtained from City departments and other public agencies; and
3. Any special assessment or bond required to be paid or guaranteed in accordance with *Subdivision Map Act, Section 66493.(c)* has been paid in full, or such payment has been guaranteed.

B. Final Parcel Map Requirements

1. The following information shall be submitted with the parcel map: names, address, and telephone number of the record owners, and person preparing the parcel map. The general form and layout of the map, including size and type of lettering, drafting and location of acknowledgment, and other required information shall be determined by the City Engineer. The map shall be prepared on high quality tracing cloth, polyester based film, or other material approved by the City Engineer.
2. The map shall show the location of each parcel and its relation to surrounding surveys. The location of any remainder of the original parcel shall be shown, but need not be shown as a matter of survey but only by reference to the existing record boundaries of such remainder if such remainder has a gross area of 5 acres or more.

3. Each sheet of the parcel map shall be 18 x 26 inches. A marginal line shall be drawn around each sheet, leaving a blank margin of one inch. The scale of the map shall be such as to show all details clearly. Each sheet shall be numbered, and its relation to other sheets clearly shown. The parcel map number, scale, and north point shall be shown on each sheet. If more than 3 sheets are necessary to show the entire division of land, an index map shall be included on one of the sheets.
4. The exterior boundary of the land included within the subdivision shall be indicated by distinctive symbols and clearly so designated. Each parcel shall be identified by a letter.
5. Where the division of land creates 4 or less parcels, the parcel map may be compiled from recorded or filed data when sufficient survey information exists on filed maps to locate and retrace the exterior boundary lines of the parcel map if the location of at least one of these boundary lines can be established from an existing monumented line.
6. All other parcel maps shall be based upon a field survey made in conformance with the Land Surveyor's Act.
7. The parcel map shall be prepared by a registered civil engineer or licensed land surveyor. A signed Surveyor's Certificate as required by the Subdivision Map Act shall appear on the parcel map.
8. Where there are no dedications being made by the parcel map, a certificate signed and acknowledged by the fee owners only, of the real property being subdivided, consenting to the preparation and recordation of the parcel map, is required.

SEC. 11.4.5. **APPROVAL OF MAP DOES NOT AUTHORIZE VIOLATION OF OTHER LAWS**

Neither the approval or conditional approval of any parcel map constitutes or waives compliance with any other applicable provision of this Zoning Code (Chapter 1A), nor does any such approval authorize, nor should it be deemed to authorize, a violation or failure to comply with other applicable provisions of this Zoning Code (Chapter 1A).

SEC. 11.4.6. **MODIFICATION OF RECORDED PARCEL MAPS, REVIEW CONSIDERATIONS**

Modifications and amending maps shall be governed by the following limitations.

1. No modifications involving increases in density are allowed that would change the density of a parcel map as approved on appeal by the Appeal Board or the City Council, where such density was the subject of the appeal to the Appeal Board or the City Council.
2. No condition may be modified if it was imposed as a mitigating measure identified in a mitigated or conditional negative declaration or in an Environmental Impact Report.

3. Modifications involving increases in density shall not exceed an increase of one lot or dwelling unit.
 - a. For subdivisions of fewer than 10 lots or dwelling units, any density increase shall be limited to one lot or dwelling unit; and
 - b. For subdivisions containing 10 or more lots or dwelling units, any increase shall be limited to not more than 10% of that originally approved.
4. Modifications involving either increase in the height of structures, or in the elevation of building pads where the elevation of such pads has been specified by the Advisory Agency, shall be limited as follows:
 - a. An increase in the height of structures of not more than 10% above the approved height of such structures; or
 - b. An increase in the elevation of building pads of not more than 5 feet above the approved elevation of such pads.
 - c. Any such increase in height or elevation shall not obstruct the view from surrounding properties.
 - d. A greater increase in the elevation of building pads may be approved if such increase has been determined to be necessary for health and safety reasons by the Department of Building and Safety.
5. No modifications are permitted that violate the intent of any of the original conditions of the parcel map approval as that intent is expressed in the findings or otherwise by the decision-maker.

SEC. 11.4.7. SALES CONTRARY TO PARCEL MAP REGULATIONS ARE VOIDABLE

Any deed of conveyance, sale or contract to sell made contrary to the provisions of these parcel map regulations is voidable to the extent and in the same manner as is provided for violation of *Subdivision Map Act, Section 66499.32*.

DIV. 11.5. **CONDOMINIUMS, COMMUNITY APARTMENTS, & STOCK COOPERATIVES**

SEC. 11.5.1. **CONVERSION: RESIDENTIAL; RESIDENTIAL TO COMMERCIAL/INDUSTRIAL**

A. **Intent**

The intent of these provisions is to promote greater individual choice in type, quality, price, and location of housing; to provide for the housing needs of all segments of the population; to provide increased homeownership opportunities for all segments of the population; to mitigate the hardship caused by displacement of tenants, particularly those in low to moderate cost housing and those who are elderly, families with minor dependent children, the handicapped and the disabled; to promote the safety of conversion projects and correction of *LAMC Chapter 9 (Building Regulations)* violations in such projects; to provide adequate automobile parking stalls; to encourage construction of new rental units to replace units lost due to conversions; to protect the existing rental housing stock by reducing conversions; to provide increased opportunities for the ownership of commercial or industrial real property in the form of condominiums or stock cooperatives; to assure that the continued use of buildings for commercial or industrial purposes is substantially consistent with the General Plan and applicable Specific Plans; and to generally regulate projects in accordance with the General Plan and applicable Specific Plans and with the public health, safety and welfare.

B. **Applicability**

The provisions of this Section shall apply to all tentative tract maps and preliminary parcel maps, except as otherwise expressly stated in this Section.

C. **Application Requirements**

1. **Residential Conversion Projects**

- a. A residential conversion project shall comply with the Division of Land regulations in Article 11 (Division of Land), the provisions of this Section, and other applicable State laws and local ordinances.
- b. In addition to the information required by other applicable provisions of this Zoning Code (Chapter 1A), the following information shall be submitted at the time of filing.
 - i. Building plans or other documents containing the following information pertaining to the project as proposed, certified as to accuracy by a licensed engineer.
 - a) Description of the features of the type of building and project, including age, type of construction, number of dwelling units, number of habitable rooms per dwelling unit;

- b) Site plan, including buildings, structures, yards, open spaces, and accessory storage areas and buildings including trash storage areas; and
 - c) Parking plan, including the total number of spaces actually provided on-site or off-site and the total number required if different from that actually provided; dimensions of stalls, aisles, and driveways; locations of columns, walls and other obstructions; total number of covered and uncovered automobile parking stalls and location and number of guest automobile parking stalls.
 - ii. Tenant Information: Name and address of each tenant; total number of project occupants; length of tenancy; rent schedule for 18 months preceding the application; relocation assistance plan.
 - iii. Sales Information: Anticipated range of sales prices of individual dwelling units or shares based on information known at the time of application; anticipated terms of sale to existing tenants; statement as to whether sales will be permitted to families with minor children; incentives to tenants for the purchase of the dwelling units; written notice to the tenants of an exclusive right to purchase the dwelling unit occupied by the tenant; and the number of tenants that have expressed interest in purchasing their dwelling unit.
 - iv. Floor plans and building elevations, including indications of lot amenity spaces and residential amenity spaces, and required exits.
 - c. The following additional information may be required by the Advisory Agency as a condition of approval:
 - i. Certificate of Housing Compliance Inspection Report as provided by *LAMC Chapter 9 (Building Regulations), Section 91.8205 (Certificate of Building Compliance)*, or equivalent report satisfactory to the Advisory Agency, which report shall detail any violations of provisions of *LAMC Chapter 9 (Building Regulations)* enacted after such permit was issued and which are explicitly made applicable to existing structures.
 - ii. Building inspection reports (if any such report has already been submitted to the California Department of Real Estate, a copy of such report shall be furnished to the City):
 - a) Building component reports indicating conditions and estimated remaining useful life of the roof, foundation, plumbing, electrical, heating, air conditioning, other mechanical and structural systems, prepared by a registered civil or structural engineer, licensed general building contractor, licensed general engineering contractor or architect;
 - b) Structural pest control report, prepared by a licensed pest control contractor;

- c) Acoustical report, indicating: (1) the type of construction between dwelling units and the general sound attenuation characteristics of such construction, or indicating the level of sound attenuation between dwelling units, and (2) the feasibility of various levels of improvement, prepared by a licensed acoustical engineer; and
 - d) Utility metering reports, if the units of the building are not individually metered, indicating the feasibility of individual or submetering, prepared by qualified engineers.
- iii. Any other information, including conditions, covenants and restrictions, articles of incorporation, and by-laws, which the Advisory Agency deems necessary to determine if the proposed project is consistent with this Zoning Code (Chapter 1A).

2. Residential to Commercial/Industrial Conversion Projects

- a. A residential to commercial/industrial conversion project shall comply with the Division of Land regulations in Article 11 (Division of Land), the provisions of this Section, and other applicable State laws and local ordinances.
- b. In addition to the information required by other applicable sections of this Zoning Code (Chapter 1A), the following information shall be submitted at the time of filing.
 - i. Tenant Information: Name and address of each tenant in the existing residential building; rent schedule for 18 months preceding the application and relocation assistance plan if any;
 - ii. Building plans or other documents containing the following information pertaining to the project as proposed, certified as to accuracy by a licensed engineer:
 - a) Description of the features of the type of building and project, including age, type of construction, the number of separate units proposed, the square footage of each such unit and of the entire building.
 - b) Parking plan, including the total number of automobile parking stalls actually provided on-site or off-site, and the total number required if different from that actually provided, dimensions of automobile parking stalls, aisles, and driveways, locations of columns, walls, and other obstructions, and location and number of guest automobile parking stalls.
 - iii. The following additional information may be required by the Advisory Agency as a condition of approval:
 - a) Building component reports indicating condition and estimated remaining useful life of the roof, foundation, plumbing, electrical, heating, air conditioning, other mechanical and structural systems, prepared by a registered civil or structural engineer, licensed general building contractor, licensed general engineering contractor or architect.

- b) Site plan, including, buildings, structures, yards, open spaces, accessory storage areas, and buildings including trash storage areas.
- c) Floor plans and building elevations, including indication of lot amenity spaces and residential amenity spaces, and required exists.
- d) Building inspection reports, (if any such report has already been submitted to the California Department of Real Estate, a copy of such report shall be furnished to the City).
- e) Any other information, including conditions, covenants and restrictions, articles of incorporation, and by-laws, which the Advisory Agency deems necessary to determine if the proposed project is consistent with this Zoning Code (Chapter 1A).

3. All Projects

No application for tentative tract map or preliminary parcel map approval of a residential conversion project or a residential to commercial/industrial conversion project shall be accepted without adequate evidence from the applicant that each tenant of the project has received: written notice of intention to file a tentative or preliminary parcel map application at least 60 days prior to the filing of the application and a written copy of the relocation assistance provisions of *LAMC Chapter 4 (Public Welfare), Section 47.06. (Tenant Relocation Assistance Where Apartments Are To Be Converted)* and *LAMC Chapter 4 (Public Welfare), Section 47.07. (Tenant Relocation Assistance Where Apartments Are To Be Demolished)*. Any person who becomes a tenant of a residential rental unit proposed for conversion to a residential or commercial/industrial condominium, stock cooperative or community apartment project after the date of the filing of the application shall be given written notice of the pending application prior to entering into any written or oral rental agreement.

D. Tenant Notification

1. Notification of Hearing on Tentative Tract Map or Preliminary Parcel Map

In addition to other notification requirements of this Zoning Code (Chapter 1A), the Department of City Planning shall give notice of any public hearing on a tentative tract map or preliminary parcel map to each tenant in each dwelling unit of the building or buildings proposed for conversion.

This notice shall be in writing and mailed no less than 10 days prior to the public hearing on the tentative tract map or preliminary parcel map.

The notice may include a questionnaire, to be completed at the option of each tenant, regarding the approximate ages and disabilities or handicaps, if any, of the household members, comments concerning the physical condition of the building and its various components and characteristics as outlined in *Sec. 11.5.1.C.1.c.ii. (Residential Conversion Projects)*, and any other information as may be pertinent to the pending proceedings.

2. Notification of Proposed Conversion Prior to Termination of Tenancy Due to Conversion

Each tenant of a conversion project subject to this Section shall be given 180 days written notice of intention to convert prior to termination of tenancy due to the conversion or proposed conversion. Each person who becomes a tenant of the conversion project after the date of the 180 days written notice shall be given a copy of the notice of intention to convert before entering into any written or oral rental agreement, but shall not be entitled to 180 days written notice prior to termination of tenancy due to the conversion or proposed conversion.

3. Residential Conversion Project – Notification of Exclusive Right to Purchase

The applicant shall give each tenant of any proposed residential conversion project written notice of an exclusive right to contract for the purchase of the dwelling unit occupied by the tenant or purchase of a share in the corporation entitling the shareholder to enjoy exclusive occupancy of the unit upon the same or more favorable terms and conditions than those on which such unit or share will be initially offered to the general public. The right shall run for a period of not less than 90 days from the issuance of the subdivision public report in accordance with *California Business and Professions Code, Section 11018.2.*, unless the applicant receives prior written notice of the tenant's intention not to exercise the right.

Where two or more units are combined in accordance with conditions of tentative tract map or preliminary parcel map approval, the notice required by this Subdivision shall be given to the tenants of the combined dwelling units and priority among tenants shall be determined in an equitable manner. A tenant who is prevented from purchasing their unit due to combination of units shall be given a right of first refusal with respect to the comparable unit in the same residential conversion project, to the extent possible.

E. Tentative Tract Map And Preliminary Parcel Map Approval:

1. All tentative tract maps and preliminary parcel maps filed in connection with residential conversion projects or residential to commercial/industrial conversion projects shall be subject to Article 11 (Division of Land), except as otherwise provided in this Section. All such maps shall be subject to the General Plan and any applicable Specific Plan only to the extent that such plan contains a definite statement of policies and objectives explicitly applicable to conversion projects, except as otherwise provided in this Section.
2. The Advisory Agency shall disapprove a tentative tract map or preliminary parcel map for a residential conversion project or residential to commercial/industrial conversion project, if it finds: (a) that the map is not substantially consistent with the applicable density provisions of the General Plan or Specific Plans in effect at the time the original building permit was issued, and (b) the application for map approval is filed less than 5 years from the date the original certificate of occupancy for the building was issued. The Advisory Agency shall disapprove a tentative tract map or preliminary parcel map for a residential to commercial/industrial conversion project where the conversion would be inconsistent with either the existing zoning pattern, General Plan, or applicable Specific Plan, unless it finds that there are special

circumstances which justify approval of the map. Such circumstances may exist only with respect to the following facts: (1) the prevailing pattern of residential and commercial/industrial land use in the vicinity of the project site; and (2) the existing and anticipated need for commercial/industrial development in the planning area in which the project is located. This provision shall not apply to any residential conversion project or residential to commercial/industrial conversion project involving buildings for which a building permit was applied for prior to July 1, 1978.

3. The Advisory Agency shall disapprove a tentative tract map or preliminary parcel map for a residential conversion project or residential to commercial/industrial conversion project if it finds that any applicable General Plan or Specific Plan provision contains a definite statement of policies and objectives explicitly applicable to conversion projects and the proposed map is not substantially consistent with such provision.
4. The Advisory Agency shall disapprove a tentative tract map or preliminary parcel map for a residential conversion project or a residential to commercial/industrial conversion project if it finds that there are uncorrected violations of *LAMC Chapter 9 (Building Regulations)*, and that an adequate plan to correct such violations has not been developed or accomplished. For purposes of this provision, *LAMC Chapter 9 (Building Regulations)* means the Code in effect when the building permit was issued and other subsequently enacted regulations explicitly made applicable to existing structures.
5. The Advisory Agency shall disapprove a tentative tract map or preliminary parcel map for a residential conversion project or a residential to commercial/industrial conversion project, if it finds that: (a) the building permit for the building was issued prior to October 1, 1933, and the building is of unreinforced masonry construction, or (b) the building is more than three stories in height without an elevator. This provision may be waived where the Advisory Agency finds that any such condition has been corrected in conformity with LAMC standards.
6. After considering the following criteria, the Advisory Agency may approve a tentative tract map or preliminary parcel map for a residential conversion project or a residential to commercial/industrial conversion project, unless it makes both of the following findings: (1) the vacancy rate of the planning area in which the property is located is 5% or less, and (2) the cumulative effect of the rental housing market in the planning area of successive residential conversion projects or a residential to commercial/industrial conversion projects (past, present and future) is significant. A finding of significant cumulative effect shall be based on the following factors: (a) in the case of residential conversion projects only, the number of tenants who are willing and able to purchase a unit in the building; (b) the number of units in the existing residential building prior to conversion; (c) the number of units which would be eliminated in case conversion occurred in order to satisfy automobile parking stall requirements; (d) the adequacy of the relocation assistance plan proposed by the subdivider; and (e) any other factors pertinent to the determination. "Vacancy rate" shall refer to the most current vacancy rate for rental units as published by the Department of City Planning in its Semi-Annual Population Estimate and Housing Inventory, or other estimate or survey satisfactory to the

Advisory Agency. "Planning area" shall refer to those areas established by the Director of Planning for purposes of community planning in accordance with Sec. 13B.1.1. (General Plan Adoption/Amendment).

F. Relocation Assistance

1. Requirement

The Advisory Agency shall require, as a condition of map approval, that the applicant execute and record a covenant and agreement, in a form satisfactory to the Advisory Agency, binding the applicant and any successor-in-interest to provide relocation assistance in a manner consistent with *LAMC Chapter 4 (Public Welfare), Section 47.06. (Tenant Relocation Assistance Where Apartments Are To Be Converted)*. The covenant and agreement shall be executed and recorded within 10 days after the expiration of the appeal period, or final approval, whichever is later, for tentative tract map or preliminary parcel map approval and a copy provided to each tenant within 5 days of recordation. The covenant and agreement shall run to the benefit of any eligible tenant, as defined in *Sec. 11.5.1.F.2. (Eligible Tenant)* and shall be enforceable by any eligible tenant or by the City.

2. Eligible Tenant

As used in this Section, the term eligible tenant means any tenant who was resident of the property both on the date of tentative tract map or preliminary parcel map application and the date of approval of such map, or at any time after that, and who does not intend to purchase a unit in the conversion project.

3. Special Protection

An eligible tenant is entitled to special protection, as defined in this Section, if the tenant meets the definition of qualified tenant in *LAMC Chapter 4 (Public Welfare), Section 47.06. (Tenant Relocation Assistance Where Apartments Are To Be Converted)*.

4. Dispute Resolution

The covenant and agreement specified in *Sec. 11.5.1.F.1. (Requirement)* shall establish an expeditious mechanism to resolve any disputes among tenants, the applicant and the City concerning the interpretation or application of the covenant and agreement.

5. Continued Tenancy Pending Relocation; Eviction; Review Procedure

- a. Until each eligible tenant is successfully relocated in accordance with the provisions of this Subsection, the tenant shall be permitted to reside in the unit presently occupied in the conversion project. There shall be no time limit for such continued tenancy for each tenant qualified for "special protection," as defined in *Sec. 11.5.1.F.3. (Special Protection)*. In all other cases, the subdivider is not required to consent to continued tenancy beyond 12 months from the date of tentative tract map or preliminary parcel map approval or the date on which the 120-day notice of intent to convert is given to all tenants, whichever is the later.

- b. An eligible tenant may be evicted, notwithstanding Sec. 11.5.1.F.5.a. above, for the following reasons only:
 - i. The tenant has failed to pay the rent to which the landlord is entitled.
 - ii. The tenant has violated an obligation or covenant of the tenancy, other than the obligation to surrender possession upon proper notice and has failed to cure such violation after having received written notice thereof from the landlord.
 - iii. The tenant is committing or permitting to exist a nuisance in or is causing damage to, the rental unit or to the appurtenances thereof, or to the common areas of the property containing the rental unit, or is creating an unreasonable interference with the comfort, safety, or enjoyment of any of the other residents of the same or adjacent building.
 - iv. The tenant is using or permitting a rental unit to be used for any illegal intent.
 - v. The tenant who had a written lease or rental agreement which terminated on or after November 10, 1979, has refused, after written request or demand by the landlord, to execute a written extension or renewal thereof for a further term or like duration with similar provisions and in such terms as are not inconsistent with or violative of any provision of this Section.
 - vi. The tenant has refused the landlord reasonable access to the unit for the intent of making repairs or improvements, or for the intent of inspection as permitted or required by the lease or by law, or for the intent of showing the rental unit to any prospective purchaser or mortgagee.
 - vii. The person in possession of the rental unit at the end of the lease term is a subtenant not approved by the landlord.
- c. Any dispute regarding an eligible tenant's right to continue tenancy in accordance with this Subdivision may be heard by the Advisory Agency when application for such review is made by the subdivider or an eligible tenant. The Advisory Agency may release the applicant from further compliance with a relocation assistance plan with respect to any eligible tenant where it finds that the tenant is not entitled to continued tenancy in accordance with the provisions of this Subdivision.

G. Parking

1. Residential Conversion Projects

- a. The minimum number of resident automobile parking stalls per dwelling unit shall be 1.25 automobile parking stalls per dwelling unit having 3 or less habitable rooms and 1.5 automobile parking stalls per each dwelling unit having more than 3 habitable rooms. The Advisory Agency may increase or decrease the required number of automobile parking stalls up to and including 0.75 automobile parking stalls per dwelling unit, where it finds that such modification is consistent with the intent of this Section.

- b. The minimum number of guest automobile parking stalls shall be 0.25 automobile parking stalls per dwelling unit for projects containing 50 or fewer units and 0.5 automobile parking stalls per dwelling unit for projects containing more than 50 units. The Advisory Agency may modify the guest parking requirement up to and including 0.5 automobile parking stalls per unit where it finds such modification consistent with the intent of this Section.
- c. Where the number of automobile parking stalls required in *Sec. 4C.4.1. (Automobile Parking Stalls)* or other provisions of this Zoning Code (Chapter 1A) in existence on the date of map application exceeds the minimum numbers established by this Section, the number of automobile parking stalls shall not be diminished.
- d. Where the total number of required automobile parking stalls includes a fraction, the provision of *Sec. 4C.4.1.D.2. (Fractional Space)* shall govern.
- e. The design and improvement of automobile parking facilities and areas shall substantially conform to the provisions of *Sec. 4C.4.3. (Parking Area Design)*, *Sec. 4C.4.4. (Parking Lot Design)*, and *Sec. 4C.4.5. (Parking Structure Design)*, as applicable.

2. Residential to Commercial/Industrial Conversion Projects

Regardless of the automobile parking stall requirements outlined in *Sec. 4C.4.1. (Automobile Parking Stalls)*, residential to commercial/industrial conversion projects shall conform to the following requirements:

- a. The required minimum number of automobile parking stalls to be provided in a residential to commercial/industrial conversion project shall be:
 - i. 5 automobile parking stalls for each 1,000 square feet of that portion of the total floor area of a building to be used as a medical facility; and
 - ii. 2 automobile parking stalls for each 1,000 square feet of that portion of the total floor area in a building to be used for other General Commercial Uses, Heavy Commercial Uses, Light Industrial Uses, or Heavy Industrial Uses, as established in *Article 5. (Use)*.
- b. Regardless of the provisions established in *Sec. 14.1.7. (Floor Area)*, total floor area, as used in this Section, shall exclude floor area used for automobile parking or driveways, for basement storage or for rooms housing mechanical equipment incidental to the operation of buildings.
- c. The Advisory Agency may increase the required minimum number of automobile parking stalls by not more than 75%, including any allowance for guest parking, where it finds that such modification is consistent with the intent of this Section.
- d. Where the number of automobile parking stalls required in *Sec. 4C.4.1. (Automobile Parking Stalls)* or other provisions of this Zoning Code (Chapter 1A) in existence on the date of map application exceeds the minimum numbers established by this Section, the number of automobile parking stalls shall not be diminished.

- e. Where the total number of required spaces includes a fraction, the provision of *Sec. 4C.4.1.D.2. (Fractional Space)* shall govern.
- f. The design and improvement of automobile parking facilities and areas shall substantially conform to the provisions of *Sec. 4C.4.3. (Parking Area Design)*, *Sec. 4C.4.4. (Parking Lot Design)*, and *Sec. 4C.4.5. (Parking Structure Design)*, as applicable.

H. Building Reports – Residential Conversion Projects

The Advisory Agency may require, as a condition of approval, that the applicant notify such person who communicates an interest in purchasing a unit or share that the following reports are available for inspection during normal business hours, and shall take all reasonable steps to assure that such reports fully, fairly and accurately describe the conditions reported:

1. Any report submitted in accordance with *Sec. 11.5.1.C. (Application Requirements)*.
2. A report concerning compliance with the sound transmission control standards established by *LAMC Chapter 9 (Building Regulations), Sec. 91.1206. (Sound Transmission)*.
3. Report concerning compliance with the residential energy conservation standards established by *California Administrative Code Article 1, Part 6, Title 24*.
4. A report concerning compliance with the elevator safety standards established by *California Administrative Code, Title 8*.
5. A report concerning compliance with any provision of *LAMC Chapter 9 (Building Regulations)* which the Advisory Agency and the Superintendent of Building find appropriate for such reporting purposes.

I. Rental Housing Production

1. As a condition of tentative tract map or preliminary parcel map approval, the Advisory Agency shall require that the applicant or his successor-in-interest pay to the City a fee of \$1,492 for each unit in a residential conversion project or residential to commercial/industrial conversion project, based on the number of dwelling units in the project prior to conversion. For the year beginning July 1, 2008, and all subsequent years, the fee amount shall be adjusted on an annual basis in accordance with the formula set forth in *Chapter 15, Section 151.06. D. (Automatic Adjustments)*. The adjusted amount shall be rounded to the nearest \$50 increment. This fee shall be paid prior to approval of the final map by the City Engineer.
2. All fees collected in accordance with this Subsection shall be deposited and held in the Rental Housing Production Account of the Housing and Community Investment Department, which account is hereby established to be administered by the Housing and Community Investment Department separately from all other money expended by the Department. Money in this account shall be used exclusively for the development of low and moderate income rental housing in the City, in accordance with guidelines carrying out this purpose prepared by the Department and approved by resolution of the City Council.

SEC. 11.5.2. **CONVERSION: COMMERCIAL/INDUSTRIAL; COMMERCIAL/INDUSTRIAL TO RESIDENTIAL**

A. **Intent**

The intent of these provisions is to promote greater individual choice in type, quality, price, and location of housing; to provide for the housing needs of all segments of the population; to provide increased homeownership opportunities for all segments of the population; to promote the safety of conversion projects and correction of *LAMC Chapter 9 (Building Regulations)* violations; to provide adequate automobile parking stalls; to provide increased opportunities for the ownership of commercial or industrial real property in the form of condominiums or stock cooperatives; to assure that the continued use of buildings for commercial or industrial purpose is substantially consistent with the General Plan and applicable Specific Plans; and to generally regulate projects in accordance with the General Plan and applicable Specific Plans and with the public health, safety, and welfare.

B. **Applicability.**

The provisions of this Section shall apply to all tentative tract maps and preliminary parcel maps, except as otherwise expressly stated in this Section.

C. **Application Requirements**

1. **Commercial/Industrial to Residential Conversion Projects**

- a. A commercial/industrial to residential conversion project shall comply with the Division of Land regulations in Article 11 (Division of Land), the provisions of this Section and other applicable State laws and local ordinances.
- b. In addition to the information required by other applicable provisions of this Zoning Code (Chapter 1A), the following information shall be submitted at the time of filing:
 - i. Building plans or other documents containing the following information pertaining to the project as proposed, certified as to accuracy by a licensed engineer:
 - a) Description of the features of the type of building and project, including age, type of construction, number of dwelling units, number of habitable rooms per dwelling unit; and
 - b) Site plan, including buildings, structures, yards, open spaces, accessory storage areas and buildings, including site and access to trash storage areas: and
 - c) Parking plan, including the total number of spaces actually provided on-site or off-site, and the total number required if different from that actually provided; dimensions of stalls, aisles, and driveways; location of columns, walls, and other obstructions; total number of covered and uncovered automobile parking stalls, and location and number of guest automobile parking stalls.

- ii. Sales Information: Anticipated range of sales prices of individual dwelling units or shares based on information known at the time of application; and statement as to whether sales will be permitted to families with minor children.
 - iii. Floor plans and building elevations, including indication of lot amenity spaces and residential amenity spaces and required exits.
 - c. The following additional information may be required by the Advisory Agency as a condition of approval:
 - i. Certificate of Housing Compliance Inspection Report as provided by *LAMC Chapter 9 (Building Regulations), Section 91.8205 (Certificate of Building Compliance)*, or equivalent report satisfactory to the Advisory Agency, which report shall detail any violations of *LAMC Chapter 9 (Building Regulations)* in effect at the time the building permit was issued and any violations of provisions of *LAMC Chapter 9 (Building Regulations)* enacted after such permit was issued and which are explicitly made applicable to existing structures.
 - ii. Building inspection reports (if any such report has already been submitted to the California Department of Real Estate, a copy of such report shall be furnished to the City):
 - a) Building component reports indicating condition and estimated remaining useful life of the roof, foundation, plumbing, electrical, heating, air conditioning, other mechanical and structural systems, prepared by a registered civil or structural engineer, licensed general building contractor, licensed general engineering contractor or architect;
 - b) Structural pest control report, prepared by a licensed pest control contractor;
 - c) Acoustical report indicating: (a) the type of construction between dwelling units and the general sound attenuation characteristics of such construction, or indicating the level of sound attenuation between dwelling units, and (b) the feasibility of various levels of improvement, prepared by a licensed acoustical engineer; and
 - d) Utility metering reports, if the units of the building are not individually metered, indicating the feasibility of individual or submetering, prepared by qualified engineers.
 - iii. Any other information, including conditions, covenants and restrictions, articles of incorporation, and by-laws, which the Advisory Agency deems necessary to determine if the proposed project is consistent with the intent of this Zoning Code (Chapter 1A).

2. Commercial/Industrial Conversion Projects

- a. A commercial/industrial conversion project shall comply with the Division of Land Regulations in Article 11 (Division of Land), the provisions of this section and other applicable State laws and local ordinances.
- b. In addition to the information required by other applicable Sections of this Zoning Code (Chapter 1A), building plans or other documents containing the following information pertaining to the project as proposed, certified as to accuracy by a licensed engineer, shall be submitted at the time of filing:
 - i. Description of the features of the type of building and project, including age, type of construction, number of separate units proposed, the square footage of each such unit and of the entire building.
 - ii. Parking plan, including the total number of automobile parking stalls actually provided on-site or off-site, and the total number required if different from that actually provided, dimensions of automobile parking stalls, aisles, and driveways; location of columns, walls, and other obstructions; total number of automobile parking stalls and guest automobile parking stalls.
- c. The following additional information may be required by the Advisory Agency as a condition of approval:
 - i. Building component reports, indicating condition and estimated remaining useful life of the roof, foundation, plumbing, electrical, heating, air conditioning, other mechanical and structural systems, prepared by a registered civil or structural engineer, licensed general building contractor, licensed general engineering contractor or architect;
 - ii. Site plan, including buildings, structures, yards, open spaces, and accessory storage areas and buildings including site and access to trash storage areas;
 - iii. Floor plans and building elevations, including indication of lot amenity spaces and residential amenity spaces and required exits;
 - iv. Building inspection reports (if any such report has already been submitted to the California Department of Real Estate, a copy of such report shall be furnished to the City); and
 - v. Any other information including, conditions, covenants and restrictions, articles of incorporation, and by-laws, which the Advisory Agency deems necessary to determine if the proposed project is consistent with the intent of this Zoning Code (Chapter 1A).

D. Tentative Tract Map And Preliminary Parcel Map Approval

1. All tentative tract maps and preliminary parcel maps filed in connection with the commercial/ industrial to residential conversion projects or commercial/industrial conversion projects shall be subject to the Division of Land regulations contained in Article 11 (Division of Land), except as herein otherwise provided. All such maps shall be subject to the General Plan and any applicable Specific Plan only to the extent that such plan contains a definite statement of policies and objectives explicitly applicable to such conversion projects, except as otherwise provided in this Subsection.
2. The Advisory Agency shall disapprove a tentative tract map or preliminary parcel map for a commercial/industrial conversion project or commercial/industrial to residential conversion project if it finds that the map is not substantially consistent with the applicable density provisions of the General Plan or Specific Plans in effect at the time the original building permit was issued. This provision shall not apply to any commercial/industrial conversion project or commercial/industrial to residential conversion project for which a building permit was applied for prior to July 1, 1978.
3. The Advisory Agency shall disapprove a tentative tract map or preliminary parcel map for a commercial/industrial conversion project or commercial/industrial to residential conversion project where such conversion would be inconsistent with either the existing zoning pattern, the General Plan, or applicable Specific Plan, unless it finds that there are special circumstances which justify approval of the map. Such circumstances may exist only with respect to the following facts: (1) the prevailing pattern of commercial/industrial and residential land use in the vicinity of the project site; and (2) the existing and anticipated need for residential development and continued commercial/industrial development in the planning area in which the project is located.
4. The Advisory Agency shall disapprove a tentative tract map or preliminary parcel map for a commercial/industrial conversion project or commercial/industrial to residential conversion project if it finds that any applicable General Plan or Specific Plan provision contains a definite statement of policies and objectives explicitly applicable to such conversion projects and the proposed map is not substantially consistent with such provision.
5. The Advisory Agency shall disapprove a tentative tract map or preliminary parcel map for a commercial/industrial conversion project or commercial/industrial to residential conversion project if it finds that there are uncorrected violations of *LAMC Chapter 9 (Building Regulations)*, and that an adequate plan to correct such violations has not been developed or accomplished. For purposes of this provision, *LAMC Chapter 9 (Building Regulations)* means the Code in effect when the building permit was issued and other subsequently enacted regulations explicitly made applicable to existing structures.
6. The Advisory Agency shall disapprove a tentative tract map or preliminary parcel map for a commercial/industrial conversion project or commercial/industrial to residential conversion project if it finds that: (a) the building permit for the building was issued prior to October 1, 1933, and the building is of unreinforced masonry construction, or (b) the building is more

than 3 stories in height without an elevator. This provision may be waived where the Advisory Agency finds that any such condition has been corrected in conformity with current LAMC standards.

E. Parking

1. Commercial/Industrial to Residential Conversion Projects

- a. The minimum number of resident automobile parking stalls per dwelling unit shall be 1.25 automobile parking stalls per each dwelling unit having three or less habitable rooms, and 1.5 automobile parking stalls per each dwelling unit having more than three habitable rooms. The Advisory Agency may increase or decrease the required number of automobile parking stalls up to and including 0.75 spaces per dwelling unit, where it finds such modification is consistent with the intent of this Section.
- b. The minimum number of guest automobile parking stalls shall be 0.25 spaces per dwelling unit for projects containing 50 or fewer units, and 0.5 spaces per dwelling unit for projects containing more than 50 units. The Advisory Agency may modify the guest parking requirements up to and including 0.5 spaces per dwelling unit where it finds such modification consistent with the intent of this Section.
- c. Where the number of automobile parking stalls required in *Sec. 4C.4.1. (Automobile Parking Stalls)* or other provisions of this Zoning Code (Chapter 1A) in existence on the date of map application exceeds the minimum numbers established by this Subdivision, the number of automobile parking stalls shall not be diminished.
- d. Where the total number of required automobile parking stalls includes a fraction, the provision of *Sec. 4C.4.1.D.2. (Fractional Space)* shall govern.
- e. The design and improvement of automobile parking facilities and areas shall substantially conform to the provisions of *Sec. 4C.4.3. (Parking Area Design)*, *Sec. 4C.4.4. (Parking Lot Design)*, and *Sec. 4C.4.5. (Parking Structure Design)*, as applicable.
- f. Regardless of any other provisions of this Zoning Code (Chapter 1A) to the contrary, the required number of automobile parking stalls in *Sec. 9.4.6. (Citywide Adaptive Reuse Projects)* shall be the same as the number of spaces that existed on the lot as of the effective date of this ordinance, and shall be maintained and not reduced.

2. Commercial/Industrial Conversion Projects

- a. The required minimum number of automobile parking stalls to be provided in a commercial/industrial conversion project shall be:
 - i. 5 automobile parking stalls for each 1,000 square feet of that portion of the total floor area in a building to be used as a medical facility; and

- ii. 2 automobile parking stalls for each 1,000 square feet of that portion of the total floor area in a building to be used for other General Commercial Uses, Heavy Commercial Uses, Light Industrial Uses, or Heavy Industrial Uses, as established in *Article 5 (Use)*.
- b. Regardless of the provisions established in *Sec. 14.1.7. (Floor Area)*, total floor area, as used in this Section, shall exclude floor area used for automobile parking or driveways, for basement storage or for rooms housing mechanical equipment incidental to the operation of buildings.
- c. The Advisory Agency may increase or decrease the required minimum number of required automobile parking stalls by not more than 100%, including any allowance for guest automobile parking stalls, where it finds that such modification is consistent with the intent of this Section.
- d. Where the number of automobile parking stalls required in *Sec. 4C.4.1. (Automobile Parking Stalls)* or other provisions of this Zoning Code (Chapter 1A) in existence on the date of map application exceeds the minimum numbers established by this Section, the number of automobile parking stalls shall not be diminished.
- e. Where the total number of required automobile parking stalls includes a fraction, the provision of *Sec. 4C.4.1.D.2. (Fractional Space)* shall govern.
- f. The design and improvement of automobile parking facilities and areas shall substantially conform to the provisions of *Sec. 4C.4.3. (Parking Area Design)*, *Sec. 4C.4.4. (Parking Lot Design)*, and *Sec. 4C.4.5. (Parking Structure Design)*, as applicable.

F. Building Reports – Commercial/Industrial To Residential Conversion Projects

The Advisory Agency may require, as a condition of approval, that the applicant notify any person who communicates an interest in purchasing a residential condominium or share in a residential stock cooperative that the following reports are available for inspection during normal business hours, and shall take reasonable steps to assure that such reports fully, fairly and accurately describe the conditions reported:

1. Any report submitted in accordance with *Sec. 11.5.2.C. (Application Requirements)*.
2. A report concerning compliance with the sound transmission control standards established by *LAMC Chapter 9 (Building Regulations)*, *Sec. 91.1206. (Sound Transmission)*.
3. A report concerning compliance with the residential energy conservation standards established by *California Administrative Code, Article 1, Part 6, Title 24*.
4. A report concerning compliance with the elevator safety standards established by *California Administrative Code, Title 8*.
5. A report concerning compliance with any provisions of *LAMC Chapter 9 (Building Regulations)* which the Advisory Agency and the Superintendent of Building find appropriate for such reporting purposes.

ARTICLE 12.
NONCONFORMITIES

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DIV. 12.1. **GENERAL PROVISIONS**

SEC. 12.1.1. **INTENT**

The provisions of Article 12 (Nonconformities) provide relief from the requirements of this Zoning Code (Chapter 1A) for any existing nonconformity, defined as any lot, building or structure, or use that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current requirements of this Zoning Code (Chapter 1A).

SEC. 12.1.2. **GENERAL RULES**

The following general rules apply to all nonconformities. Specific rules in the following Divisions of Article 12 (Nonconformities) may provide additional standards or exceptions to these general rules.

- A. Any portion of a lot, site improvement, building, structure, or use that meets the definition of nonconforming may be continued indefinitely, provided it is not changed or modified. Maintenance and repair, as well as renovation, of the nonconformity are allowed.
- B. Project activities may be conducted, provided they meet the standards of this Zoning Code (Chapter 1A) and do not increase the degree of nonconformity with any individual standard in this Zoning Code, except as expressly allowed in this Article 12 (Nonconformities).
- C. Each increment of new construction, site modification, facade modification, or use modification must meet the standards of this Zoning Code (Chapter 1A), except as expressly allowed in this Article 12 (Nonconformities).
- D. A demolition that reduces compliance with the standards or rules in any Zoning District Article (Articles 2-6) is not allowed, except in conjunction with project activity that allows the project to meet the minimum requirement.
- E. A nonconforming building or structure may have additional rights when it is located on a lot affected by a public acquisition. See *Div. 12.8. (Lots Affected by Acquisitions for Public Use)*.

SEC. 12.1.3. **APPLICABILITY**

A. **Relationship to Article-Level Applicability Standards**

1. The provisions of Article 12 (Nonconformities) apply in addition to the Applicability provisions of any Zoning District Article (Articles 2-6).
2. *Sec. 12.7.1. (Restoration of Damaged Nonconforming Buildings)* and *Sec. 12.7.2. (Replacement of Earthquake Hazardous Buildings)* supersede any other provisions of this Zoning Code.

B. **Relationship to Specific Plans, Supplemental Districts, and Special Districts**

The provisions of Article 12 (Nonconformities) apply to Specific Plans, Supplemental Districts, and Special Districts only to the extent that those provisions apply the standards of a Zoning District Article (Articles 2-6).

SEC. 12.1.4. DISCONTINUANCE OF NONCONFORMING USE

- A. A building or structure, portion of a building or structure, or any land that contained a nonconforming use that has been discontinued for a continuous period of 1 year or more shall only be occupied by a use that conforms to the current use regulations of the applied zone.
- B. A nonconforming use of land that is accessory or incidental to the nonconforming use of a building shall be discontinued on the same date the nonconforming use of the building is discontinued.
- C. In Agricultural, Residential, and Residential-Mixed Use Districts, any nonconforming use first permitted in a Commercial or Commercial-Mixed Use District shall be discontinued within 5 years from the date the use becomes nonconforming, except that the Zoning Administrator may permit its continuation pursuant to *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*.
- D. In Agricultural, Residential, and Residential-Mixed Use Districts, any nonconforming use first permitted in an Industrial or Industrial-Mixed Use District shall be discontinued within 5 years from the date the use becomes nonconforming. No continuation is permitted.
- E. Nonconforming animal keeping and animal keeping, livestock for commercial intent or other similar uses in any Residential or Residential-Mixed Use District, shall be discontinued within 15 years from the date such use became nonconforming.
- F. In Agricultural, Residential, Residential-Mixed, Commercial, and Commercial-Mixed Use Districts, a nonconforming use of land where no buildings are occupied in connection with the use or where the only buildings occupied are accessory or incidental to the use, shall be discontinued within 5 years from the date the use becomes nonconforming.
- G. Nonconforming residential uses in Industrial Use Districts shall be discontinued 5 years from the date the use became nonconforming.
- H. Any well for the production of oil, gas or other hydrocarbon substances is a nonconforming use, including any incidental storage tanks and drilling or production equipment, and shall be completely removed within 20 years from the date such use became nonconforming.

SEC. 12.1.5. CALCULATION OF TIME

Whenever a period of time related to a nonconformity is specified in this Zoning Code (Chapter 1A), the period of time is computed from the effective date of the ordinance that created the nonconformity.

SEC. 12.1.6. RELIEF

- A. In circumstances where Alternative Compliance is specified as a form of relief in the standards of the Zoning District Articles, it is available as a way to achieve a standard in an acceptable alternate way, which may be used to bring a project into conformity pursuant to *Sec. 13B.5.1. (Alternative Compliance)*.

- B.** Additional relief from the requirements of Article 12 (Nonconformities) may be available through the adjustment process, pursuant to *Sec. 13B.5.2 (Adjustment)* or the variance process, pursuant to *Sec. 13B.5.3. (Variance)*.
- C.** The City's adaptive reuse project standards allow some relief and provide incentives for the re-use of existing buildings pursuant to *Sec. 9.4.5. (Downtown Adaptive Reuse Projects)* and *Sec. 9.4.6. (Citywide Adaptive Reuse Projects)*.
- D.** When relief is granted through any discretionary action taken consistent with this Section, the element that is the subject of the discretionary action is no longer considered nonconforming.

SEC. 12.1.7. ORDERS TO COMPLY

- A.** The Department of Building and Safety shall have the authority to issue an order to comply to an owner who is in violation of Article 12 (Nonconformities) and advise the owner of the required discontinuance of the nonconforming use.
- B.** Included in any order shall be a provision advising the owner of the right to apply to the Department of City Planning within 90 days for permission to continue the nonconforming use as provided in Article 12 (Nonconformities), but the failure to include that provision shall not nullify the order or provide a basis for the continuation of the use.
- C.** The Department of Building and Safety shall record a notice of any order issued pursuant to Article 12 (Nonconformities) with the Office of the Los Angeles County Recorder, but the failure to so record shall not nullify the order or provide a basis for the continuation of the use by any owner, purchaser or lessee who was not aware of the order.

SEC. 12.1.8. COMPLIANCE WITH OTHER LAWS

Nothing in Article 12 (Nonconformities) relieves any person from the obligation to comply with the requirements of any Federal, State, or County law.

DIV. 12.2. **FORM EXCEPTIONS**

SEC. 12.2.1. **COVERAGE EXCEPTIONS**

A. **Building Setbacks**

Where a building is nonconforming as to building setbacks, an addition to the existing building is allowed as new construction, provided that:

1. Additions located in the nonconforming setback do not encroach to a greater extent than the existing encroachment or reduce the nonconforming setback to less than 50% of that required by the dimensional requirements of the applied zone.
2. The total of all additions made since the building became nonconforming do not exceed, in height or length, the height or length of that portion of the adjoining nonconforming building that extends into the same setback.

SEC. 12.2.2. **FLOOR AREA RATIO & HEIGHT EXCEPTIONS**

A. **Rural, Estate, and House Form Districts**

In the Rural, Estate, and House Form Districts, an addition to a building or structure that is nonconforming as to floor area is allowed, provided that the addition conforms to all individual standards in this Zoning Code, except as may be approved or permitted pursuant to a discretionary approval. This exception is not available for lots in the Coastal Zone not located in a Hillside Area.

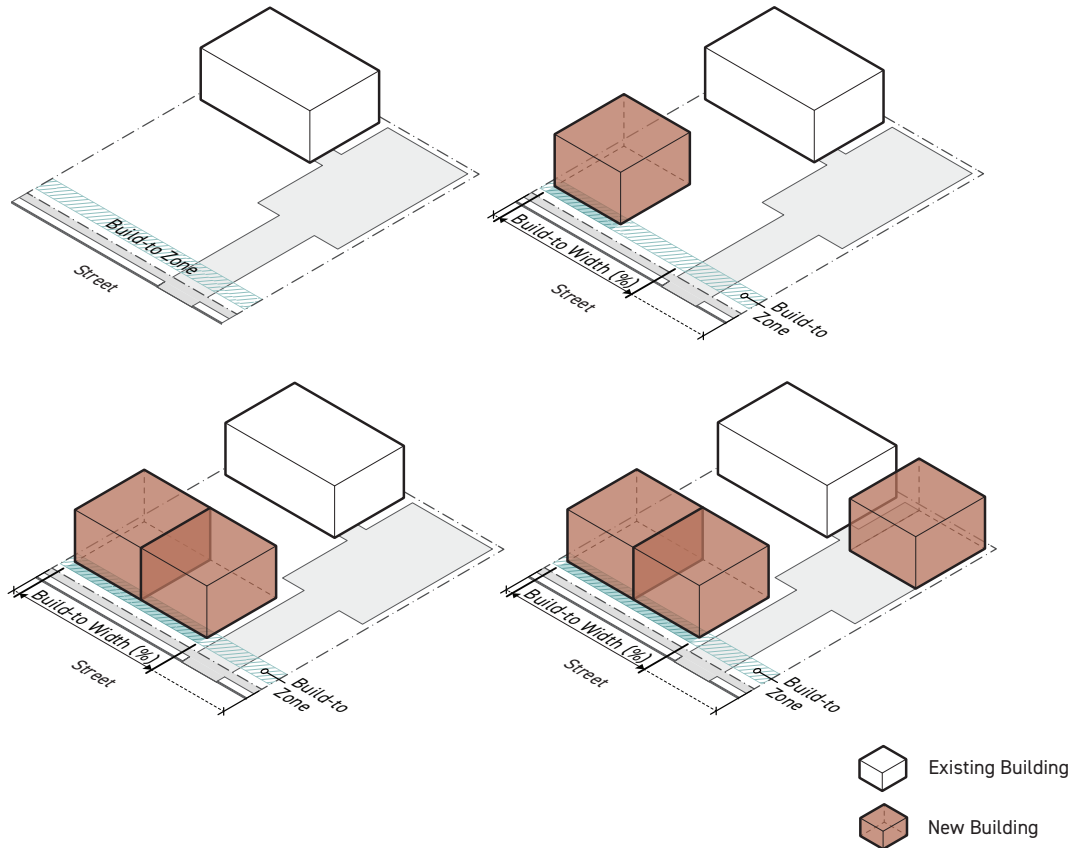
DIV. 12.3. FRONTAGE EXCEPTIONS

SEC. 12.3.1. BUILD-TO EXCEPTIONS

- A. On a lot with an existing building where the lot is nonconforming as to the maximum build-to depth or minimum build-to width requirements, any new construction shall meet the minimum build-to width between the minimum and maximum build-to depth in one or more of the ways outlined below.

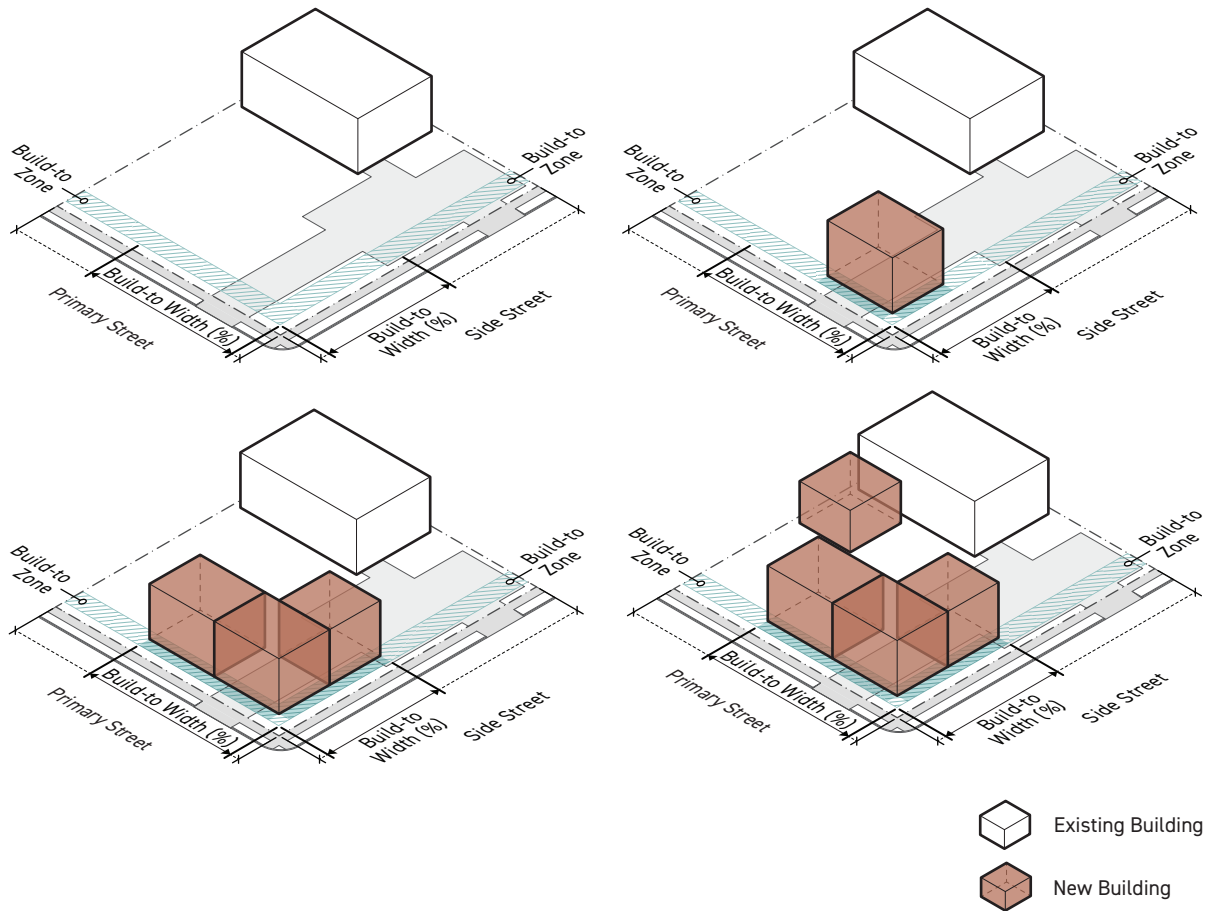
1. New Construction on an Interior Lot

All new construction shall occupy the build-to zone until the build-to width has been met, except that buildings may be provided in phases - each new building is not required to meet the entire required build-to width for the lot. Until all build-to width standards have been met, new buildings shall occupy the build-to width for 100% of their building width and may not be deeper than they are wide.



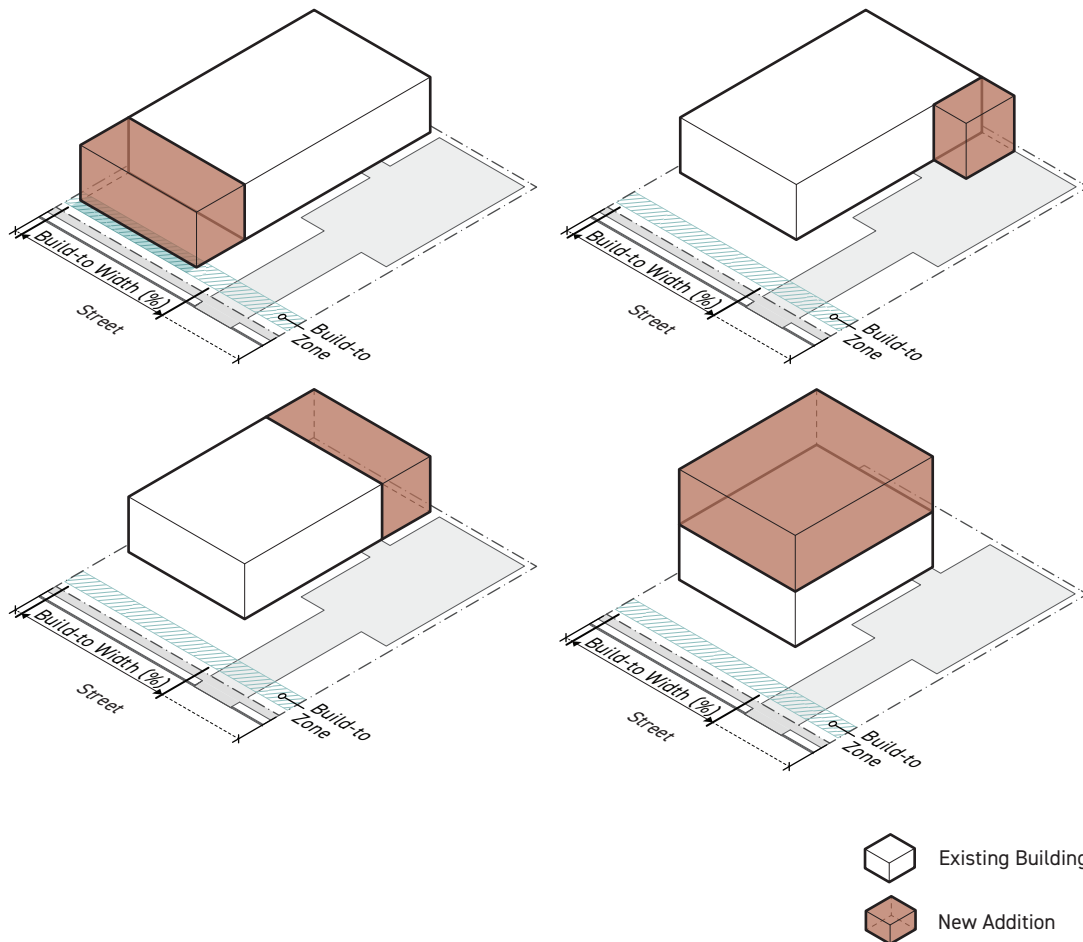
2. New Construction on a Corner Lot

All new construction shall occupy the build-to depth until the build-to width for both streets has been met, except that buildings may be provided in phases - each new building is not required to meet the entire required build-to width for the lot. The initial new building shall begin at the corner and be located within the build-to-depth on both streets. Additional new buildings may be placed anywhere within the build-to zone.



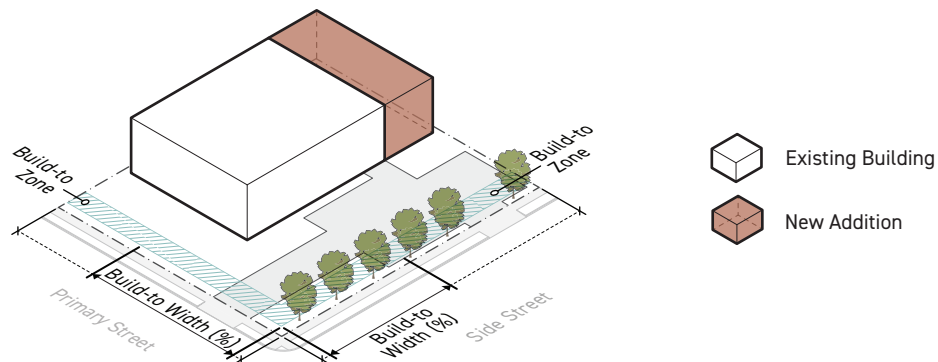
3. Additions on an Interior Lot

- a. Any addition to the street-facing facade of a building that is nonconforming as to build-to depth or build-to width shall occupy the build-to depth, except that the addition does not have to meet the entire required build-to width for the lot.
- b. Additions of any size that extend a building that is nonconforming as to build-to depth or build-to width between the existing building and the rear lot line are allowed.
- c. Additions that extend a building that is nonconforming as to build-to depth or build-to width between the existing building and the side lot line are allowed, except that they shall have a floor area less than 20% of the existing ground story.
- d. Additions on top of a building that is nonconforming as to build-to depth or build-to width are allowed, except that they shall not increase the existing building footprint by more than 50 square feet and shall not exceed the height limit for the applied zone.

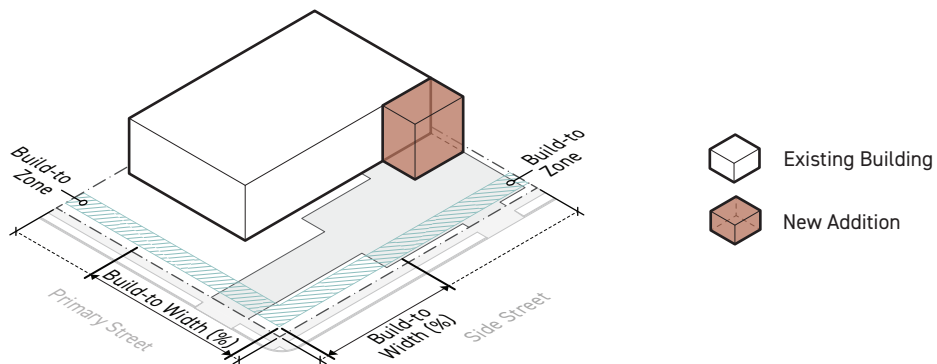


4. Additions on a Corner Lot

- a. Any addition to the primary street-facing facade of a building that is nonconforming as to build-to depth or build-to width shall be located within the build-to depth on the primary street, except that the addition does not have to meet the minimum build-to width for the entire lot.
- b. Additions of any size that extend a building that is nonconforming as to build-to depth or build-to width between the existing building and the rear lot line, but not any wider than the existing building, and are located behind the build-to depth are allowed, except that:
 - i. A planting area shall be provided as required in Sec. 4C.6.4.C.2. (Planting Areas), at least 6 feet wide, abutting the side street lot line, and installed across the entire length of the side street frontage where no building occupies the build-to zone. Breaks for pedestrian, bicycle and vehicular access are allowed.
 - ii. The planting area with large species trees, shall be provided as required in Sec. 4C.6.4.C.3.a. (Trees), planted at a rate of 1 tree per 30 feet along the entire length of the planting area. Trees should be planted offset from street trees to maximize space for canopy growth.



- c. Additions that extend a building that is nonconforming as to build-to depth or build-to width between the existing building and the side lot line are allowed, except that the floor area shall be no greater than 20% of the existing ground story.



- d.** Additions on top of a building that is nonconforming as to build-to depth or build-to width are allowed, except that they shall not increase the existing building footprint by more than 50 square feet.
- B.** Additions to any street-facing facade of a building that is nonconforming as to build-to depth or build-to width are allowed behind the build-to depth, except that they shall not exceed 10% of the ground story area of the existing building.
- C.** On lots with an existing building that is nonconforming as to build-to depth or build-to width, except where the existing building is a residential building, and new construction of additional dwelling units that are detached from the existing building located in a rear yard, the build-to depth and build-to width requirements do not apply.

SEC. 12.3.2. **CHARACTER FRONTAGE EXCEPTIONS**

[reserved]

DIV. 12.4. **DEVELOPMENT STANDARDS EXCEPTIONS**

[reserved]

SEC. 12.4.1. **GRADING & RETAINING WALLS EXCEPTIONS**

The retaining wall standards in *Sec. 4C.9.2. (Retaining Walls)* do not apply to a retaining wall that received a final discretionary approval from the City under another provision of this Zoning Code (Chapter 1A) prior to the effective date of *Ord. No. 176,445* (effective 3/9/05), pursuant to *Sec. 13B.3.1. (Administrative Review)*.

SEC. 12.4.2. **SIGNS EXCEPTIONS**

Any existing nonconforming sign, as defined in *LAMC Chapter 9 (Building Regulations), Section 91.6216 (Existing Signs)*, may be continued. Structural, electrical, or mechanical modifications may be made to a sign as permitted in *LAMC Chapter 9 (Building Regulations), Section 91.6216.4 (Alterations, Repairs or Rehabilitation)*.

DIV. 12.5. **USE EXCEPTIONS**

SEC. 12.5.1. **USE NOT ALLOWED EXCEPTIONS**

- A. Where an existing use is nonconforming in the applied Use District, it may be relocated within the existing building, provided the move does not cause a net increase in the floor area of the nonconforming use.
- B. Where a building in any Open Space, Agricultural, Residential, Residential-Mixed, Commercial, Commercial-Mixed or Public Use District includes an existing nonconforming use, any residential portion of the building may be enlarged, provided that the addition does not create any additional dwelling units, and the addition or expansion meets all other requirements for the applied zone.
- C. Sport courts legally existing prior to the October 27, 1978 (Ord. No. 151,466) may continue as a nonconforming development or in accordance with regulations existing at the time such use was established. Those standards apply to any tennis or paddle tennis court which is accessory to a residential use and for which a permit is issued by the Department of Building and Safety subsequent to October 16, 1985, whether or not the subject of a variance. However, any replacement of lighting, fencing, or windscreens for such courts taking place after October 16, 1985, shall fully conform to the sport court standards in *Sec. 4C.7.2. (Side/Rear Yard Fences & Walls)*.
- D. An establishment dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for on-site or off-site consumption may not be continued or re-established after September 13, 1997, without conditional use approval granted in accordance with the provisions of *Sec. 13.4.2 (Class 2 Conditional Use Permit)*, where there is a substantial change in the mode or character of operation of the establishment, including any addition by more than 20% of the floor area, seating or occupancy, whichever applies. Construction for which a building permit is required in order to comply with an order issued by the Department of Building and Safety to repair or remedy an unsafe or substandard condition is exempt from this provision. Any addition of less than 20% of the floor area, seating or occupancy, whichever applies, requires the approval of plans pursuant to *Sec. 13.4.2.H (Modification of Entitlement)*.
- E. Any lot or portion of a lot in a Commercial, Commercial-Mixed, Industrial-Mixed, or Industrial 1 (I1) Use District that was being used on June 1, 1951, for the temporary storage of abandoned, dismantled, partially dismantled, obsolete or wrecked automobiles, but not for the dismantling or wrecking of automobiles nor for the storage or sale of used parts, may continue.
- F. Any Light Industrial uses lawfully existing prior to March 22, 1981, in any portion of any building in a Commercial or Commercial-Mixed Use District shall not be extended beyond that portion of the building except in accordance with *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*.
- G. Joint living & work quarters are considered nonconforming to the use household business, and may be continued. Additional flexibility and incentives may be granted for existing buildings that are eligible for adaptive reuse projects pursuant to *Sec. 9.4.5. (Downtown Adaptive Reuse Projects)* and *Sec. 12.4.6. (Citywide Adaptive Reuse Projects)*.

- H. In the Industrial Use Districts, the nonconforming use of land where no buildings are occupied in connection with the use or where the only buildings occupied are accessory to or incidental to the use, may be continued, subject to the following limitations:
 - a. The nonconforming use shall not be enlarged in any way beyond the limits of what was originally permitted.
 - b. The nonconforming use shall be completely enclosed within a building or within an area enclosed on all sides with a Type T1 Transition Screen pursuant to Sec. 4C.8.2.C.3.a. (T-Screen 1), within 1 year from the date the use becomes nonconforming.
- I. In the Industrial Use Districts:
 - 1. A building that is nonconforming as to use with no dwelling units shall not be redesigned or rearranged to contain dwelling units.
 - 2. A building that is nonconforming as to use with dwelling units shall not be redesigned or rearranged so as to increase the number of dwelling units in the building.
 - 3. Caretakers quarters in Industrial Use Districts are permitted to continue.
- J. Existing petroleum-based oil refineries expanding operations onto adjacent properties are required to:
 - 1. Receive a Conditional Use Permit with approval by the City Planning Commission, in accordance with Sec. 13B.2.3. (Class 3 Conditional Use Permit).
 - 2. Comply with all of the required Unified Programs (Unified Hazardous Waste and Hazardous Materials Management Regulatory Program). California Environmental Reporting System (CERS) database submittals may serve as proof of compliance.
 - 3. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.
 - 4. Submit a truck routing plan that minimizes the incidence of a commercial truck traveling past dwellings, religious assembly, schools, regional medical, public recreation, medical care supportive housing, preschool/day care, and other similar uses.

SEC. 12.5.2. USE STANDARDS EXCEPTIONS

Where a temporary use is nonconforming as to Use District standards it may be continued until the expiration of the temporary use permit. When a nonconforming temporary use is subject to a new temporary use permit, it shall meet all of the Use District standards.

SEC. 12.5.3. **SEXUALLY ORIENTED BUSINESS EXCEPTIONS**

- A.** A person may continue to operate a sexually oriented business on a lot within 500 feet of a lot zoned with an Agricultural, Residential, or Residential-Mixed Use District, if a lot consistent with the Use District standards in the applied Use District tables is not reasonably available elsewhere in the City for the establishment or relocation of the subject sexually oriented business. This exception shall only apply to a sexually oriented business which is otherwise in compliance with all other provisions including the Use District standards in the applied Use District table, and does not apply to massage parlors or sexual encounter establishments. A lot is reasonably available elsewhere in the City if it meets all of the following criteria:
1. Its use as the proposed sexually oriented business is consistent with all applicable zoning regulations, including the Use District standards in the applied Use District table.
 2. It is available for use, purchase, or rental as a sexually oriented business.
 3. It has adequate street access, street lighting, and sidewalks.
 4. It is at least 500 feet away from any uses which are or may become obnoxious or offensive by reason or emission of odor, dust, smoke, noise, gas, fumes, cinders, refuse matter or water-carried waste.
- B.** To apply for an exception, an applicant shall file an application with the Department of City Planning, on a form provided by the Department of City Planning, identifying the present or proposed location of the sexually oriented business, and accompanied by data supporting the proposed exception and the fee provided for in *LAMC Chapter 1 (General Provisions and Zoning), Sec. 19.01.K. (Adult Entertainment Business Exception)*. The procedures described in *Sec. 13B.2.2 (Class 2 Conditional Use Permit)* shall be followed to the extent applicable.
- C.** If the Zoning Administrator, Area Planning Commission, or Council disapproves an exception, then it shall make findings of fact showing how a lot consistent with the Use District standards in the applied Use District tables is reasonably available elsewhere in the City for the establishment or relocation of the subject sexually oriented business.
- D.** A person possessing ownership or control of a sexually oriented business shall be permitted to transfer such ownership or control if such business is not within 500 feet of any religious assembly, school, preschool/day care facility, or public recreation or public open space, and the only other sexually oriented business within 1,000 feet of such business has been established under a variance from the requirements of this Section, pursuant to *Sec. 13B.5.3. (Variance)*. This exception shall not, however, apply to a sexually oriented business which has been established under such a variance.

SEC. 12.5.4. EQUINE KEEPING EXCEPTIONS

A. Lot Area Exception

Equines may be kept and a stable may be erected or maintained on any lot, as permitted, in a Residential Use District, provided the lot had the area required for the keeping of equines at the time the lot was established.

B. Equine Use Exceptions

1. Equine, non-commercial uses shall be allowed to be continued if, after the legal establishment of the equine, non-commercial use, an adjacent property is granted a building permit to construct a dwelling unit within the 75-foot required distance between an equine, non-commercial use and the adjacent property's dwelling unit. The nonconforming equine, non-commercial use shall be subject to the following limitations:
 - a. The subject lot shall have been designated by an Equine License to stable at least one licensed equine during the 12 months prior to the issuance of the building permit for the adjacent property's dwelling unit.
 - b. The equine enclosure shall not be closer than 35 feet to the habitable rooms of any dwelling unit.
 - c. The equine enclosure shall not be expanded, extended or relocated in such a manner as to reduce the nonconforming distance between the enclosure and the habitable rooms of the neighbor's dwelling unit.
 - d. The nonconforming equine, non-commercial use shall be discontinued if, during a successive 3-year period, no equine is licensed by the Department of Animal Services to be stabled on the subject lot.
2. If, pursuant to *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, the Zoning Administrator grants permission for a dwelling unit on an adjacent property to be constructed closer than 35 feet from a legally existing equine enclosure, the equine enclosure may be considered relocated not closer than 35 feet from the habitable rooms attached to any dwelling unit, and retain its nonconforming status. The nonconforming equine, non-commercial use shall be subject to the following limitations:
 - a. The subject lot shall have been designated by an Equine License to stable at least one licensed equine during the 12 months prior to the issuance of the building permit for the adjacent property's dwelling unit.
 - b. The equine enclosure shall not be closer than 35 feet to the habitable rooms of any dwelling unit.
 - c. The equine enclosure shall not be expanded, extended or relocated in such a manner as to reduce the nonconforming distance between the enclosure and the habitable rooms of the residential building on an adjacent lot.

- d. The nonconforming equine, non-commercial use shall be discontinued if, during a successive 3-year period, no equine is licensed by the Department of Animal Services to be stabled on the subject lot.
 3. If an equine, non-commercial use was legally established prior to November 22, 1982, that use shall be allowed to continue, even though the City issued a building permit between November 22, 1982 and July 1, 1986, to construct a residential building on an adjacent lot within the 35-foot required distance between an equine, non-commercial use and the habitable rooms of a residential building on the adjacent lot. This provision shall not apply to building permits authorized by the Zoning Administrator, pursuant to *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*. This nonconforming equine use shall be subject to the following limitations:
 - a. The subject lot shall have been designated by an Equine License to stable at least one licensed equine during the 12 months prior to the issuance of the building permit for the residential building on an adjacent lot.
 - b. The equine enclosure shall not be expanded, extended, or relocated in such a manner as to reduce the nonconforming distance between the enclosure and the habitable rooms of the residential building on an adjacent lot.
 - c. The nonconforming equine, non-commercial use shall be discontinued if, during a successive 3-year period, no equine is licensed by the Department of Animal Services to be stabled on the subject lot.

SEC. 12.5.5. **NONCONFORMING OIL WELLS EXCEPTIONS**

1. Any well for the production of oil, gas or other hydrocarbon substances is a nonconforming use and shall not be re-drilled or deepened.
2. Any well for the production of oil, gas or other hydrocarbon substances that became nonconforming subsequent to June 1, 1946, may apply for relief under *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, to allow the well to continue to operate after the removal date in *Sec. 12.1.4.H. (Discontinuance of Nonconforming Use)*, where the Zoning Administrator determines that such continued operation would be reasonably compatible with the surrounding area. The Zoning Administrator may impose such conditions, including time limitations, as deemed necessary to achieve such compatibility.
3. Any well for the production of oil, gas or other hydrocarbon substances in the Los Angeles City Oil Field may continue operation provided an application for a Conditional Use Permit consistent with *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, was filed with the Office of Zoning Administration on or before November 1, 1986 and was subsequently approved. Any well operator may reapply for Zoning Administrator approval, pursuant to *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, after November 1, 1986, provided the prior approval has not expired.

DIV. 12.6. **DENSITY EXCEPTIONS**

The expansion of floor area does not increase the degree of nonconformity as to any density standard. Only a change in the number of dwelling units impacts the degree of nonconformity as to a density standard.

DIV. 12.7. **DAMAGED OR EARTHQUAKE HAZARDOUS BUILDINGS**

SEC. 12.7.1. **RESTORATION OF DAMAGED NONCONFORMING BUILDINGS**

- A.** A nonconforming building or structure that is damaged or partially destroyed by any fire, flood, wind, earthquake or other calamity, or the public enemy may be restored and the occupancy or use of the building or structure, or part of the building or structure, which existed at the time of the damage or destruction, may be continued or resumed, provided that the total cost of restoration does not exceed 75% of the replacement value of the building or structure at the time of the damage or destruction. A permit for restoration shall be obtained within a period of two years from the date of the damage or destruction. Except as set forth in *Sec. 12.1.6.B. (Relief)*, if the damage or destruction exceeds 75% of the replacement value of the nonconforming building or structure at the time of the damage or destruction, no repairs or restoration shall be made unless every portion of the building or structure is made to conform to all regulations for new buildings in the zone in which it is located, and other applicable current use regulations.
- B.** If the damage or destruction of a nonconforming building exclusively for *dwelling*s in any zone exceeds 75% of its replacement value at the time of the damage or destruction, the building or structure may be reconstructed provided the following requirements are met.
1. The restored or reconstructed building may encroach into any side setback no more than half the width of the required setback in the zone in which it is located, or in other applicable current regulations of this Zoning Code (Chapter 1A), but in no event more than 3 feet.
 2. The restored or reconstructed building may encroach in the front and rear setbacks no more than half the width of the required setback in the applied Form District, or in other applicable current regulations of this Zoning Code (Chapter 1A).
 3. Neither the footing, nor the building or structure, projects into any area planned for widening or extension of existing or future streets as determined by the Advisory Agency upon the recommendation of the City Engineer.
 4. The height shall not exceed the allowable height for new buildings or structures in the applied Form District, or in other applicable current regulations of this Zoning Code (Chapter 1A).
 5. A building permit for the reconstruction be obtained within 2 years of the damage or destruction from fire, flood, wind, earthquake, or other calamity, or the public enemy.

SEC. 12.7.2. REPLACEMENT OF EARTHQUAKE HAZARDOUS BUILDINGS

A. General

1. Except as otherwise provided in this Zoning Code (Chapter 1A), a building nonconforming as to height, number of stories, lot area, loading space or parking, which is demolished as a result of enforcement of the Earthquake Hazard Reduction Ordinance provisions in *LAMC Chapter 9 (Building Regulations), Article 1 (Building Code)*, may be reconstructed with the same nonconforming height, number of stories, lot area, loading space or parking as the original building, provided, however, that reconstruction shall be commenced within two years of obtaining a permit for demolition and completed within two years of obtaining a permit for reconstruction. Provided further, that neither the footing, nor any portion of the replacement building may encroach into any area planned for widening or extension of existing or future streets as determined by the Advisory Agency upon the recommendation of the City Engineer.
2. Additionally, a building nonconforming as to use or yards, which is demolished as a result of enforcement of the Earthquake Hazard Reduction Ordinance, may be reconstructed with the same nonconforming use or yards provided that the approval of a Zoning Administrator is obtained as outlined below.

B. Nonconforming Rights Related to Earthquake Safety Ordinance

A Zoning Administrator may, in accordance with *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, permit a building, nonconforming as to use or yards, which is demolished as a result of enforcement of the *LAMC Chapter 9 (Building Regulations), Div. 88. (Earthquake Hazard Reduction in Existing Buildings)*, to be reconstructed with the same nonconforming use or yards as the original building.

1. Procedures

a. Notification

- i. Regardless of the provisions of *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, an application pursuant to this Section involving a nonconforming use shall instead notify the owners and occupants of all property within and outside the City within 500 feet of the exterior boundaries of the area subject to the application.
- ii. An application pursuant to this Section involving only a nonconforming yard, when a public hearing is held, the notice shall be given in the same manner as required in *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*.

b. Waiver of Public Hearing

- i. Regardless of the provisions of *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, the Zoning Administrator may waive the public hearing if the applicant has secured the approval for the reconstruction from the owners of all properties abutting, across

the street or alley from, or having a common corner with the subject property. If that approval is obtained from the surrounding property owners, the Zoning Administrator may waive the public hearing if the Administrator makes the following written findings:

- a) That the nonconforming use will not have a significant adverse effect on adjoining property or on the immediate neighborhood; and
 - b) That the nonconforming use is not likely to evoke public controversy.
- ii. An application pursuant to this Section involving only a nonconforming yard may be set for a public hearing in accordance with the same procedures as above, if the Zoning Administrator determines that the public interest requires a hearing.

2. **Supplemental Findings**

In addition to the findings otherwise required by *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, a Zoning Administrator shall also require and find the following:

- a. That reconstruction be commenced within two years of obtaining a permit for demolition and completed within two years of obtaining a permit for reconstruction;
- b. That neither the footing nor any portion of the replacement building encroaches into any area planned for widening or extension of existing or future streets; and
- c. That the continued nonconforming use of the property or the continued maintenance of nonconforming yards will not be materially detrimental to the public welfare and will not have a substantial adverse impact on or be injurious to the properties or improvements in the vicinity.

DIV. 12.8. LOTS AFFECTED BY ACQUISITION FOR PUBLIC USE

SEC. 12.8.1. MAINTENANCE AND REPAIR OF EXISTING BUILDINGS ACQUIRED FOR PUBLIC USE

- A. Where a building or structure is located upon a lot where a portion is acquired for any public use (by condemnation, purchase, dedication, or otherwise) by any governmental entity, or if all or a part of a separate off-street automobile parking area serving such building or structure is acquired for public use, such building or structure may be maintained, and may continue to be used, maintained or repaired without relocating or altering the same to comply with the area regulations or automobile parking stall requirements of this Zoning Code (Chapter 1A). Further, if such building or structure is partially located upon the area being acquired for public use, it may be relocated upon the same lot or premises or remodeled or reconstructed without observing the required yard adjacent to the new lot line created by such acquisition, and without reducing the number of dwellings to conform to the regulations of the applied Form District and without observing the automobile parking stall requirements of this Zoning Code (Chapter 1A). The exemptions provided in this Section permit compliance only to the extent that such non-compliance is caused by an acquisition for public use.
- B. If only a portion of an existing building or structure is acquired for public use, any new construction, addition, facade modification, site modification, or major renovation of the remainder of said building or structure which was made necessary by said acquisition, shall conform to the provisions of *LAMC Chapter 9 (Building Regulations)*. Any portion of the building or structure which does not require any new construction, addition, facade modification, site modification, or major renovation by reason of said acquisition shall not be required to be made to conform to the provisions of *LAMC Chapter 9 (Building Regulations)*, unless it would otherwise be required to conform independently of and in the absence of the acquisition of only a portion of the building or structure.

SEC. 12.8.2. LOT AREA

If a lot resulting from the acquisition of all or a portion of a lot for public use does not comply with the requirements of the applied Form District, or if a legally existing nonconforming lot is further reduced in size because of such acquisition, the lot may be used, and a building permit shall be issued for any intent permitted in the applied Form District, so long as the lot is not smaller in size or width than 50% of the minimum lot area or lot width required by the applied Form District.

ARTICLE 13.
ADMINISTRATION

Under Staff Development

ARTICLE 14.
GENERAL RULES

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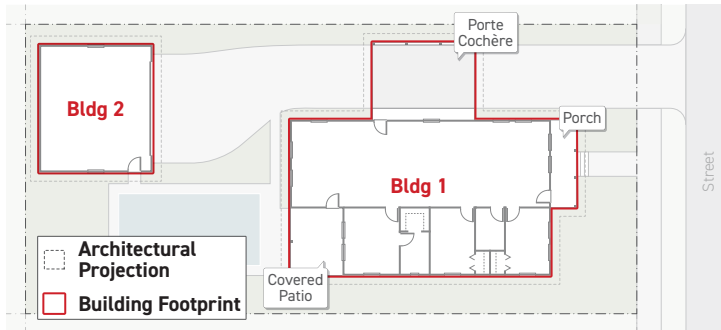
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DIV. 14.1. GENERAL STANDARDS & MEASUREMENT

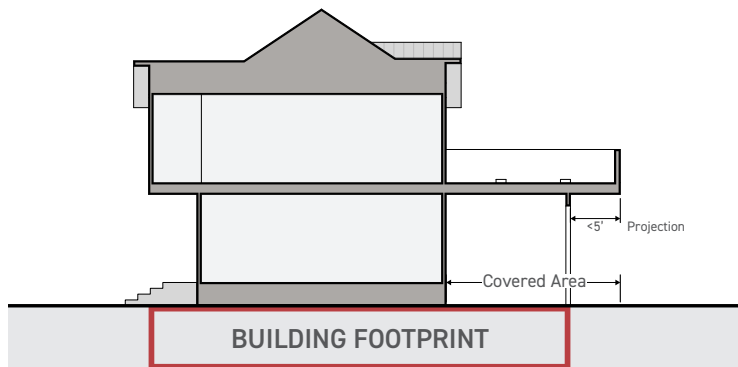
SEC. 14.1.1. BUILDING FOOTPRINT

The area of a lot occupied by a building, measured horizontally. Also referred to as "structure footprint".

- A. Building footprint includes portions of a lot covered by buildings or structures.



- B. Building footprint does not include portions of a lot covered by architectural projections (including roof overhangs, and projecting balconies) that meet both of the following criteria:
1. The architectural projection does not include floor area, and
 2. The architectural projection projects less than 5' from the nearest wall, column, spanning beam, or other structural element carrying gravity loads to the ground.



SEC. 14.1.2. **COVERED AREA (%)**

The measurement of how open an occupiable space is to the sky.

A. **Standards**

1. **Covered**

A space or structure is considered covered if less than 25% of its area is open to the sky.

2. **Uncovered**

A space or structure is considered uncovered if 25% or more of its area is open to the sky. Areas containing overhead, non-solid structures, such as lattice and pergolas, may be considered uncovered provided that 25% or more of their area is open to the sky.

3. **Sheltered**

A space or structure is considered sheltered if no portion of its area is open to the sky.

B. **Measurement**

Covered area is a percentage, measured as the cumulative area that is not open to the sky divided by the total area of the subject space or structure.

SEC. 14.1.3. **DISTANCE**

A. **Distance**

The shortest horizontal dimension between two points.

B. **Walking Distance**

Distance measured as the most direct path of travel for a pedestrian.

1. **Measurement**

Walking distance is measured horizontally along the most direct route of travel on the ground in the following manner:

- a. Starting at the nearest street-facing entrance accessible to the majority of tenants or residents on the subject lot;
- b. In a straight line to the nearest public sidewalk, walkway, street, or road;
- c. Along a public sidewalk, walkway, street, or road; and
- d. In a straight line ending at the nearest pedestrian access point to the destination use.

SEC. 14.1.4. ENCLOSURE

The measurement of how closed off an occupiable space is to its surroundings.

A. Standards

1. Enclosed

A space is considered to be enclosed when the perimeter of the space has an enclosure of at least 66.7%.

2. Unenclosed

A space is considered to be unenclosed when the perimeter of the space has an enclosure of less than 66.7%.

3. Perimeter Plane

An imaginary vertical plane along the perimeter of a space used to measure the enclosure of a space. A perimeter plane shall be projected for a height of 8 feet measured from the floor or ground surface of the space.

4. Solid Area

The portions of the perimeter planes that have a permanent structure or component obstructing the space from its surroundings. For the purpose of measuring the enclosure of a space, portions of the perimeter plane are considered solid area where a permanent structure or component is located within 5 feet of the perimeter plane, measured perpendicular to the perimeter plane and away from the subject space.

5. Non-Solid Area

The portions of the perimeter planes along the perimeter of a space that have no permanent structure or component obstructing the space from its surroundings. For the purpose of measuring the enclosure of a space, portions of the perimeter plane are considered non-solid area where no permanent structure or component is located within 5 feet of the perimeter plane, measured perpendicular to the perimeter plane and away from the subject space.

6. Solid Perimeter

The length of a perimeter of a space that consists of solid area for the entire height of the perimeter plane.

7. Weighted Solid Perimeter

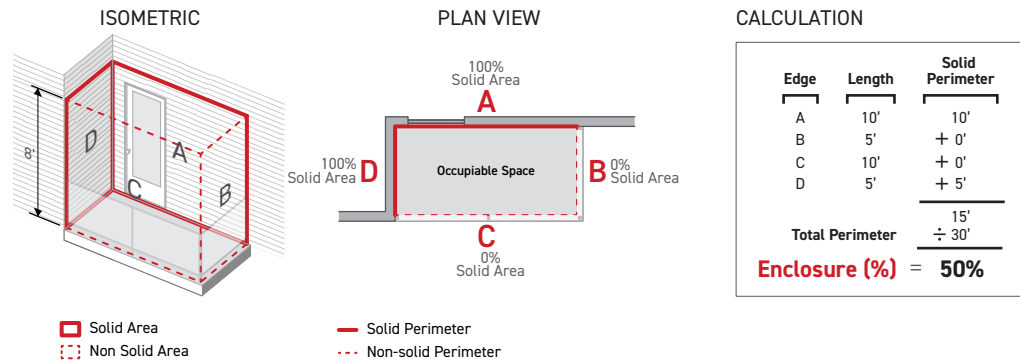
Where perimeter planes consist of a mix of solid area and non-solid area, the weighted solid perimeter for each perimeter plane is the length of the perimeter plane weighted by the percent of the perimeter plane area that is composed of solid area.

B. Measurement

Enclosure is measured as a percentage, calculated by dividing the cumulative length of the perimeter of a space that is solid perimeter by the total perimeter of the space.

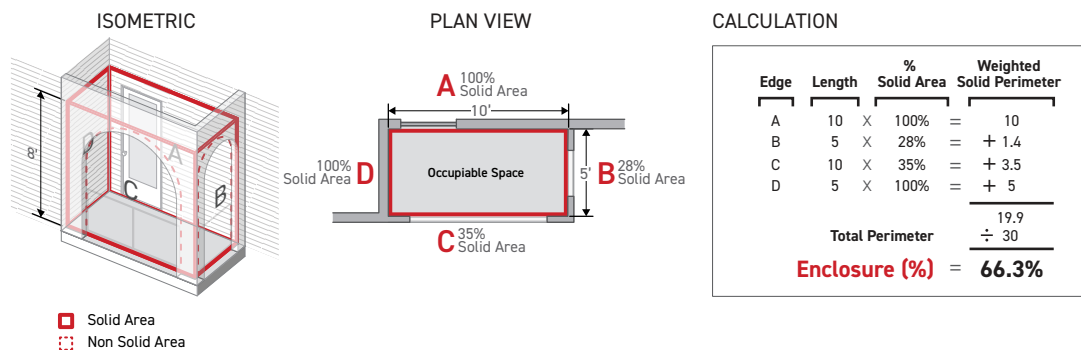
1. Solid Perimeter Method

For spaces with perimeter planes that do not contain a mixture of solid area and non-solid area for the full height of the perimeter plane, enclosure shall be calculated as the length of the solid portion of the perimeter divided by the total perimeter.



2. Weighted Solid Perimeter Method

For spaces with perimeter planes that contain a mixture of solid area and non-solid area across their height, enclosure shall be calculated as the sum of the weighted solid perimeter of all perimeter planes divided by the total perimeter of the space.



C. Exceptions

1. Safety barriers 45 inches in height or less, measured from finished floor elevation, having an opacity of no more than 40% do not count toward solid area or solid perimeter.
2. Safety barriers 45 inches in height or less, measured from finished floor elevation, that are transparent with a minimum visual light transmittance of 60% and maximum external reflectance of 20% do not count toward solid area or solid perimeter.

SEC. 14.1.5. ENCROACHMENTS

A. Horizontal Encroachments

A structure or assembly that extends horizontally into a space where structures are typically prohibited.

1. Standards

a. Architectural Details

Building elements attached to or integrated into the structure of a building, not intended for human occupation. Includes cornices, belt courses, sills, lintels, pilasters, pediments, and chimneys.

b. Roof Projections

Roof elements that overhang or cantilever beyond the footprint of a building and do not include posts or columns. Includes eaves, roof overhangs, gutters, awnings, and canopies.

c. Unenclosed Structures: Ground Story

Structures having all finished floors and ground surfaces at or below the maximum finished floor elevation of the ground story listed in Frontage and having a total structure height less than 15 feet, measured from surrounding finished grade, and that meet the standards in Sec. 14.1.14.A.2. (Unenclosed). Includes porch, deck, stoop, landing platform, gazebo, trellis, arbor, pergola, basketball hoop, and volleyball net.

d. Unenclosed Structures: Above Ground Story

Structures having finished floors or ground surfaces above the maximum finished floor elevation of the ground story specified in Part 3B. (Frontage District) or having a total structure height of 15 feet or greater, measured from surrounding finished grade, and meets the standards in Sec. 14.1.4.A.2. (Unenclosed Perimeter). Includes balcony, upper-story light shelf, and exterior stairway.

e. Enclosed Structures: Projecting

Structures that overhang or cantilever beyond the footprint of the building that meet the definition of enclosed. Enclosed projecting structures shall have a cumulative length less than 25% of the width of the building. Each story is measured separately. Includes bay window, oriel window, sleeping porch, overhanging volume, and enclosed balcony.

f. Mechanical/Electrical Equipment: Ground Mounted

Equipment whose weight is primarily supported by the ground and that is related to privately operated systems, including related wires, conduits, and pipes. Includes gas meter, water softener, pool equipment, HVAC equipment, gas tank, cistern, wind turbine, and solar panel.

g. Mechanical/Electrical Equipment: Wall Mounted

Equipment attached to and primarily supported by a wall and that is related to privately operated systems, including related wires, conduits, and pipes. Includes gas meter, electric meter, electrical panel, water heater, HVAC equipment, and gas tank.

h. Waste Enclosure

Waste areas and their required screening structures. Includes trash compactor, garbage, recycling, and food waste.

i. Utility Equipment

Equipment related to publicly-operated or utility-operated systems, including related wires, conduits and pipes. Includes hydrant, transformer, utility cabinet, water utility device, cable television box, internet box, or phone box.

j. Underground Structures

Covered structures located entirely below finished grade. Includes cellar, basement, underground parking structure, stormwater storage, and cistern.

k. Flatwork

Structures 2.5 feet in height or less, measured from finished grade. Includes pavement, sidewalk, multi-use path, patio, low deck, and stairs or ramp 2.5 feet in height or less.

l. Fences, Walls, Hedges, and Screening

Fences, walls, and hedges, including allowed frontage yard walls and fences, allowed rear and side yard fences and walls, and required screening, may encroach into any required setback up to the lot line, provided that fences and walls in any frontage yard are allowed by the frontage yard fence and wall standards specified in Part 3B. (Frontage District).

m. Vegetation

Living organisms, absorbing water and organic substances through its roots and synthesizing nutrients. Includes tree, shrub, flower, herb, vegetable, grass, fern, and moss. Vegetation encroachments also include LID planters within 10 feet of a building and less than 4 feet in height, measured from finished grade.

n. Outdoor Furniture

Permanent or movable furniture may encroach into any required setback up to the lot line. Includes bench, table, and bike or scooter parking rack.

o. Signs

See Sec. 4C.12 (Signs).

2. Measurement

a. Encroachment

Encroachment is measured as the horizontal distance from the edge of the area where structures are restricted.

b. Distance from Lot Line

Distance from lot line is measured as the horizontal distance from a lot line. Distance from lot line is measured toward the interior of the lot along the full perimeter of the lot line.

3. Exceptions

Modifications to existing structures may encroach beyond the limitations in Sec. 2C.2.2.E. (*Exceptions*) only where such limitations prohibit compliance with California State Accessibility Standards or Fire Code. When greater encroachments are necessary, the encroachment shall extend the minimum amount necessary to achieve compliance.

B. Vertical Encroachments

A structure or assembly that extends vertically into a space where structures are typically prohibited.

1. Standards

a. General

- i.** No vertical encroachments that contribute to floor area are allowed.
- ii.** Modifications to existing structures may encroach beyond the limitations of this Zoning Code (Chapter 1A) only where such limitations prohibit compliance with California State Accessibility Standards or Fire Code. When greater encroachments are necessary, the encroachment shall extend the minimum amount necessary to achieve compliance.

b. Mechanical/Electrical Equipment: Roof Mounted

Equipment supported by a roof related to publicly-operated or privately-operated systems, including related wires, conduits, pipes and visual screens. Includes HVAC equipment, cistern, water tank, wind turbine, solar panel, solar water heater, exhaust duct, smokestack, wireless mast, communication equipment, satellite dish, ventilation fan, chimney, flue, vent stack, and generator. Roof Mounted also includes required screening according to Sec. 4C.12.2. (Roof Mounted Equipment, Screening).

c. Architectural Elements

Building elements attached to or integrated onto the roof of a building, not intended for human occupation. Includes skylight, steeple, spire, belfry, cupola, dome, flagpole, and lighting.

d. Vertical Circulation

Enclosed and covered structures used for building circulation and rooftop access. Includes elevator room and associated equipment, and stair access to roof.

e. Safety Barriers

Vertical barriers, 45 inches in height or less, provided to protect occupants from falling from walking surfaces. Includes parapet, railing, and banister.

f. Unenclosed Structures

Areas that meet the standards in Sec. 14.1.14.A.2. (Unenclosed) and are attached to or integrated onto the roof of a building, intended for human shelter or activity. Includes shade structure, cabana, pergola, rooftop bar, outdoor dining, permanent seating, beehive, sports court, and cooking facility.

g. **Flatwork**

Constructed objects 2.5 feet in height or less. Includes decking, walkway, patio, and planter.

h. **Vegetation**

Living organisms, absorbing water and organic substances through its roots and synthesizing nutrients. Includes tree, shrub, flower, herb, vegetable, grass, fern, and moss. Vegetation encroachments also include LID planters within 10 feet of a building and less than 4 feet in height, measured from finished grade.

i. **Signs**

See Sec. 4C.12 (Signs).

2. **Measurement**

a. **Encroachment**

i. **Height in Feet**

For any Form District with a maximum height in feet standard, encroachment is measured as the vertical distance from the maximum allowed height in feet to the topmost point of the encroaching object.

ii. **Height in Stories Only**

For Form Districts where height is regulated only in stories, encroachment is measured as the vertical distance from the top of the roof deck to the topmost point of the encroaching object.

b. **Setback from Roof Edge**

Setback from roof edge is measured as the horizontal distance from the outermost edge of the roof structure. Setback from roof edge is measured inward along the full perimeter of the roof structure.

SEC. 14.1.6. **FACING**

The exterior portions of a structure that are exposed to a specified object or site element.

A. **General**

1. **Measurement**

- a. Where the exterior portions of a structure are specified as exposed to a linear (or 1-dimensional) site element, such as a lot line, the portions of a structure are considered to be facing where they are visible from a building elevation projected parallel to the specified object or site element. For building elevations projected along curved or complex lot lines or other linear site elements, see *Sec. 14.1.14. (Parallel or Perpendicular to Irregular Lot line)*.
- b. Where the exterior portions of a structure are specified as exposed to an area (or 2-dimensional site element), such as a use area, or an object (or 3-dimensional site element), such as a building or structure, all portions of a subject structure visible from any of the 4 building elevations projected parallel to each side of and oriented away from the smallest rectangle that circumscribes the footprint of the object or site element, are considered to be facing the specified object or site element. Building elevations projected that include no visible portions of the structure do not need to be included.

2. **Exceptions**

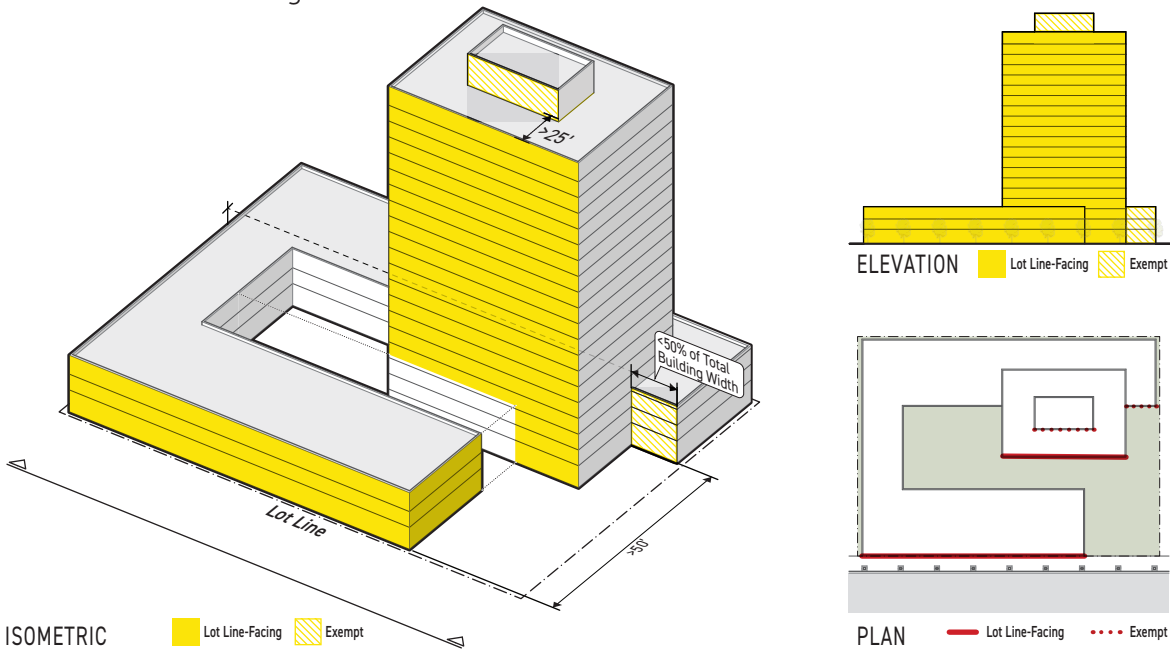
Portions of a structure that would otherwise be considered to be facing a specified object or site element which are located more than 50 feet from the specified object or site element, are not included, provided they are less than 50% of the total width of the specified object or site element measured parallel to the building elevations required in Sec. 14.1.6.A. above.

B. Lot Line-Facing Facade

The portions of any frontage applicable facade (Sec. 3A.1.2.B.2.) having no permanent structure located between the building facade and a street lot line.

1. Measurement

- a. All facades visible from a building elevation projected parallel to the lot line are considered lot line-facing.



- b. For building elevations along curved or complex lot lines, see Sec. 14.1.14. (Parallel or Perpendicular to Irregular Lot line).

2. Exceptions

Portions of a facade that would otherwise be considered to be lot line-facing that meet the following conditions are exempt from any requirements of lot line-facing facades:

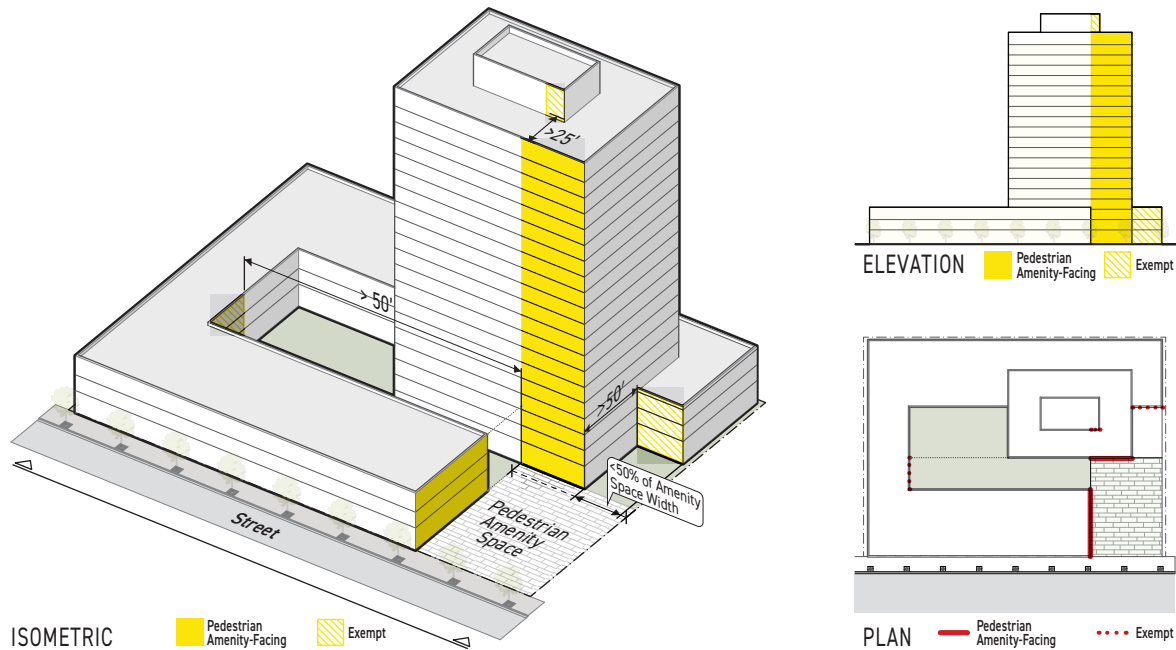
- a. Facades set back 50 feet greater than the facade nearest to the lot line, are not included, provided they are less than 50% of the total building width.
- b. Facades that are located entirely above the 6th story and are stepped-back more than 25 feet from the exterior perimeter of the story below are not included.

C. Pedestrian Amenity-Facing Facade

The portions of any frontage applicable facade (Sec. 3A.1.2.B.2.) having no permanent structure located between the building facade and a pedestrian amenity space.

1. Measurement

- a. All portions of a facade visible from the three required building elevations below are considered pedestrian amenity-facing.



- i. A building elevation from the pedestrian amenity space projected parallel to the frontage lot line,
 - ii. A building elevation from the pedestrian amenity space projected perpendicular to the frontage lot line oriented to the right of the frontage lot line, and
 - iii. A building elevation from the pedestrian amenity space projected perpendicular to the frontage lot line oriented to the left of the frontage lot line.
- b. For building elevations along curved or complex frontage lot lines, see Sec. 14.1.14. (*Parallel or Perpendicular to Irregular Lot line*).

2. Exceptions

Portions of a facade that would otherwise be considered to be pedestrian amenity-facing that meet the following conditions are exempt from any requirements of pedestrian amenity-facing facades:

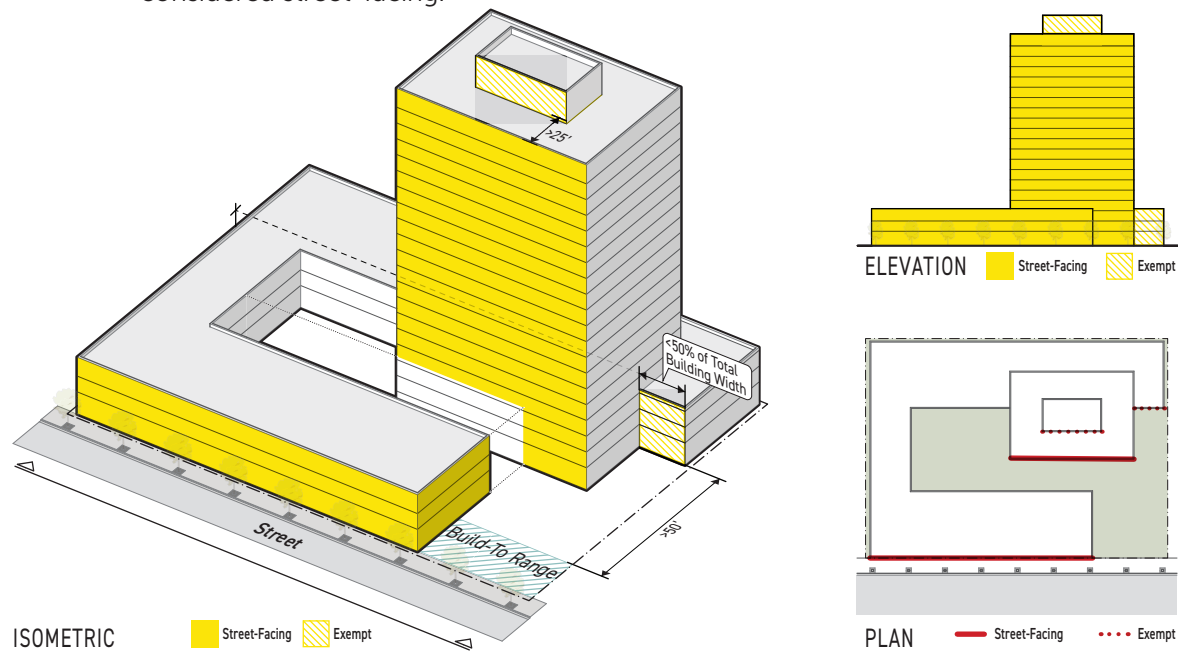
- a. Facades set back 50 feet greater than the facade nearest to the lot line, are not included, provided they are less than 50% of the total width of the pedestrian amenity space.
- b. Facades that are located entirely above the 6th story and are stepped-back more than 25 feet from the exterior perimeter of the story below are not included.

D. Street-Facing Facade

The portions of any frontage applicable facade (Sec. 3A.1.2.B.2.) having no permanent structure located between the building facade and a street lot line.

1. Measurement

- a. All facades visible from a building elevation projected parallel to the street lot line are considered street-facing.



- b. For building elevations along curved or complex frontage lot lines, see Sec. 14.1.14. (Parallel or Perpendicular to Irregular Lot line).

2. Exceptions

Portions of a facade that would otherwise be considered to be street-facing that meet the following conditions are exempt from any requirements of street-facing facades:

- a. Facades more than 50 feet from the build-to zone are not included, provided they are less than 50% of the total building width.
- b. Facades that are located entirely above the 6th story and are stepped-back more than 25 feet from the exterior perimeter of the story below are not included.

SEC. 14.1.7. FLOOR AREA

The cumulative amount of interior floor space on a lot.

A. Measurement

1. General

- a. Floor area is calculated as the sum of all interior floor space for each story of a building.
- b. The following areas are included in the calculation of floor area:
 - i. All areas within the exterior walls of a building; and
 - ii. All areas within the exterior walls of any structure that is both *enclosed* (Sec. 14A.1.4.C.1.) and *covered* (Sec. 14A.1.1.B.1.).
- c. The following are not included in the calculation of floor area:
 - i. Exterior walls.
 - ii. Bicycle parking areas.
 - iii. All automobile parking areas, except for RL Use Districts, as specified in Sec. 14.1.7.A.2.
 - iv. Spaces with ceiling heights less than 7 feet measured from finished floor, including floored attic space.
 - v. Basements (Sec. 14.1.18.B.) or underground structures, such as underground parking and cellars with the exception of Indoor Storage, Self Service use areas.
 - vi. Stairways and elevator shafts.
 - vii. Mechanical equipment that is integral or incidental to the operation of on-site buildings, provided that the equipment does not serve any off-site buildings.

2. RL Use Districts

- a. Any floor or portion of a floor with a ceiling height greater than 14 feet counts as twice the square footage of that area.
- b. Up to 400 square feet of a detached garage is exempt from the calculation of floor area, provided the structure is:
 - i. Separated from the primary structure a minimum of 10 feet; and
 - ii. Located a minimum of 40 feet from a primary street lot line.
- c. Up to 200 square feet of an attached garage is exempt from the calculation of floor area.
- d. No more than 400 square feet of garage floor area per lot shall be exempt.

- e. Detached accessory buildings that do not exceed 18 feet in height and 200 square feet in floor area are exempt from the calculation of floor area, provided that the total combined area exempted of all the detached accessory buildings on a lot does not exceed 400 square feet in floor area.

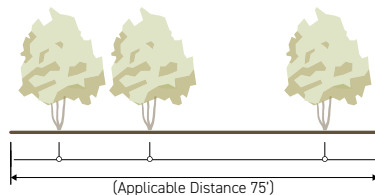
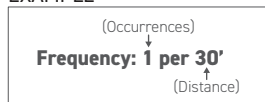
SEC. 14.1.8. FREQUENCY

The rate at which something occurs or is repeated over a given distance

A. Measurement

1. Spacing frequency is a ratio measured as the number of required occurrences of an object over a specified distance (displayed as occurrences:distance or occurrences per distance).
 - a. Occurrences of an object are measured as the total quantity of a required object located within the specified distance.
 - b. Specified distance is measured horizontally.
2. To calculate the number of required objects over a provided distance, divide the required occurrence of an object by the specified distance in the frequency ratio, then multiply this quotient by the applicable distance.
3. When calculating the number of required objects results in the requirement of a fractional occurrence, any fraction greater than 0.5 shall be rounded up to the nearest whole occurrence and any fraction of 0.5 or less may be rounded down to the nearest whole occurrence so long as at least 1 occurrence is provided.
4. Frequency standards do not preclude irregular spacing.

EXAMPLE



FORMULA

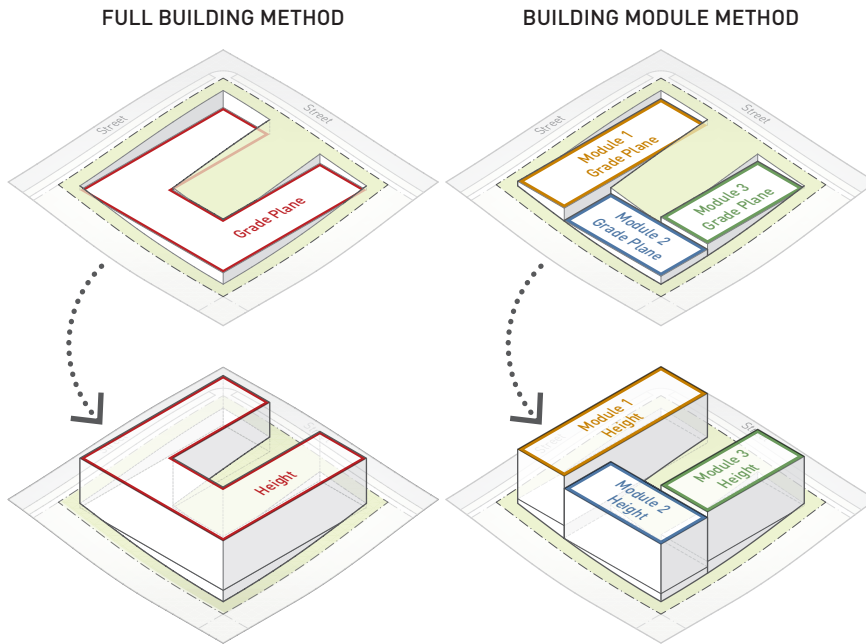
$$\frac{\text{Required Occurrence (1)}}{\text{Specified Distance (30')}} \times \text{Applicable Distance (75')} = \text{Required Occurrences (2.5 rounded to 2)}$$

SEC. 14.1.9. GRADE PLANE ELEVATION

The elevation from which building and structure height is measured.

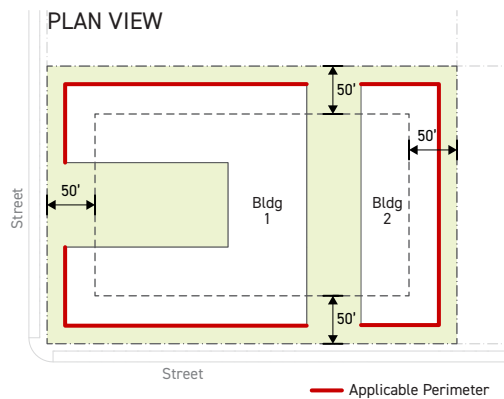
A. General

Grade plane elevation may be established for either an entire building according to Sec. 14.1.9.C. (Full Building Method) or separately for different building modules according to Sec. 14.1.9.D. (Building Module Method).

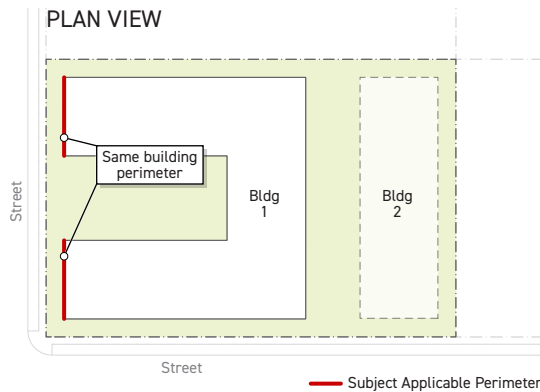


B. Applicable Building Perimeter

- Regardless of the way in which grade plane elevation is established, only building perimeters which are lot line facing and located within 50 feet of the lot line that the building perimeter faces are considered when calculating grade plane elevation.



2. Applicable building perimeters associated with the same building and facing the same lot line are considered part of the same building perimeter even where they are not contiguous.



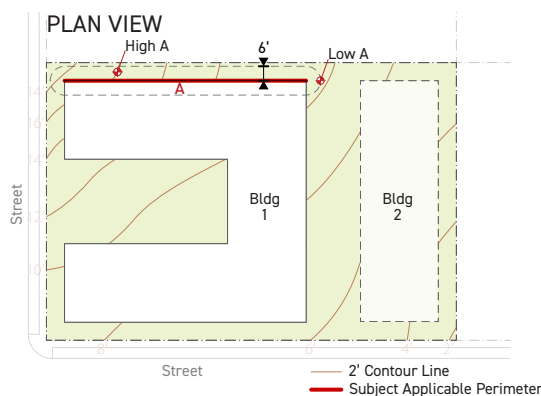
3. Where a building has no lot line-facing perimeter within 50 feet of a lot line, grade plane elevation shall be established according to Sec. 14.1.9.E. (*Internal Buildings*).

C. Full Building Method

1. When grade plane elevation is established using the full building method, each building shall establish grade plane elevation independently and all portions of a building shall be regulated using the same grade plane elevation.
2. Establishing grade plane elevation using the full building method is determined by the calculation below:

a. Step 1

For each *applicable building perimeter* (Sec. 14.1.9.B.), calculate the building perimeter average grade by averaging the highest and lowest elevation of on-site existing grade located within 6 feet of the subject applicable building perimeter.

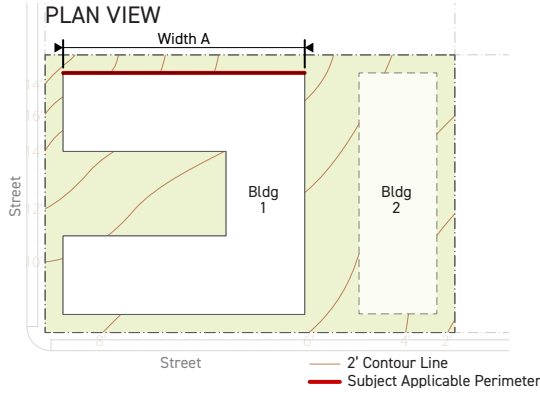


CALCULATION

$$[\text{High A} + \text{Low A}] \div 2 = \text{Perimeter A Avg. Grade}$$

b. Step 2

For each applicable building perimeter (Sec. 14.1.9.B.), calculate the weighted building perimeter average grade by multiplying the building perimeter average grade by the width of the applicable building perimeter, measured parallel to the lot line that it faces.

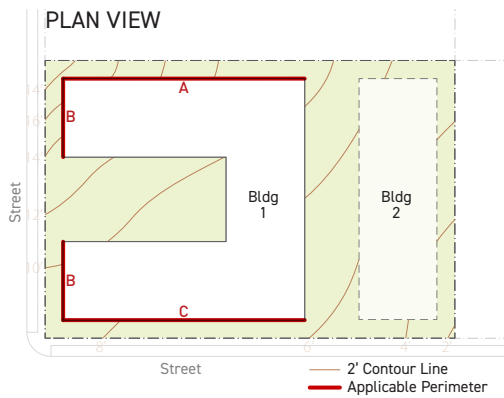


CALCULATION

$$\text{Perimeter A Avg. Grade} \times \text{Width A} = \text{Weighted Avg. Grade}$$

c. Step 3

Sum the weighted building perimeter average grade from all applicable building perimeters and divide the sum by the total number of applicable building perimeters associated with the building.

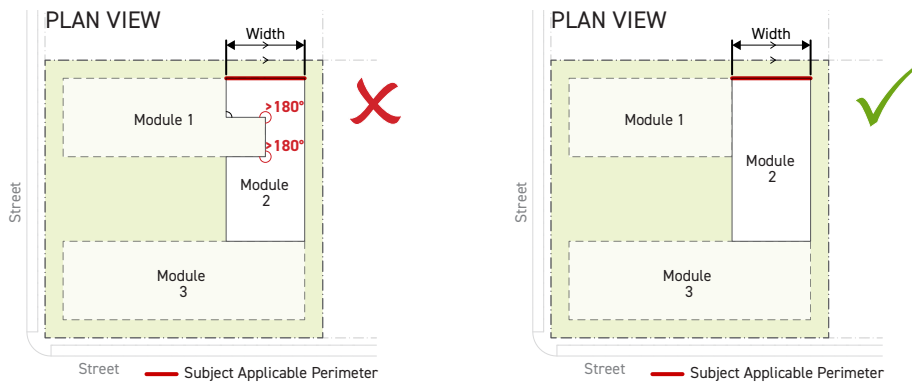


CALCULATION

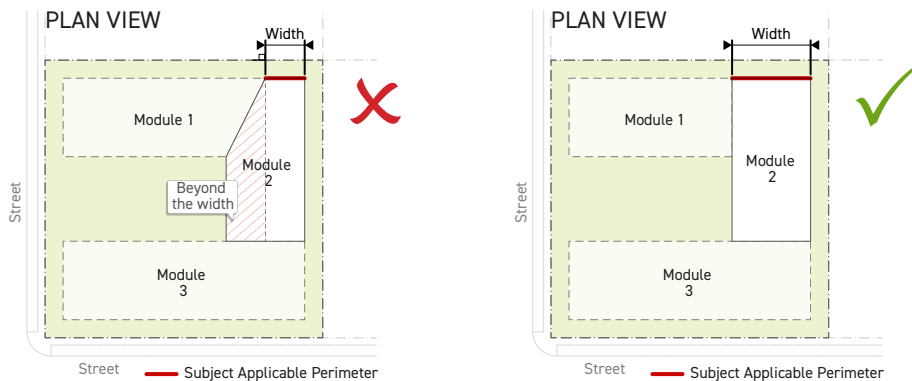
$$\left[\frac{\text{Perimeter A Weighted Avg. Grade}}{\text{Number of Applicable Perimeters}} + \frac{\text{Perimeter B Weighted Avg. Grade}}{\text{Number of Applicable Perimeters}} + \frac{\text{Perimeter C Weighted Avg. Grade}}{\text{Number of Applicable Perimeters}} \right] \div \text{Number of Applicable Perimeters} = \text{Base Plane Elevation}$$

D. Building Module Method

1. When grade plane elevation is established using the building module method, a building footprint may be broken into multiple building modules, each having its own independently established grade plane elevation. Building modules shall be determined by the applicant in accordance with the following standards:
 - a. All portions of a building footprint shall have a designated building module. No building module shall include any area outside of a building footprint.
 - b. No 2 building modules may include the same building footprint.
 - c. All portions of a building module area shall be contiguous.
 - d. All building modules shall have some perimeter qualifying as *applicable building perimeter* (Sec. 14.1.9.B.).
 - e. Building module perimeters internal to a building shall not include any interior angles greater than 180 degrees.



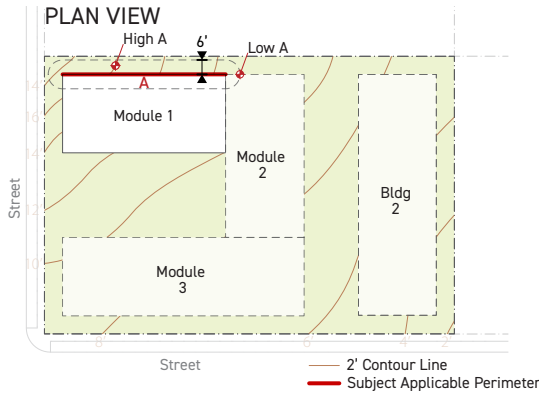
- f. No building module may include a building footprint beyond the width of the applicable building perimeter associated with the building module, measured parallel to the lot line that the applicable perimeter faces.



2. Using the building module method, grade plane elevation shall be established independently for each building module according to the calculation below:

a. Step 1

For each applicable building perimeter (Sec. 14.1.9.B.), calculate the building perimeter average grade by averaging the highest and lowest elevation of on-site existing grade located within 6 feet of the subject applicable building perimeter.

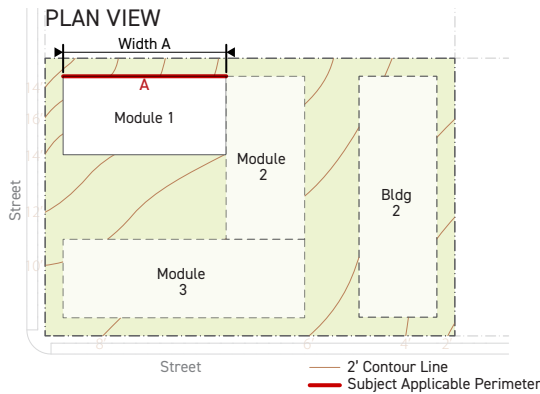


CALCULATION

$$[\text{High A} + \text{Low A}] \div 2 = \text{Perimeter A Avg. Grade}$$

b. Step 2

For each applicable building perimeter (Sec. 14.1.9.B.), calculate the weighted building perimeter average grade by multiplying the building perimeter average grade by the width of the applicable building perimeter, measured parallel to the lot line that it faces.

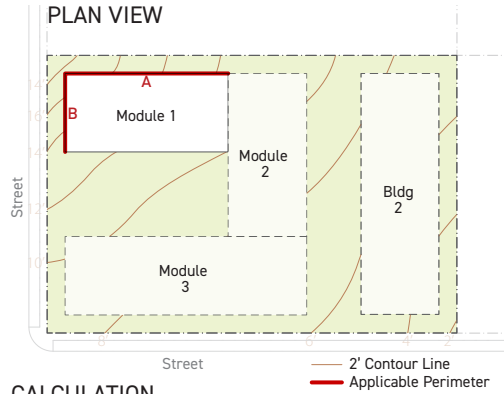


CALCULATION

$$\text{Perimeter A Avg. Grade} \times \text{Width A} = \text{Perimeter A Weighted Avg. Grade}$$

c. Step 3

Sum the weighted building perimeter average grade from all applicable building perimeters associated with the building module and divide the sum by the total number of applicable building perimeters associated with the building module.

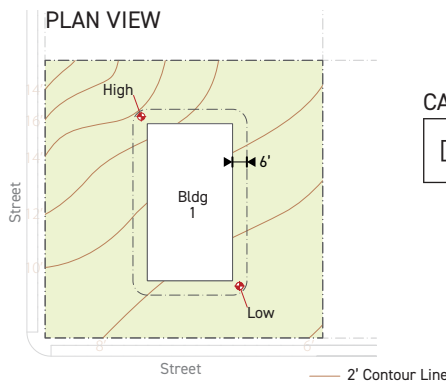


CALCULATION

$$\left[\begin{array}{l} \text{Perimeter A} \\ \text{Weighted} \\ \text{Avg. Grade} \end{array} + \begin{array}{l} \text{Perimeter B} \\ \text{Weighted} \\ \text{Avg. Grade} \end{array} \right] \div \left(\begin{array}{c} 2 \\ \text{Applicable} \\ \text{Perimeters} \end{array} \right) = \begin{array}{c} \text{Base Plane} \\ \text{Elevation} \end{array}$$

E. Internal Buildings

All buildings having no applicable building perimeter (Sec. 14.1.9.B.), shall establish grade plane elevation by averaging the highest and lowest elevation of existing grade within 6 feet of the building perimeter.



CALCULATION

$$[\text{High} + \text{Low}] \div 2 = \text{Base Plane}$$

SEC. 14.1.10. STORY

The portion of a building or structure included between the upper surface of a floor and the upper surface of the floor next above, except that the topmost story is that portion of a building or structure included between the upper surface of a floor and the upper surface of the ceiling structure above.

A. Ground Story

The story of a building that meets the criteria below:

1. Continuous Ground Story (Typical)

- a. A ground story shall be designated for all portions of a building footprint.
- b. The ground story is the lowest story of a building or structure meeting the following standards:
 - i. The ground story facade shall be exposed a minimum of 6 feet of above finished grade along the full width of each *frontage applicable facade* (Sec. 3A.1.2.B.2.).
 - ii. The ground story structural floor shall be no more than 6 feet above finished grade for at least 75% of its *applicable building perimeter* (Sec. 14.1.9.A.2.), measured cumulatively.
 - iii. The ground story shall comply with the *ground story height* (Sec. 3C.6.1.) and *ground floor elevation* (Sec. 3C.6.2.) standards specified by the applicable Frontage District.

EXAMPLE: A (ELEVATION)

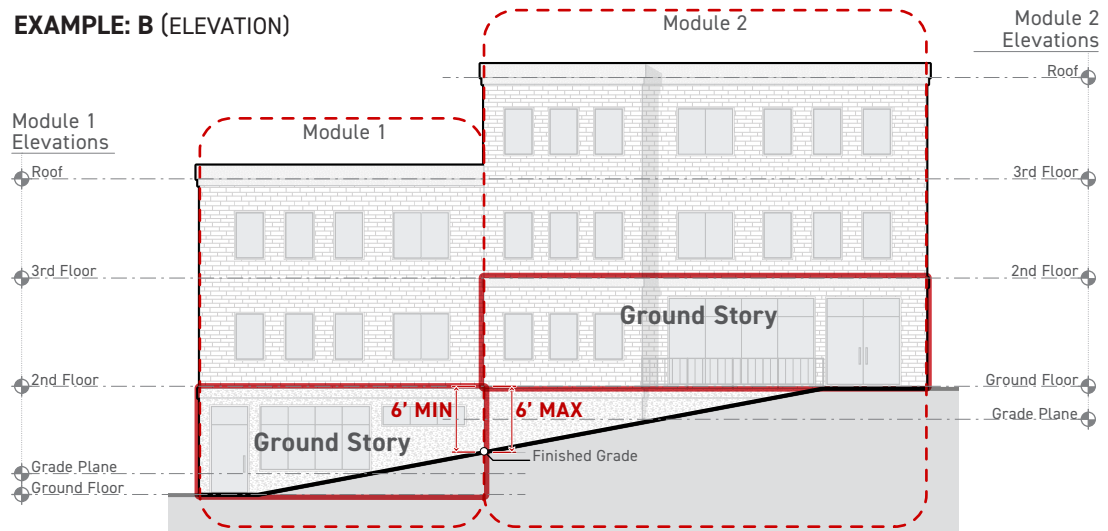


2. Ground Story Modules

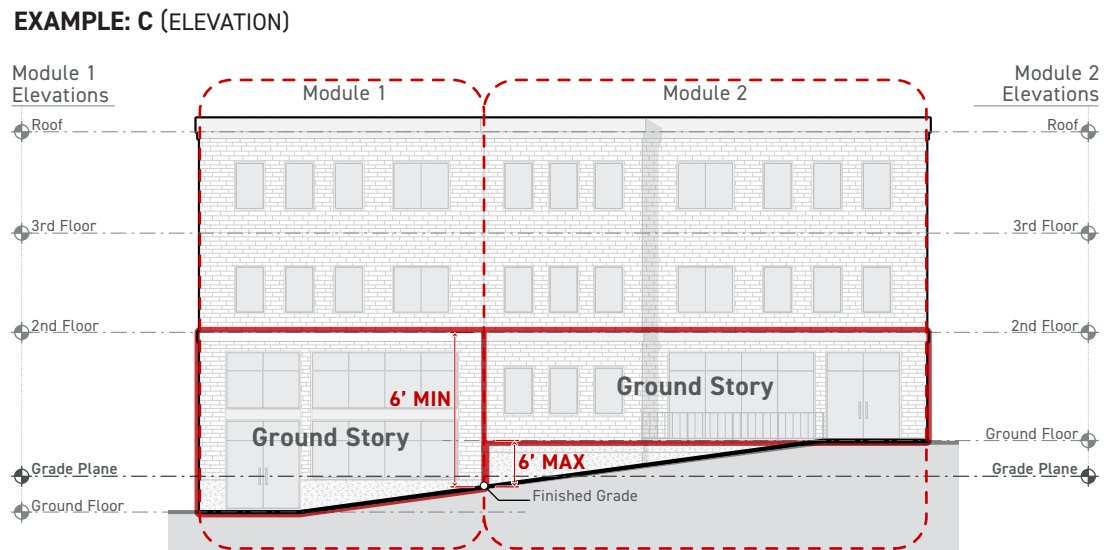
- a. A ground story shall be designated for all portions of a building footprint.
- b. The ground story is the lowest story of a building or structure meeting the following standards:

- c. Projects with very large buildings and those developed on lots with significant topographic variation may be required to designate a higher or lower story as the ground story for different portions of the building footprint in order to meet the standards above. Where the ground story changes across the building footprint, the ground story shall meet the following standards:
 - i. The ground story shall meet the following standards for a minimum depth of 15 feet measured perpendicular to the specified facades:
 - a) The ground story facade shall be exposed a minimum of 6 feet of above finished grade along the full width of each *frontage applicable facade* (Sec. 3A.1.2.B.2.).
 - b) The ground story finished floor shall be no more than 6 feet above finished grade for at least 75% of its *applicable building perimeter* (Sec. 14.1.9.A.2.), measured cumulatively.
 - c) The ground story shall comply with the *ground story height* (Sec. 3C.6.1.) and *ground floor elevation* (Sec. 3C.6.2.) standards specified by the applicable Frontage District.

EXAMPLE: B (ELEVATION)

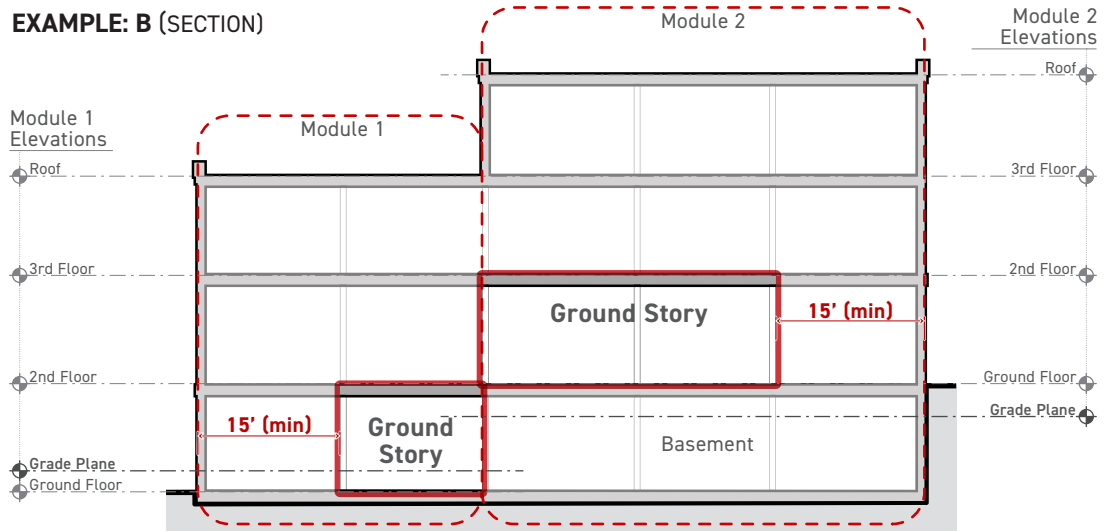


EXAMPLE: C (ELEVATION)

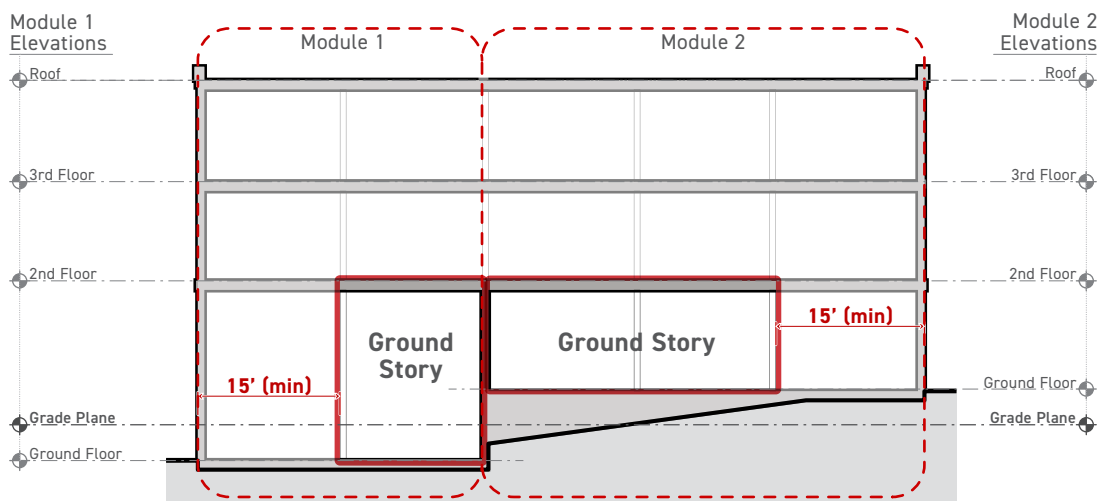


- ii. For portions of a building footprint located 15 feet or greater from a *frontage applicable facade* (Sec. 14.1.9.A.2.), the ground story shall be the story of a building or structure having its structural floor surface nearest to the *grade plane elevation* (Sec. 14.1.9.).

EXAMPLE: B (SECTION)



EXAMPLE: C (SECTION)



B. Ground Story Facade

The portions of the exterior building envelope at the perimeter of the ground story for the full height of the ground story.

C. Ground Floor

The finished floor elevation of the ground story.

D. Upper Story

Any story of a building located above the ground story

E. Upper Story Facade

The portions of the exterior building envelope at the perimeter of the each upper story for the full height of the story.

F. Attic

The space between the ceiling framing of the top story and the underside of the roof structure.

1. An attic that includes an occupiable floor area less than 50% of the floor area located on the story immediately below is not considered a story.
2. An attic that includes an occupiable floor area greater than or equal to 50% of the floor area located on the story immediately below is considered a story and shall comply with all standards applicable to upper stories and upper story facades.

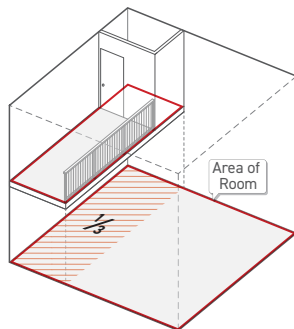
G. Basement

An occupiable portion of a building located below the ground story.

H. Mezzanine

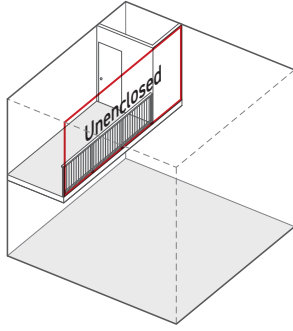
An intermediate level within a story of a building.

1. A mezzanine is not considered a story provided it meets the following standards:
 - a. The mezzanine floor area shall not be greater than $\frac{1}{3}$ of the floor area of the room or enclosed space it is included within.

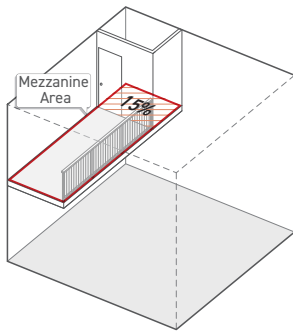


- b. The perimeter planes of the mezzanine shall consist of non-solid area, with the following exceptions:
 - i. Those portions of the mezzanine perimeter that are formed by the walls enclosing the larger room or space the mezzanine is included within;
 - ii. Walls or structures enclosing permitted enclosed spaces within the mezzanine floor area, as described in Sec. 14.1.10.H.1.c. below;

- iii. Safety barriers that meet the standards outlined in *Sec. 14.1.4.C. (Enclosure)*.



- c. Within the mezzanine floor area, a maximum of 15% of the mezzanine floor area may be enclosed.



- 2. Where a mezzanine does not meet the standards above, it is considered an additional story.

SEC. 14.1.11. LOT

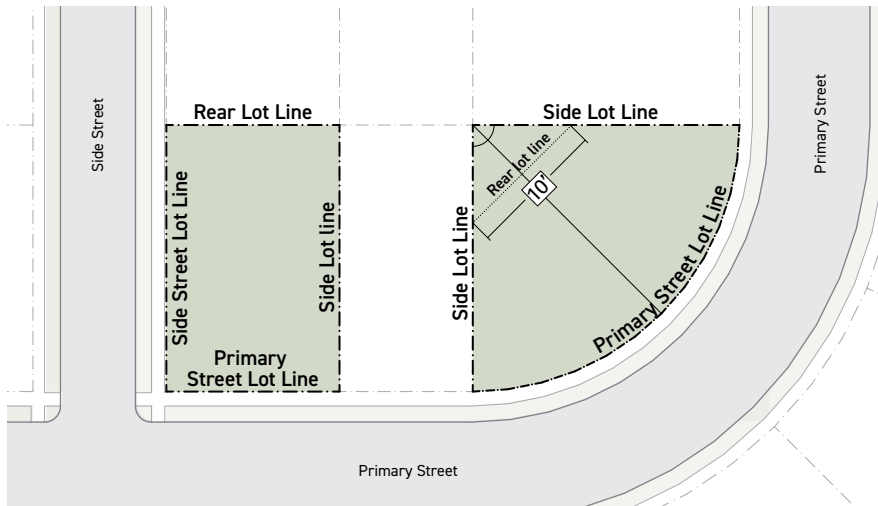
One or more parcels of land identified for the purpose of development.

- A. A lot may be composed of one or more contiguous parcels.
- B. All parcels composing a lot shall be owned by the same person or entity.
- C. All parcels composing a lot shall be identified on either a final tract map according to *Div. 11.3. (Final Tract Maps)* or a parcel map according to *Div. 11.4. (Parcel Maps)*, and recorded in the Office of the County Recorder with a separate and distinct letter or number.
- D. For the purpose of meeting standards associated with the applied zoning districts, a lot composed of multiple parcels grouped together as a single lot through a lot tie affidavit filed and approved with the Department of Building and Safety shall be considered a single lot. When the involved parcels have different and conflicting applied zoning districts, each individual parcel must meet the standards associated with the applied zoning districts as individual lots.
- E. A lot does not include portions of a lot required for land dedication (for example, proposed rights-of-way), including land dedications required by or included as part of the subdivision process, with the following exceptions:
 - 1. As otherwise stated in Sec. 10.1.8. (Lots Affected by Street Widening).
 - 2. In the case of new developments taking place on a lot with an existing, recorded dedication, or on lots with old permits where the building was never constructed, measurements of a lot may be taken from the lot lines that existed prior to the dedication, provided that clearance is obtained from the Department of Public Works indicating that the improvements or street widening associated with the recorded dedication have not taken place. If the associated improvements or street widening have already been completed, measurements of a lot do not include the portions of the lot required for land dedication.
- F. A lot includes all portions of a lot allocated to City or utility easements.

SEC. 14.1.12. LOT LINE DETERMINATION

A. General

1. Each lot line shall have one of the following designations and no lot line may have more than one of the following designations:
 - a. *Primary street lot line (Sec. 14.1.12.C.1.);*
 - b. *Side street lot line (Sec. 14.1.12.C.2);*
 - c. *Special lot line (Sec. 14.1.12.C.3.);*
 - d. *Rear lot line (Sec. 14.1.12.C.4.);*
 - e. *Side lot line (Sec. 14.1.12.C.5.);* or
 - f. *Alley lot line (Sec. 14.1.12.C.6.).*



2. In addition to these required designations, lot lines may also be included into one of the following lot line categories:
 - a. Frontage lot line;
 - b. Street lot line; and
 - c. Common lot line.

B. Lot Line Categories

1. Frontage Lot Line

Any lot line that triggers Frontage District requirements. Frontage lot lines include all primary street lot lines and side street lot lines and special lot lines in Dual Frontage Districts (Div. 3B.8.).

2. Street Lot Line

Any lot line that abuts a street right-of-way. Street lot lines include all primary street lot lines and side street lot lines.

3. Common Lot Line

Any lot line shared by multiple lots. Common lot lines, including all side lot lines and rear lot lines and may include special lot lines in Dual Frontage Districts (Div. 3B.8).

C. Lot Line Designations

1. Primary Street Lot Line

Any lot line that abuts a primary street right-of-way.

- a. Each lot shall have at least one primary street lot line. A lot may have more than one primary street lot line.
- b. A primary street may be mapped as outlined in Sec. 1.4.3. (Primary Street Map). When mapped, the lot line abutting the mapped primary street shall always be designated a primary street lot line.
- c. For lots that abut multiple streets where none of the abutting streets is mapped as a primary street, a primary street lot line is determined using the following:
 - i. The street or streets with the highest classification (Mobility Plan Street Designation);
 - ii. The established orientation of the block;
 - iii. The street abutting the longest face of the block;
 - iv. The street parallel to an alley within the block;
 - v. The street that the lot takes its address from;
 - vi. The primary street lot line designation of adjacent development, either existing or approved; and
 - vii. Whether the street faces a publicly accessible open space.
- d. Once designated for a lot, a primary street lot line cannot be changed (e.g., a primary street lot line cannot, for purposes of subsequent development, be re-designated a side street lot line) unless all standards of the applicable Zoning District are met based on the proposed change in street lot line designation.

2. Side Street Lot Line

A lot line separating a lot from a side street right-of-way. Any street lot line not determined to be a primary street lot line (see Sec. 14.1.12.C.1.) is considered a side street lot line.

3. **Special Lot Line**

Any lot line that is not a primary street lot line or side street lot line that has Frontage standard specifications identified in Div. 3B.8. (Dual Frontage District) or in Sec. 3B.9.4. (Daylight Factory/River Character Frontage). Even when a lot line qualifies as a rear lot line, side lot line, or alley lot line, all lot lines that qualify as a special lot line shall be designated as such. Special lot lines include:

a. **Special alley lot line**

A special lot line that is adjacent to an alley.

b. **Special river lot line**

A special lot line designated in the special lot line map as a special river lot line according to Sec. 1.4.8.B.1 (Special River Lot Line).

4. **Rear Lot Line**

A lot line that does not abut a street or alley right-of-way and is opposite and most distant from a primary street lot line.

- a. A lot may have no more than one lot line designated as a rear lot line.
- b. In the case of a through-lot, a lot may have no rear lot line.
- c. Where no lot line is clearly opposite to the primary street lot line or where there are multiple primary street lot lines, the lot line having the highest portion of its length serving as the rear lot lines of abutting lots is the rear lot line.

5. **Side Lot Line**

Any lot line not determined to be a primary street, side street, rear, alley, or special lot line.

6. **Alley Lot Line**

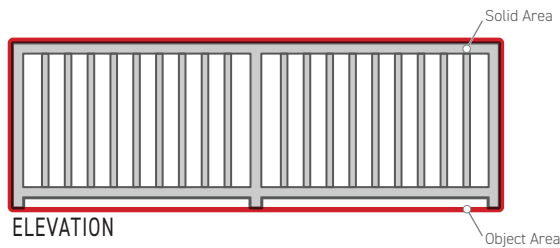
Any lot line that abuts an alley right-of-way. Even when a lot line qualifies as a rear lot line, or side lot line, alley right of way abutting lot lines shall be designated an alley lot line, except when the lot line qualifies as a special lot line.

SEC. 14.1.13. OPACITY (%)

The degree to which an object or material is impervious to rays of light or obstructs visibility.

A. Measurement

1. Opacity is measured as a percentage, calculated by dividing the solid portion of the object area by the total area of the object.
2. The total area of the object is measured as the smallest convex polygon containing all elements of the object or assembly.



FORMULA

$$\frac{\text{Solid Area}}{\text{Object Area}} = \text{Opacity (\%)}$$

B. Standards

1. Equivalent Transparency

Where an assembly includes materials or objects that are solid but transparent (including glass), the transparent portion of the solid area may be weighted by multiplying it by the visual light transmittance of the material specified by the manufacturer.

SAMPLE CALCULATION

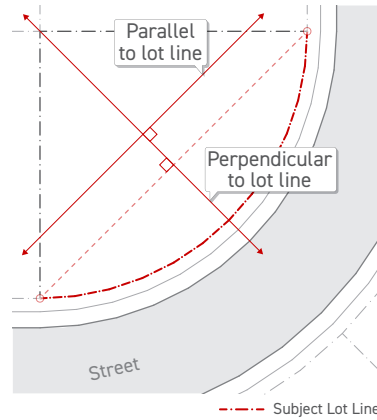
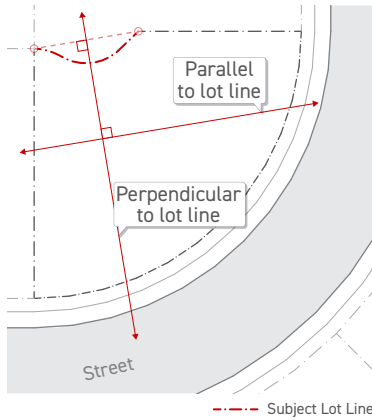
$$1 - 0.6 (VT) = 0.4 = 40\% \text{ (Opacity\%)}$$

2. Visual Obstructions

Any permanent visual obstructions within a distance of 5 feet of the subject object, measured horizontal and perpendicular to the object area, renders otherwise non-solid areas solid for the purpose of measuring opacity.

SEC. 14.1.14. PARALLEL OR PERPENDICULAR TO IRREGULAR LOT LINE

Where a lot line is curved, standards measured parallel or perpendicular to that lot line assume the angle of the lot line to be the same as a straight line connecting the endpoints of the curved lot line segment.



SEC. 14.1.15. PROJECT ACTIVITIES

A. Project

Work involving any of the activities listed in Sec. 14.1.15.B. (Project Activities) below. A project may be composed of one or more project activity. The activities may or may not require a building permit, and may or may not be one application in a series of applications (such as demolition followed by new construction). Each project activity does not necessarily bring the project into full compliance; however, the set of project activities that comprise the project, once completed, shall bring the project into full compliance. The definition of project may be modified by a Community Plan Implementation Overlay or Specific Plan. Typically, more than one project activity will apply to a proposed project (for example, a street-facing addition concealing a portion of an existing building facade includes both new construction and a facade modification).

B. Project Activities

1. New Construction

Work that includes the construction of a new building or structure on a lot, including an addition or relocation. New construction is any work that includes the construction of a new building or structure, whether structurally detached from existing buildings and structures or structurally attached to an existing building or structure, on a lot. Includes relocation of an existing structure to another location on the lot, or to any other lot. Relocation of an existing structures includes any activity that lifts any portion of the building off of its foundation.

2. Major Demolition

Work that includes significant removal or disassembly of a building or structure or portions of a building or structure.

- a.** Demolition that reduces compliance of the existing building or structure with the requirements of this Zoning Code (Chapter 1A); or
- b.** Removal of any of the following:
 - i.** More than 50% of the perimeter wall framing; or
 - ii.** More than 50% of the roof framing; or
 - iii.** More than 50% of the structural members.
- c.** Demolition may affect the facade of a building or structure, in which case it would also be considered a facade modification.
- d.** Any demolition that does not meet this definition is considered minor demolition, and does not trigger the requirements of this Chapter 1A (although a building permit may be required).

3. **Lot Modification**

Modification of the lot lines of any existing lot, or the division of land as defined in Subdivision Map Act, Section 66424.

4. **Site Modification**

Work including modifications to horizontal site improvements and landscaping, including trees, fencing or walls, street furniture, lighting fixtures, grading, flatwork, ground mounted signs, and parking lot resurfacing and restriping. Site modifications, such as grading, that expose additional foundation wall or facade areas are considered to be both a site modification and a facade modification.

5. **Facade Modification**

Work including a modification to the exterior envelope of the building.

- a.** Facade modifications include changes to any of the following:
 - i.** The facade of a building;
 - ii.** Wall mounted signs;
 - iii.** The amount of exterior foundation wall that is exposed above finished grade;
 - iv.** An architectural element (including a balcony, porch or deck) attached to the facade;
 - v.** Exterior wall finish materials on an applicable facade area in a Character Frontage district; or
 - vi.** The roof of a building in a Character Frontage.
- b.** Facade modification includes any change to a facade that involves a change or modification of the existing design, outward appearance or applicable zoning requirements.
- c.** In an Historic Preservation Overlay Zone, facade modification includes change of the exterior paint color.

6. **Use Modification**

A change in use or a modification of the area designed and intended for a specific use from the previously approved uses and use areas.

- a.** Use modification includes a change in the permanent use of any portion of a building or lot from one of the uses defined in *Div. 5C.1. (Use Definitions)* to another.
- b.** Use modification does not include any uses requiring event-based permission from the City. For these uses, see *Sec. 14.1.15.7. (Temporary Use)*.

- c. Use modification includes the expansion of floor area or lot area dedicated to a use (Div. 5C.1.) or an increase in the intensity of a use, such as an increase in seating capacity or the number of persons in care.

7. Temporary Use

Use of a building or lot with any use (Div. 5C.1.) for an event-based permission requiring a license from the City. The event shall be for a specified and limited period of time, but may be recurring.

8. Renovation

Modification to the interior of any building or structure, including the basement, that does not expand the building or structure.

9. Maintenance & Repair

Work that does not qualify as a site modification, facade modification or new construction, and does not impact the project's ability to meet any applicable zoning requirements. Replacement of deteriorated or damaged parts of a building is considered maintenance and repair; however, in a Character Frontage or Historic District Overlay Zone, replacement must be in-kind (with the same material type, design, dimension, texture, detailing, and exterior appearance). Maintenance and repair includes repair of site components such as parking lots or landscaping.

SEC. 14.1.16. YARDS

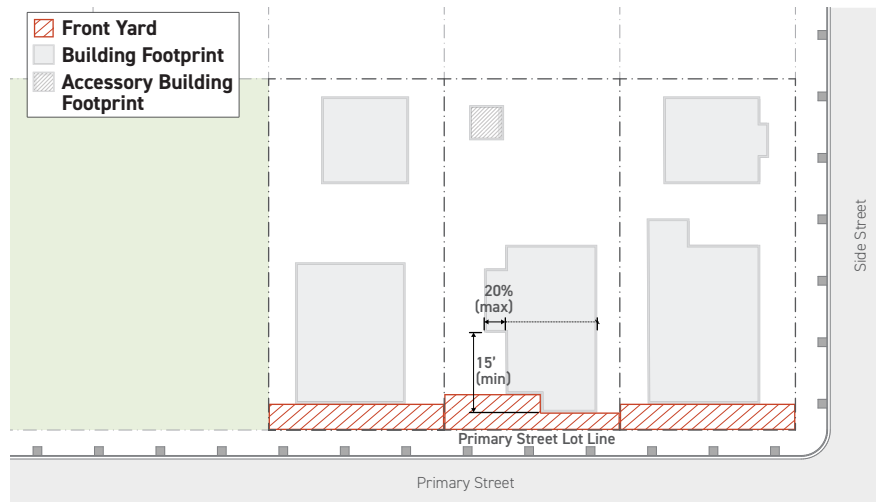
A. General

1. All portions of a lot between exterior walls of a building and a property line shall be designated as one of the following yard designations, and no portion of a lot shall have more than one of the following designations:
 - a. Front yard (Sec. 14.1.6.B.1.)
 - b. Special yard (Sec.14.1.6.B.2.)
 - c. Side street yard (Sec.14.1.6.B.3.)
 - d. Side yard (Sec. 14.1.6.B.4.)
 - e. Rear yard (Sec.14.1.6.B.5.)
2. No portions of a lot may have more than one yard designation.

B. Yard Designations

1. Front Yard

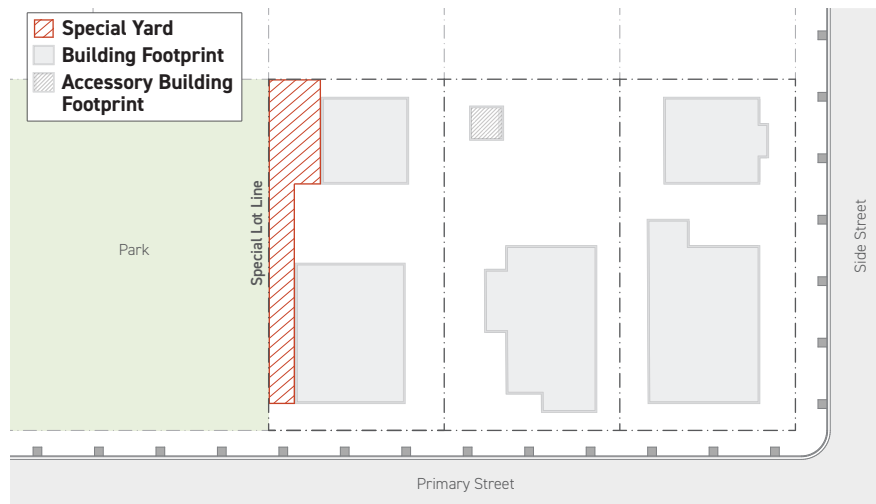
All portions of a lot between a primary street lot line and a principal structure facing a primary street lot line extending the full width of the lot.



- a. No less than 80% of the width of each primary street-facing principal structure shall abut the front yard. Only portions of a building set back at least 15 feet behind the facade nearest the primary street lot line are not required to abut the front yard.
- b. Portions of a lot that meet the criteria for front yard designation shall not be designated as any other yard.

2. Special Yard

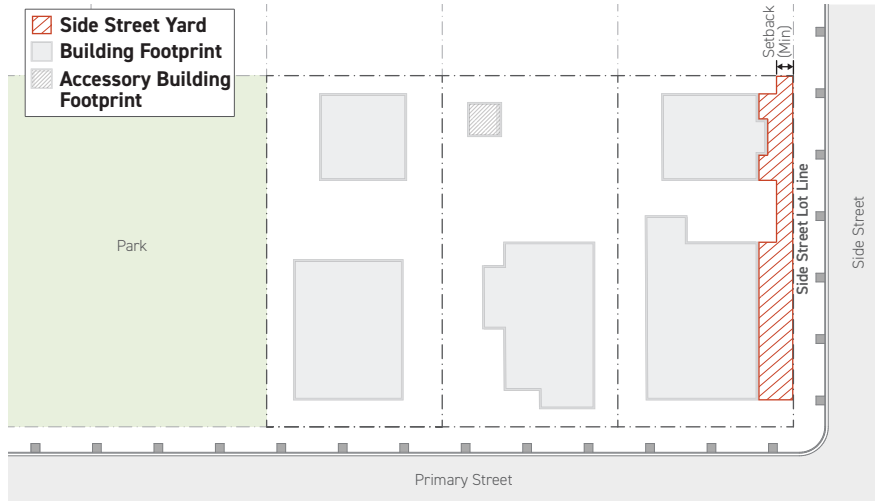
All portions of a lot between a special lot line and a principal structure facing a special lot line extending the full width of the lot.



- a. Special yards include yards abutting a special lot line including but not limited to special river and special alley lot lines.
- b. No less than 80% of the length of each special lot line-facing principal structure shall abut the special yard. Only portions of a building set back at least 15 feet behind the facade nearest the special lot line are not required to abut the special yard.
- c. For portions of the lot width where no principal structure abuts the special lot line, the special yard includes only portions of the lot included in the special lot line setback as specified by *Frontage District (Part 3B)*.
- d. Portions of a lot that meet the criteria for special yard designation shall not be designated as a side street yard, rear yard, or side yard.

3. Side Street Yard

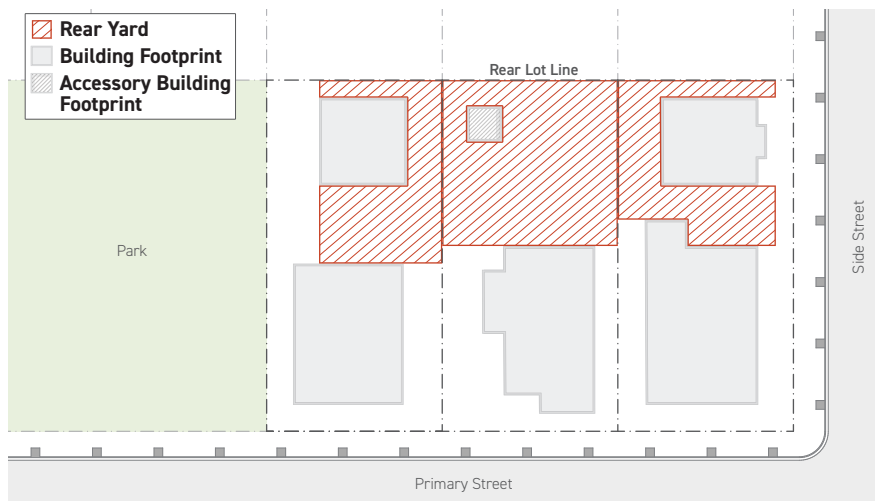
The portions of a lot between a side street lot line and a principal structure facing a side street lot line.



- a. No less than 80% of the width of each side street-facing principal structure shall abut the side street yard. Only portions of a building set back at least 15 feet behind the facade nearest the side street lot line are not required to abut the front yard.
- b. For portions of the lot width where no principal structure abuts the side street yard, the side street yard includes only portions of the lot included in the side street setback.
- c. Portions of a lot that meet the criteria for side street yard designation shall not be designated as a rear yard or side yard.

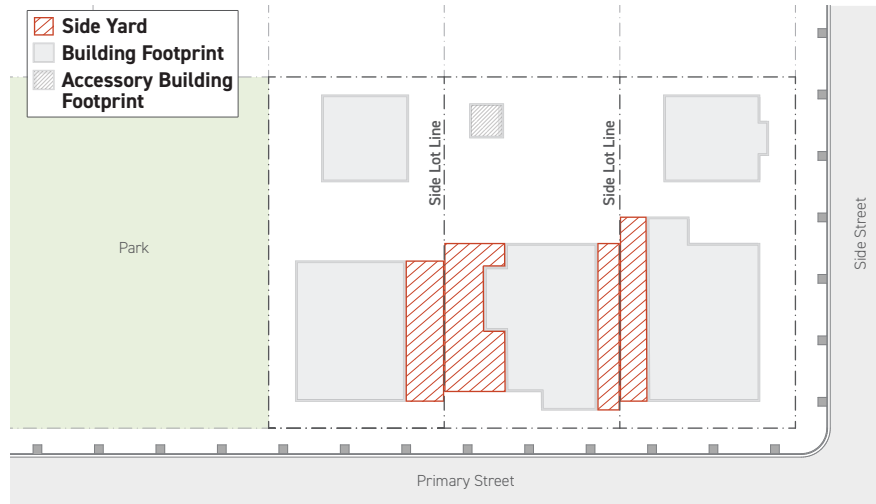
4. Rear Yard

The portions of a lot between a rear lot line and a principal structure. Portions of a lot that meet the criteria for rear yard designation shall not be designated as a side yard.



5. Side Yard

The portions of a lot between a side lot line and a principal structure. All portions of a lot that do not meet the yard designation criteria for any other yard shall be designated as a side yard.



C. Yard Categories

1. Frontage Yard

Frontage yard is a category of yards referring to all yards that abut a frontage lot line including:

- a. Front yards;
- b. Side street yards; and
- c. Special yards.

2. Street Yard

Street yard is a category of yards referring to all yards that abut a street right-of-way including:

- a. Front yards; and
- b. Side street yards.

DIV. 14.2. **GLOSSARY**

For any term not defined in this glossary, the dictionary definition of that term shall apply.

Abbreviations

'. Feet.

". Inches

%. Percent

ac. Acres

ADU. Accessory Dwelling Unit.

AMI. Area Median Income.

CEQA. California Environmental Quality Act.

CPIO. Community Plan Implementation Overlay.

DU. Dwelling Unit.

FAR. Floor Area Ratio.

FC. Footcandles

HPOZ. Historic Preservation Overlay Zone.

JADU. Junior Accessory Dwelling Unit.

LAAC. Los Angeles Administrative Code.

LADOT. Los Angeles Department of Transportation.

LAMC. Los Angeles Municipal Code.

LCP. Local Coastal Program

max. Maximum.

min. Minimum.

n/a. Not Applicable.

SF. Square Feet.

TDM. Transportation Demand Management.

WUCOLS. Water Use Classification of Landscape Species.

A

Abandoned Shopping Cart. A shopping cart located outside of the lot where the establishment that furnishes shopping carts for use by its patrons is located.

Abatement Radius. The area around a permitted lot designated by the Office of Community Beautification for the removal of graffiti, posters/handbills and any other illegal postings, as well as trash, debris, rubbish, and weeds from public property and rights-of-way.

Above-Grade. Located higher in elevation than the surrounding finished grade.

Abutting. To touch or have a common boundary with.

Access. A means of approaching or entering a place.

Accessory Building. A detached, subordinate building, the use and scale of which is incidental to other buildings and uses on the lot.

Accessory Dwelling Unit. An attached or detached residential unit that provides complete independent dwelling facilities for one or more persons and is located on a lot with a proposed or existing primary residence. Includes permanent provisions for living, sleeping, eating, cooking, and sanitation. Includes efficiency unit as defined in the *Health and Safety Code, Section 17958.1*, manufactured home as defined in the *Health and Safety Code, Section 18007*, and movable tiny house.

Accessory Dwelling Unit Incentive Program. See *Sec. 9.5.1. (Accessory Dwelling Unit Incentive Program)*.

Accessory Material. See *Sec. 3D.10.2. (Accessory Materials)*.

Accessory Roof Form. A portion of a roof structure that deviates from the principal roof form in either shape, color, or shape and color.

Accessory Structure. A structure subordinate to the main structure on a lot and used for purposes incidental to the main or principal building and located on the same lot.

Accessory To (Use). See *Sec. 5C.3.1. (Accessory To (Use))*.

Accessory Use. A use that meets the standards outlined in *Sec. 5C.3.1. (Accessory To (Use))*.

Active Wall Spacing. See *Sec. 3C.4.2. (Active Wall Spacing)*.

Acts (Reasonable Accommodation). See *Sec. 13B.5.5. (Reasonable Accommodation)*.

Adaptable Parking. See *Sec. 4C.4.5.C.3.c. (Adaptable Parking)*.

Adaptive Reuse Project (Use). Any change of use to dwelling, or joint living and work quarters, or any change in commercial use to another commercial use, in all or any portion of any eligible building according to *Sec. 9.4.5.B. (Applicability, Downtown Adaptive Reuse Projects)* or *Sec. 9.4.6.B. (Applicability, Citywide Adaptive Reuse Projects)*, as long as the commercial use is

allowed in the zone. An adaptive reuse project includes a change of an existing use to new uses that are accessory to dwelling units, guest rooms, or joint living and work quarters, so long as the accessory uses are consistent with the definition of accessory use in this Division, and are permitted in the zone. See Sec. 5C.3.2. (Adaptive Reuse Project).

Addition. Any work that increases the floor area or the volume of enclosed space of an existing building, and is structurally attached to the existing building.

Addition (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

Adjacent. Located abutting or beside with no similar structure type located between.

Adjoining Lot. Includes abutting lots, lots separated from the subject lot by a street or alley right-of-way, and lots having a common corner with the subject property.

Advisory Agency (Administration). See *Sec. 13A.1.9. (Advisory Agency)*.

Advisory Agency (Historic Preservation). The Director of Planning, which is designated as the Advisory Agency for the City pursuant to the Subdivision Map Act. See *Sec. 13B.8.1. (General Provisions)*.

Advisory Agency (Streets and Parks). See *Sec. 11.1.2. (Advisory Agency)*.

Affordable Housing Incentive Program. An incentive program established in *Div. 9.2. (Affordable Housing Incentive Programs)* to increase the production of affordable housing, consistent with City policies.

Affordable Housing Incentives Guidelines. The guidelines approved by the City Planning Commission, pursuant to *Section 13B.1.5 (Policy Action)*, under which housing development projects for which a density bonus above 35% has been requested are evaluated for compliance with *Div. 9.2. (Affordable Housing Incentive Programs)*.

Aggrieved Person. Any person or entity with standing to appeal an action on an application filed under this Zoning Code (Chapter 1A) under California law, or as provided in the provisions of this Zoning Code (Chapter 1A) relating to a particular appeal.

Aggrieved Person (Coastal Development). See *Div. 13B.9. (Coastal Development)*.

Agricultural Uses. See *Sec. 5C.1.9. (Agricultural Uses)*.

Air Space. A division of the space above or below a lot as defined in *Article 14.1. (General Rules)* with a finite width, length, and upper and lower elevation occupied or to be occupied by a use, building or portion of a building, unit group of buildings or portion of a unit group of buildings, and accessory buildings or portions of an accessory building, or accessory uses. An air space lot shall be identified on a final tract map or a parcel map recorded in the office of the County Recorder with a separate and distinct number or letter. An air space lot shall have such access to a street or private street by means of one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

Airport (Use). See *Sec. 5C.1.4.A. (Airport)*.

Alcohol, Retail (Use). See Sec. 5C.1.5.L.2. (Alcohol).

Alcohol Sales, Off-Site Consumption (Use). See Sec. 5C.1.5.L.2. (Alcohol).

Alcohol Sales, On-Site Consumption (Use). See Sec. 5C.1.5.C.1. (Eating and Drinking: Alcohol Service) and Sec. 5C.1.5.C.2. (Eating and Drinking: Bar).

Alcohol Service, Eating & Drinking (Use). See Sec. 5C.1.5.C.1. (Eating & Drinking, Alcohol Service).

Alcoholic Beverage, Manufacturing, Light (Use). See Sec. 5C.1.7.C.2. (Manufacturing, Light, Alcoholic Beverage).

Alley. A public way, other than a street or highway, providing a means of vehicular access to abutting property.

Alley Lot Line. See Sec. 14.1.12.C.6. (Alley Lot Line).

Alley Lot Line-Facing Facade. All portions of a building facade that are parallel to an *alley lot line* and meet the criteria outlined in Sec.14.1.6.B. (Lot Line-Facing Facade).

Alteration (Historic Preservation). See Div. 13B.8. (Historic Preservation).

Alternative, Financial Services (Use). See Sec. 5C.1.5.E.2. (Alternative).

Alternative Compliance. See Sec. 13B.5.1. (Alternative Compliance).

Alternative Parking Strategies. Alternative methods of meeting parking requirements that meet the standards outlined in Sec. 4C.4.2. (Alternative Parking Strategies).

Amenity Design Standard. See Sec. 2C.3.3. (Amenity Design Standards).

American Standard for Nursery Stock. A publication by the American Horticulture Industry Association intended to provide buyers and sellers of nursery stock with a common terminology in order to facilitate commercial transactions involving nursery stock.

Angle of Elevation. The angle of an elevation view, zero degrees (horizontal) being the angle of an elevation projection, and ninety degrees being vertical.

Animal Keeping (Use). See Sec. 5C.1.9.A. (Animal Keeping).

Animal Products Processing (Use). See Sec. 5C.1.8.A. (Animal Products Processing)..

Animal Services (Use). See Sec. 5C.1.5.A. (Animal Services).

Apartment. See dwelling unit.

Appeal Board (Subdivision Approval). For purposes of Subdivision Appeals, the Appeal Board is the Area Planning Commission where the map is located for any parcel map or tentative tract map that: (a) creates or results in less than 50,000 gross square feet of nonresidential floor area; or (b) creates or results in fewer than 50 dwelling units, guest rooms, or combination of dwelling units and guest rooms; or (c) involves a lot with fewer than 65,000 square feet of lot area; or (d) where

specifically provided by this Zoning Code (Chapter 1A) or Chapter 1. In all other cases, the Appeal Board for Subdivision Appeals is the City Planning Commission Div. 13C.1. (Administration).

Appealable Area (Coastal Development Permit (Post-Certification)). See *Sec. 13B.9.2. Coastal Development Permit (Post-Certification)*.

Appealable Development (Coastal Development Permit (Post-Certification)). See *Sec. 13B.9.2. Coastal Development Permit (Post-Certification)*.

Applicable Stories, Build-to. See *Sec. 3C.1.1 (Applicable Stories)*.

Applicant (Coastal Development Permit (Post-Certification)). See *Sec. 13B.9.2. Coastal Development Permit (Post-Certification)*.

Approving Authority (Coastal Development Permit (Post-Certification)). See *Sec. 13B.9.2. Coastal Development Permit (Post-Certification)*.

Architectural Detail (Horizontal Encroachment). See *Sec. 14.1.5.A.1.a. (Architectural Detail (Horizontal Encroachment))*.

Architectural Element. Any building component, either decorative or structural, which is outside of or comprises the building envelope. Examples include windows, walls, cornices, and parapets.

Architectural Elements (Vertical Encroachment). See *Sec. 14.1.5.B.1.c. (Architectural Elements (Vertical Encroachment))*.

Architectural Feature. A structure or assembly of architectural elements attached to or integrated with a facade. Often architectural features include interior or exterior occupiable space. Examples include: bay windows, balconies, and entry features.

Area (Use). See *Sec. 5C.3.3. (Area (Use))*.

Area Median Income. The median income in Los Angeles County as determined annually by the California Department of Housing and Community Development, adjusted for household size.

Area of Work. See *Sec. 14.1.15.A. (Area of Work)*.

Articulating Element. See *Div. 3D.6.5 (Articulating Elements)*.

Artistic & Artisanal, Manufacturing, Light (Use). See *Sec. 5C.1.7.C.3. (Manufacturing, Light, Artistic & Artisanal)*.

Assembly Area or Auditorium (Parking Table). An indoor or outdoor facility within a post-secondary school that is intended for performing arts, motion pictures, other media arts, or presentations before an audience, and has a seating capacity of less than 10,000 seats and greater than 500 seats. Includes athletic and recreational facilities associated with post-secondary schools that have a seating capacity seating capacity of less than 10,000 seats and greater than 500 seats.

Assisted Living. Residential housing that is licensed by the California Department of Social Services and provides assistance to people 62 years of age or older who require assistance with two or

more non-medical activities of daily living as defined in the Department of Social Services licensing requirements. The residential units may consist either of dwelling units or guest rooms. Full time medical services shall not be provided on the premises. The housing may be a component of an eldercare facility. See *Sec. 5C.1.1.D.2. (Supportive Housing, Non-Medical)*.

At-Grade. A descriptor ascribed to something, such as a floor or entry, which is at the elevation of the ground where the ground meets the foundation of a building.

Attended Bicycle Parking Service. A service by which a bicycle is left in the care of an attendant(s) with provision for identifying the bicycle's owner. Once stored, a bicycle left in the care of an attendant(s) shall be accessible only to the attendant(s), with the storage location not necessarily in the same location as the pick-up and drop-off point. (Added by Ord. No. 185,480, Eff. 5/9/18.) See *Sec. 4C.3.2.C.7. (Attended Bicycle Parking Service)* and *Sec. 4C.3.3.C.5. (Attended Bicycle Parking Service)*.

Attic. See *Sec. 14.1.10.F. (Attic)*.

Automobile. A motor propelled road vehicle typically with four wheels designed for personal transport. Seating capacity ranges between 2 persons minimum and 12 persons maximum.

Automobile Parking Stall. Space within a building, or a private or public parking area, exclusive of driveways, ramps, columns, office, and work areas, for the parking of one automobile. Does not include bicycle parking.

Automotive Repair Garage (Annual Inspection Monitoring (Automotive Repair Garage And Used Vehicle Sales Areas)). See *Sec. 13B.10.4. Annual Inspection Monitoring (Automotive Repair Garage And Used Vehicle Sales Areas)*.

Automobile Queuing Space. The space within a drive-through lane that is allocated for the queuing of a single automobile and meeting the minimum required dimensions in *Sec. 4C.2.2.C.3.a.iii. (Drive-Throughs)*.

Avenue. Any public right-of-way designated as an Avenue I, II, or III on the Citywide General Plan Circulation System maps of the Mobility Plan Element.

Average Natural Slope. The average of the ungraded slopes at selected contours within a given parcel of land divided by its area as computed from either the City's Engineer's topographic maps or a topographic map prepared by a California registered civil engineer or California licensed land surveyor. Regardless of which map is used, calculations cannot be derived or interpolated from a map that originally had contour intervals of greater than 25 feet for subdivisions or greater than five feet for parcel maps. Average natural slope shall be computed by the following formula:

$$S = \frac{C \times L}{A} \times 100$$

Where:

S = average natural slope in %.

C = contour interval in feet, at no greater than 25-foot intervals for subdivisions or 5-foot intervals for parcel maps, resulting in at least 5 contour lines.

L = total accumulated length of all contours of interval "C" in feet.

A = the area being considered in square feet.

Slopes may be computed only by the entire subdivision or parcel map area. The calculation "L" (contour lengths) and "A" (area in square feet) can be computed by 500-foot grid increments, as shown on the City Engineer's topographic maps. The "L" for each grid increment shall be added to the "L" for every other grid increment and the "A" for each grid increment shall be added to the "A" for every other grid increment to determine the "L" and the "A" for the entire subdivision or parcel map, prior to calculating the average natural slope for that subdivision or parcel map. In any matter where the average natural slope is used to calculate density pursuant to *Sec. 11.1.3. (Subdivision Design Standards)* or *Sec. 11.4.1. (General)*, the subdivision file shall contain copies of all maps and all calculations so that the figures can be verified. All maps and all calculations are required to be submitted at the time of the filing of a subdivision application or the application is deemed incomplete.

Awning Sign. See *Sec. 4C.11.6.C.1. (Awning Sign)*.

B

Bar, Eating & Drinking (Use). See *Sec. 5C.1.5.C.2. (Eating & Drinking, Bar)*.

Base, Middle & Top Articulation. A required composition of three separate and coordinated articulating elements designed to visually break a building facade up into three separately legible layers. See *Sec. 3D.6.1. (Base, Middle & Top)*.

Base-Top Articulation. See *Sec. 3D.6.2. (Base-Top)*.

Basement. An occupiable portion of a building located below a ground story. See *Sec. 14.1.10.G. (Basement)*.

Beds (Use). See *Sec. 5C.3.4. (Beds)*.

Bee. Any stage of life of the common domestic honey bee (*Apis Mellifera*).

Beehive. A structure that houses a bee colony.

Bees, Animal Keeping (Use). See *Sec. 5C.1.9.A.1. (Animal Keeping, Bees)*.

Belt Course. Also called a string course or sill course, is a continuous row or layer of stones or brick set in a wall. Set in line with window sills, it helps to make the horizontal line of the sills visually more prominent.

Bicycle Cage. A locked bicycle parking area that has been fenced off to prohibit access by the general public. Bicycle cages shall contain bicycle racks that provide a means of securing the bicycle frame at two points to a securely anchored rack.

Bicycle Corral. Any on-street public bicycle parking space in which multiple short-term bicycle parking racks have been installed.

Bicycle Room. A locked bicycle parking area that has been walled off to prohibit access by the general public. Bicycle rooms shall contain bicycle racks that provide a means of securing the bicycle frame at two points to a securely anchored rack.

Bicycle Share Dock. A device designed to receive a bicycle for locked storage as part of a system that directly rents bicycles on a short-term basis.

Bicycle Share Service Provider. An entity operating a system that directly provides bicycles for rent on a short-term basis.

Bicycle Share Station. A combination of multiple bicycle share docks, automated payment equipment, and related equipment associated with bicycle share.

Bisecting Line (Signs). A line that equally divides the angle created by the projection of intersecting lot lines of a lot adjoining the street of a corner lot as illustrated in *Sec. 4C.11.3.D. (Off-Site Signs, Measurement)*.

Block Face. Any number of lots that have a primary street lot line adjacent to one side of a segment of private or public street that lies between two other streets or alleys.

Board (Department of Building and Safety). See *Sec. 13B.10.3.A.2. (Department of Building and Safety)*

Board (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

Bollard. An upright post consisting of a piece of timber, concrete, metal or similar material fixed firmly in an upright position intended to impede various forms of traffic or circulation.

Booking Service (Use). Any reservation or payment service provided by a person that facilitates a short-term rental transaction between a person and a prospective guest or transient user, and for which the person collects or receives, directly or indirectly through an agent or intermediary, a fee in connection with the reservation or payment of services provided for the transaction. See *Sec. 5C.4.4.B.2. (Booking Service)*.

Boulevard. Any public right-of-way designated as a Boulevard I or II on the Citywide General Plan Circulation System maps of the Mobility Plan Element of the General Plan.

Build-To Depth. See *Sec. 3C.1.2. (Build-To Depth)*.

Build-To Width. See *Sec. 3C.1.3. (Build-To Width)*.

Build-To Zone. The area on a lot located behind the minimum frontage lot line building setback and continuing inward to the maximum build-to depth, and extending the full width of the lot.

Build-To Zone Area of Overlap. The portion of a lot's area where the build-to zones of two intersecting frontage lot lines overlap. See *Sec. 3C.1.2. (Build-to Depth)*.

Building. A covered and enclosed structure intended for human occupation.

Building Break. The minimum distance that structures are required to be separated in order to establish them as separate buildings for the purpose of measuring building width. See *Sec. 2C.6.1.E. (Building Break)*.

Building Coverage. See *Sec. 2C.2.1. (Building Coverage)*.

Building Elevation. An orthographic projection of the exterior faces of a building, represented as a two-dimensional drawing of the building's facades.

Building Entrance. A door providing access from the public realm to the interior of a building.

Building Facade. See *Facade*.

Building Face. The general outer surface of a building facade, not including any recesses or allowed encroachments. See also *Building Facade*.

Building Footprint. The area of a lot occupied by a building, measured horizontally. Building footprint includes lot area covered by cantilevered floor area or architectural projections, with the exceptions of those projecting 5' or less from the nearest wall, column, spanning beam, or other structural element, carrying gravity loads to the ground. See also *Structure Footprint*

Building Frontage (Signs). The projection of the exterior building walls upon the street used for street frontage, as measured perpendicular to the edge of the street. For walls that are not parallel to the street, the building frontage shall be measured along the wall that, other than open parking stalls, has direct and unimpeded access to the street.

Building Module (Grade Plane Elevation). Sub-areas of a building footprint used in the building module method to determine grade plane elevation. See *Sec. 14.1.9.D. (Grade Plane Elevation)*.

Building Perimeter. The perimeter of a building footprint. See *Building Footprint*.

Building Separation (Use). See *Sec. 5C.3.5. (Building Separation)*.

Building Setback. See *Sec. 2C.2.2. (Building Setbacks)*.

Building Site. Any parcel of land that conforms to the definition of lot. See *Sec. 14.1.11. (Lot)*.

Building Width. See *Sec. 2C.6.1. (Building Width)*.

Bulk Plane. See *Sec. 2C.5.1. (Bulk Plane)*.

Bulkhead. A wall located beneath a display window on the ground story facade that serves to elevate a window above the surrounding finished grade and the ground floor elevation. See *Sec. 3D.9.1.4. (Bulkhead)*.

Bureau of Engineering Fees (Streets and Parks). See *Sec. 10.1.7. (Bureau of Engineering Fees)*.

C

Cafe/Takeout, Eating & Drinking (Use). See *Sec. 5C.1.5.C.3. (Eating & Drinking, Cafe/Takeout)*.

Calculation of Time (nonconformities). See *Sec. 12.1.5. (Calculation of Time)*.

California Coastal Act. The provisions established in *California Public Resources Code, Division 20 (California Coastal Act)*.

California Native Plant Library. A library of native plants maintained by the Theodore Payne Foundation.

California State Accessibility Standards. The provisions established in the *California Building Standards Code Title 24 (Physical Access Regulations)*.

Caliper. The diameter measurement of the stem or trunk of nursery stock. See *Sec. 4C.6.4.D.10. (Caliper)*.

Calvo Exclusion Area. Lots identified as being in a Calvo Exclusion Area, as established in *Sec. 1.4.7. (Coastal Zone Map)*.

Canes (Plants). A primary stem which starts at a point not higher than 1/4 the height of the plant.

Car Wash, Motor Vehicle Services (Use). See *Sec. 5C.1.6.A.2. (Motor Vehicle Services, Car Wash)*.

Caretaker Unit. A dwelling unit designed for use solely by a watchman or caretaker (including their family) of an industrial development or of a permitted use which requires 24-hour supervision and is located on the same lot with such development or use.

Cargo Container, Outdoor Storage (Use). See *Sec. 5C.1.6.D.2. (Outdoor Storage, Cargo Container)*.

Carpool. A vehicle carrying 2 to 5 persons to and from work on a regular schedule.

Categorically Excluded Development (Coastal Development Permit (Post-Certification)). See *Sec. 13B.9.2. Coastal Development Permit (Post-Certification)*.

Cemetery (Use). See *Sec. 5C.1.2.B. (Cemetery)*.

CEQA. The California Environmental Quality Act, *California Public Resources Code, Div. 13, Sec. 21000 et seq.*, as it may be amended from time to time. *Div. 13C.1. (Definitions)*.

CEQA Clearance (Administration). Any determination, finding or certification authorized or required under CEQA to approve a Project in compliance with CEQA. CEQA Clearances include, but are not limited to, (i) a determination that an approval does not require CEQA review, in whole or in part, either due to the applicability of an exemption or because the City action is not a Project, (ii) a finding that the City may adopt a Negative Declaration or a Mitigated Negative Declaration, (iii) the certification of an Environmental Impact Report, or (iv) a finding that a Project was adequately

assessed in a prior adopted Negative Declaration or certified Environmental Impact Report, including through the use of an addendum. See *Div. 13C.1. (Definitions)*.

CEQA Guideline (Administration). *California Code of Regulations, Title 14, Chapter 3, Sec. 15000, et seq., as it may be amended from time to time. Div. 13C.1. (Definitions)*.

Certificate of Appropriateness (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

Certificate of Compatibility (Historic Preservation). See *Sec. 13B.8. (Historic Preservation)*.

Certified Farmers' Market (Use). See *Sec. 5C.1.5.L.3. (Farmers' Market, Certified)*.

Chamfered Corner. An architectural element at a corner of a building adjacent to a street intersection where a tertiary building face transitions between two otherwise intersecting primary building faces at an angle between 30 and 60 degrees measured from both primary building faces.

Character Frontage. A Frontage District established in *Div. 3B.9. (Character Frontages)*.

Chemical Products, Manufacturing, Heavy (Use). See *Sec. 5C.1.8.B.2. (Manufacturing, Heavy, Chemical Products)*.

Child Care Facility. See "child care center" in *Code of Regulations, Chapter 1, Section 101152 (Definitions)*.

Citation, Home-Sharing (Use). See *Sec. 5C.4.4.B.3. (Home-Sharing, Citation)*.

City (Administration). The City of Los Angeles, California. See *Div. 13C.1. (Administration)*.

City Council. As established by City Charter, Section 200 (City Officers). See *Sec. 13A.1.2. (City Council)*.

City Engineer. See *LAMC Chapter 13, Article 6 (City Engineer)*.

City Planning Commission. See *Sec. 13A.1.3. (City Planning Commission)*.

Citywide Adaptive Reuse Projects. See *Sec. 9.4.6. (Citywide Adaptive Reuse Projects)*.

Civic Facility (Use). See *Sec. 5C.1.2.B. (Civic Facility)*.

Clear Depth. The horizontal dimension of the occupiable portion of a building or structure at the narrowest point.

Clear Height. The vertical dimension of the occupiable portion of an architectural feature at the shortest point.

Clear Width. The horizontal dimension of the occupiable portion of an architectural feature at the narrowest point (unless otherwise noted).

Client Visits Per Hour (Use). See *Sec. 5C.3.6. (Client Visits Per Hour)*.

Coastal Bluff (Coastal Development Permit (Post-Certification)). See Sec. 13B.9.2. (*Coastal Development Permit (Post-Certification)*).

Coastal Development (Coastal Development Permit (Post-Certification)). See Sec. 13B.9.2. (*Coastal Development Permit (Post-Certification)*).

Coastal Zone. See Sec. 1.4.7.B.1. (*Coastal Zone*).

Coastal Zone Map. See Sec. 1.4.7. (*Coastal Zone Map*).

Collection, Recycling Facility (Use). See Sec. 5C.1.8.D.1. (*Recycling Facility, Collection*).

Collector Street. Any public right-of-way designated as a Collector Street on the Citywide General Plan Circulation System maps of the Mobility Element of the General Plan.

Commercial/Industrial Conversion Project. An existing building used exclusively for commercial or industrial purposes, or both, proposed for conversion to a condominium or stock cooperative to be used exclusively for such purposes through approval of a tract or parcel map. For purposes of this definition, the term existing means that the building was constructed prior to 1945, or if it was built after 1945, a certificate of occupancy was issued for the building prior to the time of map application.

Commercial/Industrial to Residential Conversion Project. An existing building used exclusively for commercial or industrial purposes, or both, proposed for conversion to a condominium, stock cooperative or community apartment to be used exclusively for residential purposes through approval of a tract or parcel map. For purposes of this definition, the term existing means that the building was constructed prior to 1945 or, if it was built after 1945, a certificate of occupancy was issued for the building prior to the time of map application.

Commercial Message (Signs). Any message that advertises a business conducted, services rendered, or goods produced or sold.

Commercial Tenant Size (Use). The maximum floor area permitted per commercial tenant space. See Sec. 5C.3.7. (*Commercial Tenant Size*).

Commercial Vehicle. Any vehicle, excluding household moving rental trucks, and utility rental trailers, which when operated upon a highway is required to be registered as a commercial vehicle by the Vehicle Code of the State of California, or by any other jurisdiction, and that is used or maintained for the transportation of persons for hire, compensation, or profit, or designed, used, or maintained primarily for the transportation of property.

Commercial Vehicle, Motor Vehicle Sales and Rental (Use). See Sec. 5C.1.6.B.1.3. (*Motor Vehicle Sales and Rental, Commercial Vehicle*).

Commercial Vehicle, Motor Vehicle Services (Use). See Sec. 5C.1.6.A.4. (*Motor Vehicle Services, Commercial Vehicle*).

Commercial Vehicle, Outdoor Storage (Use). See Sec. 5C.1.6.D.3. (*Storage, Outdoor, Commercial Vehicle*).

Commissary Kitchen (Use). See Sec. 5C.1.5.B. (*General Commercial Uses, Commissary Kitchen*).

Common Indoor Amenity Space. See Sec. 2C.3.3.C.5. (*Common Indoor Amenity Space*).

Common Lot Line. See Sec. 14.1.12. (*Lot Line Determination*).

Common Outdoor Amenity Space. See Sec. 2C.3.3.C.1. (*Common Outdoor Amenity Space*).

Community Apartment Project. See *California Business and Professions Code, Section 11004*.

Community Benefits Program. See Sec. 9.3.1. (*Community Benefits Program Structure*).

Community Care Facility. Any place licensed by the State of California that is maintained and operated as a residential facility or as a social rehabilitation facility to provide non-medical residential care, day treatment, adult day care, or foster family agency services for persons in need of services, supervision, or assistance essential for sustaining the activities of daily living, as defined in the Health and Safety Code. Includes halfway house, non-medical assisted living, and substance abuse treatment operation. For residential community care facility see Sec. 5C.1.1.D.2. (*Supportive Housing, Non-medical*). For non-residential community care facility see Sec. 5C.1.2.K. (*Social Services*).

Community Design Overlay (CDO). See Sec. 8.2.5. (*Community Design Overlay*).

Community Facilities. See Sec. 9.3.4. (*Community Facilities*).

Community Garden, Plant Cultivation (Use). See Sec. 5C.1.9.B.1. (*Plant Cultivation, Community Garden*).

Community Plan Implementation Overlay. A document established by Community Plan Area, or other Plan Area, defining applicable public benefits incentives programs available, amount of floor area awarded for public benefits incentives programs, applicable local affordable housing incentive program sets, and other items relating to the administration of this Zoning Code (Chapter 1A). See Sec. 8.2.2. (*Community Plan Implementation Overlay*).

Composting. See Sec. 5C.1.8.F.2 (*Solid Waste Facility, Green Waste*).

Concealed Parking. See Sec. 4C.4.5.C.3.b. (*Concealed Parking*).

Conditional Uses. See Sec. 5C.2.4. (*Conditional Uses (C1, C2, & C3)*).

Condominium. See *California Civil Code, Chapter 1, Section 783*.

Conservation District. See Sec. 8.2.7. (*Conservation Districts (CD)*).

Construction, New. Any work including the construction of a building or structure that is structurally detached from existing buildings and structures on a lot.

Continuous Ground Story. See *Sec. 14.1.10.A.1. (Continuous Ground Story)*.

Contributing Building or Contributing Element. Any building, structure, landscaping, or natural feature identified on the historic resources survey as contributing to the historic significance of the Historic Preservation Overlay Zone, including a building or structure which has been altered, where the nature and extent of the modifications are determined reversible by the Historic Resources Survey.

Contributing Element (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

Controlled Drilling Site. That particular location within an oil drilling district in an Urbanized Area upon which surface operations for the drilling, deepening, or operation of an oil well or any incidental operation are permitted under the terms of *Section 8.2.4. (Oil Drilling Districts (O))*, subject to the conditions prescribed by written determination by the Zoning Administrator.

Conversion Project (Streets and Parks). An existing building proposed for conversion to a condominium, stock cooperative, or community apartment through approval of a tract or parcel map. For purposes of this definition, the term existing means that the building was constructed prior to 1945 or, where built after 1945, a certificate of occupancy was issued for the building prior to the time of map application. See *Residential Conversion Project, Residential to Commercial/Industrial Conversion Project, and Commercial/Industrial to Residential Conversion Project*.

Corner Lot. A lot situated at the intersection of two or more streets having an angle of intersection of not more than 135 degrees.

Cosmetic, Pharmaceutical, Manufacturing, Light (Use). See *Sec. 5C.1.7.C.4. (Manufacturing, Light, Cosmetic, Pharmaceutical)*.

Counter Service, Eating & Drinking (Use). See *Sec. 5C.1.5.C.3. (Counter Service)*.

Covered. See *Sec. 14.1.2.A.1. (Covered)*.

Covered Area - %. See *Sec 14.1.2. (Covered Area - %)*.

Cultural (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

D

Dairy, Animal Keeping (Use). See *Sec. 5C.1.9.A.2. (Animal Keeping, Dairy)*.

Day Care (Use). See *Sec. 5C.1.2.J.1. (Preschool/Day Care)*.

Day Laborer. Any person who offers themselves to be hired as a laborer for a day, or some other temporary basis.

Decision Maker (Administration). The agency or official charged with rendering a formal recommendation or decision on an application subject to *Article 13. (Administration)*. For the

purposes of *Sec. 13B.11.1 (Environmental Review Procedures)*, the decision-maker is the decision-making body, as defined by the CEQA Guidelines. *Div. 13C.1. (Definitions)*.

Dedication of Land. A deliberate appropriation of land by its owner for any general and public uses, reserving to themselves no other rights than such as are compatible with the full exercise and enjoyment of the public uses to which the property has been devoted.

Deeply Low Income Household. Persons and families whose incomes do not exceed 15 percent of area median income, adjusted for family size.

Demolition (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

Density. See *Div. 6B.1. (Maximum Density)*.

Density Bonus. A density increase over the otherwise maximum allowable residential density under the applicable Zoning Code or Specific Plan, granted pursuant to *Sec. 9.2.1. (Density Bonus)*.

Department (Administration). See *Sec. 13C.1 (Administration)*.

Department of City Planning. See *City Charter, Section 550*.

Dependent On Adjacent Zoning (Use). See *Sec. 5C.2.5. (Dependent On Adjacent Zoning (#))*.

Designated Work Space Area (Use). See *Sec. 5C.3.8. (Designated Work Space Area)*.

Designated Work Space Dimensions (Use). See *Sec. 5C.3.9. (Designated Work Space Dimensions)*.

Designated Work Space Uses. See *Sec. 5C.3.10. (Designated Work Space Uses)*.

Destroyed. Damaged so as to not be habitable, or having lost 75% of replacement value, as determined by the Department of Building and Safety.

Detention Facility (Use). See *Sec. 5C.1.2.C. (Detention Facility)*.

Developer. The owner of a project and, where different from the owner, any person, firm, partnership, association, joint venture, corporation, or any entity or combination of entities that develops or causes to be developed the residential housing project and, if applicable, provides off-site affordable units, together with their successors and assigns, but does not include a lender, any governmental entity, or the general contractor working for any developer.

Development (Coastal Development). See *Div. 13B.9. (Coastal Development)*.

Digital Display. A sign face, building face, or any building or structural component that displays still images, scrolling images, moving images, or flashing images, including video and animation, through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology that is either independent of, attached to, integrated into, or projected onto a building or structural component, and that may be changed remotely through electronic means.

Dimensional Standard. A standard that specifies a dimension.

Direct Access. The ability of a person to move to and from a facility or space, without necessitating travel through any intermediate space.

Director of Planning (Administration). The Director of the Department of City Planning, or the Director's designee. *Sec. 13A.1.6. (Director of Planning).*

Disaster (Coastal Development Permit (Post-Certification)). See Sec. 13B.9.2. (Coastal Development Permit (Post-Certification)).

Distance. See *Sec. 14.1.3. (Distance).*

Divided-Lite. Separate pieces of glass glazed between muntin bars.

Domestic Use . For use or consumption within the household that cultivates, manufactures, or generates a good. Goods may also be gifted outside of the household provided there is no reciprocal or monetary exchange.

Downtown Adaptive Reuse Projects. See *Sec. 9.4.5. (Downtown Adaptive Reuse Projects).*

Drilling and Production Site. Locations upon which surface operations for the drilling, deepening or operation of an oil well, or any operation incident thereto, are permitted under the terms of Sec. 8.2.4. (Oil Drilling Districts), subject to the conditions prescribed by written determination by the Zoning Administrator.

Drip Line. A line which may be drawn on the ground around a tree, directly under its outermost branch tips, and which identifies that location where rainwater tends to drip from the tree.

Drive Aisle. A driveway lane that accommodates vehicle circulation and access to parking stalls within a parking area. Drive aisle may accommodate one-way or two-way vehicle traffic, depending on the drive aisle width provided in accordance with *Sec. 4C.4.3. (Parking Area Design).*

Drive-Through Facilities. See *Sec. 4C.2.2.C.3. (Drive-Through Facilities).*

Drive-Through Lane. An automobile lane providing access to a service window through which goods or services are provided directly to drivers in vehicles while queueing in an automobile queueing space

Driveway. A space along a public roadway that is designed to accommodate vehicle access to a lot by passing over a public sidewalk to reach a driveway that provides vehicle entry into a lot. Driveways are formed by a sloping break or cut in the curb along the roadway to allow a vehicle to drive over the sidewalk and into a lot.

Driveway Reservoir. The portion of a driveway lane which is designated for ingress vehicular traffic and meets the standards of *Sec. 4C.2.1.2.b. (Driveway Reservoir).*

Dual Frontage. A Frontage District established in *Div. 3B.8. (Dual Frontages).*

Dwelling (Use). See *Sec. 5C.1.1.A. (Dwelling).*

Dwelling Unit. A habitable residential unit serving as a primary residency or having a tenancy of 30 days or greater. Includes household dwelling unit and efficiency dwelling unit.

Dwelling Units Per Lot. See Sec. 6C.1.1. (*Dwelling Units Per Lot*).

E

Easement. A right given to a person or entity to trespass upon or use land owned by another.

Eating & Drinking (Use). See Sec. 5C.1.5.C. (*Eating & Drinking*).

Efficiency Dwelling Unit. A dwelling unit serving as a primary residence or having a tenancy of 30 days or more that contains only one habitable room, is limited to 455 square feet in floor area, may include a kitchenette, but may not include a full kitchen. The dwelling unit may include an exterior entry or an entry from a common interior corridor.

Eldercare Facilities Incentive Program. See Sec. 9.4.3. (*Eldercare Facilities Incentive Program*).

Eldercare Facility (General Incentives Program). Any assisted living, senior independent living, or skilled nursing home. See Sec. 9.4.3. (*Eldercare Facilities Incentive Program*).

Electronics Assembly (Use). See Sec. 5C.1.7.A. (*Electronics Assembly*).

Electric Vehicle Charging Station. One or more electric vehicle charging spaces served by an electric vehicle charger or other charging equipment allowing charging of electric vehicles.

Elevation. The vertical position or vertical location of something along a vertical direction above or below a given vertical datum.

Elevation Projection. An orthographic projection, that is a two-dimensional drawing of the building's facades. Elevation projections have an angle of elevation of zero degrees (horizontal). See also Building Elevation.

Emergency (Coastal Development Permit (Post-Certification)). See Sec. 13B.9.2. (*Coastal Development Permit (Post-Certification)*).

Emergency Transitional Shelters, Charitable Organizations. See Sec. 1.5.3. (*Emergency Transitional Shelters - Charitable Organizations*).

Emergency Transitional Shelters, City Owned and Leased Property. See Sec. 1.5.2. (*Emergency Transitional Shelters - City Owned and Leased Property*).

Employment Center. For the purposes contained in Article 9 of this document; A project in which a minimum of 50% of the floor area permitted by the Base FAR contains nonresidential uses. See Sec. 9.3.4.C.4. (*Employment Centers*).

Employment Centers Incentive Area. An area of a Community Plan identified in the applicable Community Plan Implementation Overlay as eligible to utilize the incentive in Sec. 9.3.4.C.4. (*Employment Centers*).

Enclosed. See Sec. 14.1.4.A.1. (*Enclosed*).

Enclosed Projecting Structures (Horizontal Encroachment). See Sec. 14.1.5.A.1.e. (*Enclosed Projecting Structures (Horizontal Encroachment)*).

Enclosure - %. See Sec. 14.1.4. (*Enclosure - %*).

Encroachment. See Sec. 14.1.5. (*Encroachment*).

End Stall. The last parking stall in a row, beyond which the drive aisle does not continue.

Entertainment Venue. See Sec. 5C.1.5.D. (*Entertainment Venue*).

Entry Feature. See Sec. 3C.5.2. (*Entry Feature*)

Environmental Protection Measures. See Sec. 4C.13.1. (*Environmental Protection Measures*).

Environmentally Sensitive Habitat Area (Coastal Development Permit (Post-Certification)). See Sec. 13B.9.2. (*Coastal Development Permit (Post-Certification)*).

Equine. Any horse, pony, donkey, burro, or mule which is 12 months of age or older, and is issued a current Equine License by the City Department of Animal Services. An animal which is under 12 months of age, and is the offspring of or is unweaned and being nursed by a female equine lawfully kept on the property where said animal is kept, shall not be considered an equine and shall be allowed by right on said property.

Equine, Animal Keeping, Commercial (Use). See Sec. 5C.1.9.A.3. (*Animal Keeping, Equine, Commercial*).

Equine, Animal Keeping, Non-Commercial (Use). See Sec. 5C.1.9.A.4. (*Animal Keeping, Equine, Non-Commercial*).

Evaluation Of Non-Compliance. See Sec. 13B.6.1. (*Evaluation Of Non-Compliance*).

Existing Building. A building existing on the date of application for any approval in *Article 13 Administration*.

Existing Grade. Grade as established prior to any site modification. Existing grade does not include fill material or retained soil established without a grading permit. Excludes window wells, and depressed access points to a building or structure, such as driveways and stairways (other than those used to access required street-facing entrances).

Existing Uses. Any use enumerated in this Zoning Code (Chapter 1A) for which any lot or portion of a lot is used at the time the property is first classified in a zone.

Extended Home-Sharing. See Sec.5C.4.4.B.4. (*Extended Home-Sharing*).

Exterior Face. The outermost surface of any object such as a window, wall, or building.

Exterior Wall. Any wall which forms the envelope of a building, separating its interior from its exterior.

External Reflectance. See *Sec. 4C.10.2.D (Measurement)*.

Extremely Economically Disadvantaged Area. A ZIP code that includes a census tract, or portion thereof, in which the median annual household income is less than \$32,000 per year, as measured and reported by the U.S. Census Bureau in the 2010 U.S. Census, and as updated by the parties upon the U.S. Census Bureau issuing updated Median Annual Household income data by census tract in the American Community Survey. *Sec. 13B.1.1.E.13. (Definitions)*.

F

Facade. The above-grade, non-roof portions of the exterior building envelope.

Facade Area. Any surface area of a facade.

Facade Break. The minimum recess in a street facing facade that is required to establish a single street-facing building length as separate facades for the purpose of measuring facade width. See *Sec. 2C.6.2.E. (Facade Break)*.

Facade Modification (Project Activities). Any exterior modification of the facade of a building or structure. See *Sec. 14.1.15.C.5. (Facade Modification)*.

Facade Plane. See Building Face.

Facade Width. The horizontal dimension of street-facing facade, uninterrupted by a facade break. See *Sec. 2C.6.2. (Facade Width)*.

Facing. See *Sec. 14.1.6. (Facing)*.

Family Child Care, Household Business (Use). See *Sec. 5C.1.1.B.1. (Family Child Care)*.

Farmers' Market (Use). See *Sec. 5C.4.1. (Farmers' Market)*.

Farmers' Market, Certified, Retail (Use). See *Sec. 5C.1.5.L.3. (Retail, Farmers' Market, Certified)*.

Farming, Plant Cultivation (Use). See *Sec. 5C.1.9.B.2. (Plant Cultivation, Farming)*.

Feasible. See *Sec. 13B.9.A.1. (Administration)*.

Feasible Coastal Development. See *Div. 13B.9. (Coastal Development)*.

Fence. A constructed vertical barrier of wood, masonry, wire, metal, or other manufactured material, or combination of materials erected to enclose, screen, or separate areas. A fence differs from a wall in not having a solid foundation along its entire length.

Fences, Walls Hedges, and Screening (Horizontal Encroachment). See *Sec. 14.1.5.A.1.l. (Fences, Walls Hedges and Screening (Horizontal Encroachment))*.

Fill. See Fill in *LAMC Chapter 9, Sec. 91.7003. (Definitions)*.

Final Tract Map (Administration). A map prepared in accordance with the provisions of *Div. 13B.7 (Division of Land)*, and with any applicable provisions of the *Subdivision Map Act*, designed to be recorded in the Office of the County Recorder of Los Angeles. *Div. 13C.1. (Administration)*.

Final Tract Map. See *Sec. 11.3.1. (Final Tract Map)*.

Financial Services. See *Sec. 5C.1.5.E. (Financial Services)*.

Financial Services, General. See *Sec. 5C.1.5.E.1. (Financial Services, General)*.

Finished Floor Elevation. The elevation of the uppermost surface of the structural floor.

Finished Grade. Grade as established after a grading permit or where no grading permit is required, the existing grade.

Fire Protection. Such fire hydrants and other protective devices as required by the Chief Engineer of the Fire Department.

Firearms, Retail (Use). See *Sec. 5C.1.5.L.4. (Retail, Firearms)*.

First Public Road Paralleling the Sea (Coastal Development Permit (Post-Certification)). See *Sec. 13B.9.2. (Coastal Development Permit (Post-Certification))*.

Flatwork (Horizontal Encroachment). Any constructed object 2.5 feet in height or less measured from surrounding finished grade, including pavement. See *Sec. 14.1.5.A.1.k. (Flatwork (Horizontal Encroachment))*.

Flatwork (Vertical Encroachment). See *Sec. 14.1.5.B.1.g. (Flatwork, Vertical Encroachment)*.

Fleet Services (Use). See *Sec. .5C.1.2.D. (Fleet Services)*.

Flood Hazard. A hazard to land or improvements due to overflow water having sufficient velocity to transport or deposit debris, scour the surface soil, dislodge or damage buildings, or erode the banks of water courses.

Floor Area. The total area of floor space within a building or structure meeting the definitions of covered and enclosed. See *Sec. 14.1.7. (Floor Area)*.

Floor Area Ratio (FAR). The measurement of a building's floor area in relation to the size of the lot upon which the building is located. See *Sec.2C.4.1. (Floor Area Ratio (FAR))*.

Focal Entry Feature. Improved design standards applied to the primary entrance along the public way. See *Sec. 3D.8.3. (Focal Entry Feature)*.

Food & Beverage, Retail (Use). See *Sec. 5C.1.5.L.5. (Retail, Food & Beverage)*.

Food & Drink, Manufacturing, Light (Use). See *Sec. 5C.1.7.C.5. (Food & Drink)*.

Food & Drink Preparation Area. All floor area within an Eating & Drinking use where employees prepare food or beverages, including kitchens, bartender stations, dishwashing facilities, storage, refrigeration closets, employee office, and all other areas reserved for employee use.

Foundation Wall. Any above-grade portion of a facade located below the finished ground story.

Freeway. Property owned by the California Department of Transportation (Caltrans) that is used for highway purposes. See Sec. 8.3.2. (*Freeway*).

Freight Loading Area. See Sec. 4C.2.2.C.2 (*Freight Loading Area*).

Freight Terminal (Use). See Sec. 5C.1.4.B. (*Freight Terminal*).

Frequency. See Sec.14.1.8. (*Frequency*).

Front Yard. See Sec. 14.1.16.B.1. (*Yard Designation*).

Frontage District. See Part 3B. (*Frontage Districts*).

Frontage Lot Line. See Sec. 14.1.12.B.1. (*Frontage Lot Line, Lot Line Determination*).

Frontage Planting Area. The area on a lot designated and designed for plants. See Sec. 3C.3.1. (*Frontage Planting Area*).

Frontage Screen. A planting area with a wall, fence, or hedge, located along a public right-of-way, and typically intended for screening surface parking lots, utilities, heavy commercial uses, and industrial uses. See Sec. 4C.8.1. (*Frontage Screens*).

Frontage Yard. See Sec. 14.1.16.C.1. (*Frontage Yard*).

Frontage Yard Fence and Wall. A wall, fence, or hedge intended for front yards where a sense of privacy and enclosure is desired. See Sec.3C.3.2. (*Frontage Yard Fence and Wall Type*). See also Sec. 4C.7.1. (*Fences & Walls*).

Fueling Station, Motor Vehicle Services (Use). See Sec. 5C.1.6.A.3. (*Motor Vehicle Services, Fueling Station*).

Full Building Method (Grade Plane Elevation). See Sec. 14.1.9.C. (*Full Building Method (Grade Plane Elevation)*).

Full-service Grocery Store. A retail store which stocks a minimum inventory in the following food groups: fresh and frozen meats and poultry; canned, fresh, and frozen fruits and vegetables; dairy products; cereals; canned fish; bread products; and infant food and formula.

Fully Enclosed Building. As defined by *International Building Code*.

Fully Shielded Luminaire. A luminaire that allows no light emission above a horizontal plane through the luminaire.

Future Street or Alley. Any real property which the owner has offered for dedication to the City for street or alley purposes, but which has been rejected by the City Council of the City of Los Angeles, subject to the right of the Council to rescind its action and accept by resolution at any later date and without further action by the owner, all or part of the property as a public street or alley.

G

General Commercial Uses. See Sec. 5C.1.5. (*General Commercial Uses*).

General Plan (Administration). A comprehensive declaration of purposes, policies, and programs for the development of the City, which includes, where applicable, diagrams, maps, and text setting forth objections, principles, standards, and other features, and which has been adopted by the City Council. See Div. 13C.1. (*Administrative Definitions*).

Geological Exploratory Core Hole (Use). See Sec. 5C.1.8.E.2. (*Exploratory Core Hole*).

Glare. See Sec. 4C.10.2. (*Glare*).

Golf Course, Outdoor Recreation, Commercial (Use). See Sec. 5C.1.3.D.2. (*Outdoor Recreation, Commercial, Golf Course*).

Government, Office (Use). See Sec. 5C.1.2.F. (*Office, Government*).

Government Owned (Use). See Sec. 5C.3.11. (*Government Owned*).

Grade. The elevation or contour of the ground surface of a lot.

Grade Plane. See Grade Plane Elevation.

Grade Plane Elevation. See Sec. 14.1.9. (*Grade Plane Elevation*).

Grading. Grading is any cut or fill, combination of cut and fill, or recompaction of soil, rock, or other earth materials.

Green Waste (Use). All yard trimmings or leaves, grass clippings, agricultural wastes, and vegetative landscaping materials generated from the maintenance of yards, parks, or other similar facilities. See Sec. 5C.1.8.F.2 (*Green Waste*).

Grocery Store Incentive Area. An area of a Community Plan identified in the applicable Community Plan Implementation Overlay as eligible to use Sec. 9.3.4.C.2. (*Full-Service Grocery Store*).

Gross Vehicle Weight Rating. The maximum weight a vehicle can carry, including driver, passengers, and cargo.

Ground-Mounted Equipment. See Sec. 4C.12.1. (*Ground-Mounted Equipment*).

Ground Mounted, Mechanical Equipment (Horizontal Encroachment). See Sec. 14.1.5.A.1.f. (*Mechanical Equipment- Ground Mounted*).

Ground Story. See *Sec. 14.1.10.A. (Ground Story Determination)*.

Ground Story Facade. See *Sec. 14.1.10.B. (Ground Story Facade)*.

Ground Story Facade Area. The portion of an above-grade building facade located on the ground story.

Ground Story Height. See *Sec. 3C.6.1. (Ground Story Height)*.

Ground Story Modules. See *Sec. 14.1.10.A.2. (Ground Story Modules)*.

Ground Story Windows. Any windows on the ground story facade.

Ground Surface. Any hardscape or softscape surface which is at-grade and is exterior to any building.

Groundcover (Plants). See *Sec. 4C.6.4.C.3.c. (Groundcover & Turf Plants)*.

H

Habitable Room. An enclosed subdivision in a residential building commonly used for living purposes, but not including any lobby, hall, closet, storage space, water closet, bath, toilet, slop sink, general utility room, or service porch. A recess from a room or an alcove (other than a dining area), or a mezzanine having 50 square feet or more of floor area and located where it could be partitioned off to form a habitable room, shall be considered a habitable room. For the purpose of applying the automobile parking stall requirements per *Sec. 4C.4.1. (Automobile Parking Stalls)*, any kitchen shall not be considered a habitable room.

Habitable Space. Any occupiable space designed and intended for living, sleeping, eating, or cooking. restrooms, toilet rooms, closets, halls, storage or utility spaces, and similar areas are not considered habitable spaces.

Hazardous Waste, Solid Waste Facility (Use). See *Sec. 5C.1.8.F.3. (Hazardous Waste)*.

Health Center. A healthcare facility certified by the United States Department of Health and Human Services, Health resources and Services Administration (HRSA) as a Federally Qualified Health Center (FQHC), or FQHC Look-Alike as defined by the HRSA. See *Sec. 9.3.4.C.3. (Health Center)*.

Health Center Incentive Area. An area of a Community Plan identified in the applicable Community Plan Implementation Overlay as eligible to use *Sec. 9.3.4.C.3. (Health Centers)*.

Hearing Officer (Administration). Any Department of City Planning planner conducting a public hearing on behalf of the Director of Planning or the City Planning Commission. See *Div. 13C.1. (Administration)*.

Heavy Commercial Uses (Use). See *Sec. 5C.1.6. (Heavy Commercial Uses)*.

Heavy Industrial Uses (Use). See *Sec. 5C.1.8. (Heavy Industrial Uses)*.

Hedge. See *Sec. 4C.6.4.C.3.d. (Hedges)*.

Height in Feet. See Sec. 2C.4.2. (*Height in Feet*).

Height in Stories. See Sec. 2C.4.3. (*Height in Stories*).

Height Transition. A reduction in the maximum height allowance of buildings and structures for a limited depth along non-street lot lines. See Sec. 2C.5.3. (*Height Transition*).

Height Transition Depth. See Sec. 2C.5.3.D.2. (*Height Transition Depth*).

Heliport (Use). See Sec. 5C.1.4.E. (*Heliport*).

High-Rise Sign. A sign located at least 100 feet above grade and attached to the wall of a building. See Sec. 4C.11.6.C.2.

Hillside Area. Lots identified as being in a Hillside Area, as established in Sec. 1.5.6. (*Hillside Area Map*).

Historic (Historic Preservation). See Sec. 13B.8.1.C. (*Historic Preservation*).

Historic-Cultural Monument. Any building, structure, landscaping, natural feature, or lot designated by the City as a City Historic-Cultural Monument.

Historic Preservation Overlay Zone (HPOZ) (Historic Preservation). Any area of the City containing buildings, structures, landscaping, natural features or lots having historic, architectural, cultural or aesthetic significance and designated as a Historic Preservation Overlay Zone. See Div. 13B.8.1.C. (*Historic Preservation*).

Historical Property Contract (Historic Preservation). See Div. 13B.8.1.C. (*Historic Preservation*).

Historic Resources Survey (Historic Preservation). See Div. 13B.8.1.C. (*Historic Preservation*).

Home Occupation, Household Business (Use). See Sec. 5C.1.1.B.2. (*Home Occupation*).

Home Sharing, Household Business (Use). See Sec. 5C.1.1.B.3. (*Home Sharing*).

Horizontal Bands. A continuous band of material running horizontally across a facade. See Sec. 3D.6.3. (*Horizontal Bands*).

Horizontal Bicycle Storage. See Sec. 4C.3.2.C.2.b. (*Horizontal Storage*).

Horizontal Encroachment. See Sec. 14.1.5.A. (*Encroachment, Horizontal*).

Horizontal Illuminance. The amount of light falling on a horizontal plane, as measured with a light meter in units of footcandles.

Hours of Operation (Use). The hours in which a business is open to the public. See Sec. 5C.3.12. (*Hours of Operation*).

Household. One or more persons living together in a dwelling unit, with common access to, and common use of all living, kitchen, and eating areas within the dwelling unit.

Household Business (Use). See Sec. 5C.1.1.B. (*Household Business*).

Household Dwelling Unit. A dwelling unit serving as a primary residency or having a tenancy of 30 days or greater, and includes a full kitchen or kitchenette.

Household Moving Truck Rental, Motor Vehicle Sales and Rental (Use). See Sec. 5C.1.6.B.1. (*Motor Vehicle Sales and Rental, Household Moving Truck Rental*).

Housing Development. The construction pursuant to a building permit, or the proposed conversion to condominium ownership pursuant to a final subdivision tract map, submitted for approval of any multiple dwelling, residential condominium development or cooperative apartment home having 5 or more dwelling units.

Housing Development Project. The construction of 5 or more new dwelling units, the addition of 5 or more residential units to an existing building or buildings, the remodeling of a building or buildings containing 5 or more residential units, or a mixed use development containing residential units. For the purpose of establishing the minimum number of 5 dwelling units, restricted affordable units shall be included, and density bonus units shall be excluded.

I

Illuminated Canopy Sign. See Sec. 4C.11.6.C.3. (*Illuminated Canopy Sign*).

Improvement Procedure (Streets and Parks). See Sec. 10.1.5. (*Improvement Procedure*).

Improvement Standards (Streets and Parks). See Sec. 10.1.9. (*Improvement Standards*).

In Conjunction With (Use). See Sec. 5C.3.13. (*In Conjunction With*).

In-Kind. A replacement with the same material type, design, dimension, texture, detailing, and exterior appearance.

Incidental To. See Sec. 5C.3.14. (*Incidental To*).

Individual with a Disability (Reasonable Accommodation). See Sec. 13B.5.5. (*Reasonable Accommodation*).

Indoor, Local, Entertainment Venue (Use). See Sec. 5C.1.5.D.3. (*Entertainment Venue, Indoor, Local*).

Indoor Recreation, Commercial (Use). See Sec. 5C.1.3.A. (*Indoor Recreation, Commercial*).

Indoor, Regional, Entertainment Venue (Use). See Sec. 5C.1.5.D.2. (*Entertainment Venue, Indoor, Regional*).

Indoor Storage (Use). The holding of goods, merchandise, supplies, material, machinery, equipment, or other items for future use located indoors. See Sec. 5C.1.6.C. (*Storage, Indoor*).

Indoor Storage, General (Use). See Sec. 5C.1.6.C.1. (*General*).

Instructional Services (Use). See Sec. 5C.1.5.F. (*Instructional Services*).

Integrated Parking. A parking structure within or attached to a building that is primarily used for a non-parking uses, such as residential or commercial uses. For a parking structure to be considered an integrated parking structure, motor vehicle use area in a building shall not be greater than the floor area (Sec. 14.1.7. Floor Area) of the building.

Interim Lodging Unit Housing Project. The physical re-purposing or adaptation of an existing lodging unit, for use as supportive housing or transitional housing for persons experiencing homelessness or those at risk of homelessness.

Interior. All enclosed and covered areas included within surrounding exterior walls of a building.

Interior Wall. Any wall which is within the envelope of a building, not separating its interior from its exterior.

Inundation. Ponded water, or water in motion, of sufficient depth to damage property due to the presence of the water or to deposit of silt.

J

Joint Living and Work Quarters, Household Business (Use). See Sec. 5C.1.1.B.4. (*Household Business, Joint Living and Work Quarters*).

Junior Accessory Dwelling Unit. A unit no more than 500 square feet in size and contained entirely within a single-unit dwelling. A junior accessory dwelling unit may include separate sanitation facilities or share sanitation facilities with the existing structure.

K

K-12, School (Use). See Sec. 5C.1.2.J.2. (*School, K-12*).

Kennel, Animal Services (Use). See Sec. 5C.1.5.A.1. (*Animal Services, Kennel*).

Kitchen. An area designed to be used for the preparation of food that includes a sink and has any of the following: 1) a refrigerator rough-in greater than 30" in width; 2) a gas connection; 3) an oven and range; 4) 240V electrical connection; or 5) counter space in excess of 10 sf.

Kitchenette. An area designed to be used for the preparation of food that includes a sink and meets all of the following standards: 1) shall not have a refrigerator rough-in greater than 30" in width; 2) shall not have a gas connection; 3) shall not have a 240V electrical connection; and 4) counter space shall be a maximum of 10 sf.

L

Landing Platforms. The portion of a floor adjacent to an elevator, ramp, stair, or door, designed to provide a stable space to stand.

Landscaping. Any lot features including; non-building structures, standalone fences and walls, site furniture, flatwork, ground treatments, vegetation, landforms, stormwater management features, outdoor lighting, water features, or outdoor access and circulation.

Landscaping (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

Large Format, Retail (Use). See *Sec. 5C.1.5.L.6. (Retail, Large Format)*.

Large Project. See *Sec. 4C.5.3. (Large Project)*.

Large Species Tree. A tree with a minimum 30-foot canopy spread at maturity.

Leachates. Any liquid which has come into contact with or percolated through composting or curing materials and contains extracted or dissolved substances therefrom, or any other liquid which has been generated by the decomposition process.

Leader (Plants). The tip of the main stem of a plant.

Legislative Decision (Administration). See *Sec. 13A.2.1.B. (Applicability; Procedural Categories)*.

Light Industrial Uses. See *Sec. 5C.1.7. (Light Industrial Uses)*.

Light Trespass. Light that falls beyond the property it is intended to illuminate.

Live/Work, Household Business (Use). See *Sec. 5C.1.1.B.5. (Household Business, Live/Work)*.

Livestock, Animal Keeping (Use). See *Sec. 5C.1.9.A.5. (Animal Keeping, Livestock)*.

Living Wall. A system permanently attached to the exterior building facade, supporting vegetation with its growing medium and integrated irrigation system.

Loading Space. A designated space within a motor vehicle use area that accommodates the short-term parking of a commercial vehicle for the purposes of loading and unloading goods and materials in accordance with *Sec. 4C.2.2.C.3. (Loading Areas)*.

Local Affordable Housing Incentive Map. A map as defined in *Sec. 1.4.4. (Local Housing Incentive Map)*.

Local Affordable Housing Incentive Program. See *Sec. 9.3.2. (Local Affordable Housing Incentive Program)*.

Local, Civic Facility (Use). See *Sec. 5C.1.2.B.1. (Local)*.

Local Coastal Program (Coastal Development). See *Div. 13B.9. (Coastal Development)*.

Local, Medical (Use). See *Sec. 5C.1.2.E.1. (Local)*.

Local Public Agency (Supportive or Transitional Housing). An agency, identified on a list maintained by the Department of City Planning, that funds Supportive Housing and Transitional Housing for persons experiencing homelessness or at risk of homelessness.

Local Street. Any public right-of-way designated as a Local Street on the Citywide General Plan Circulation System maps of the Mobility Element of the General Plan.

Lodging (Use). See Sec. 5C.1.5.G. (*Lodging*).

Lodging Room. Any habitable room (except a kitchen), designed or used for transient occupancy, often for periods of less than 30 days consecutively. Lodging rooms must be associated with the lodging commercial use.

Long-Term Bicycle Parking. See Sec. 4C.3.3 (*Long-Term Bicycle Parking Design*).

Los Angeles City Oil Field Area. See Sec. 8.2.4.B.3.d. (*Los Angeles City Oil Field Area*).

Los Angeles County River Master Plan's Landscaping Guidelines. A County of Los Angeles Department of Public Works resource that provides a framework for public recreation and non-motorized transportation, creates an indigenous native plant landscape, implements watershed management BMPs, utilizes sustainable forms of energy and materials, and creates an identity for the Los Angeles River. See Sec. 1.4.5. (*Targeted Planting Areas Map*).

Los Angeles Fire Department Equipment. Any equipment owned or installed for the use of the Los Angeles Fire Department.

Lot. See Sec. 14.1.11. (*Lot*).

Lot Amenity Space. An area on a lot designated to be used for active or passive recreation, including common open space, private open space, pedestrian amenity space, and privately-owned public space. See Sec. 2C.3.1. (*Lot Amenity Space*).

Lot Area. The amount of land area within the boundaries of a lot. See Sec. 2C.1.1. (*Lot Area*).

Lot Area Per Dwelling Unit. See Sec. 6C.1.2. (*Lot Area per Dwelling Unit*).

Lot Area Per Efficiency Dwelling Unit. See Sec. 6C.1.3. (*Lot Area per Efficiency Dwelling Unit*).

Lot Area-Based Districts (Density). See Sec. 6B.1.2. (*Lot Area-Based Districts*).

Lot Line. The boundaries of a lot. See Sec. 14.1.12. (*Lot Line Determination*).

Lot Line-Facing Facade. See Sec. 14.1.6.B. (*Lot Line-Facing*).

Lot Modification. A change (increase or decrease) in the size of an existing lot through a boundary adjustment or lot tie, or the creation of new lots through subdivision, as defined in Subdivision Map Act, Section 66424.

Lot Modification (Project Activities). See Sec. 14.1.15.C.3.

Lot Tie. A legally binding covenant to hold multiple lots as one.

Lot Width. See Sec. 2C.1.2. (*Lot Width*).

Lot-Based Districts (Density). See Sec. 6B.1.1. (*Lot-Based Districts*).

Lots Affected by Street Widening. See *Sec. 10.1.8. (Lots Affected by Street Widening)*.

Low Impact Development (LID). Refers to the Low Impact Development (LID) program, which establishes requirements for stormwater and urban runoff control. The program is administered by LA Sanitation and Environment (LASAN) and is authorized by *LAMC Chapter 6, Sec. 64.72 (Stormwater and Urban Runoff Pollution Control Measures for Development Planning and Construction Activities)*.

Lower Income Households. Annual income of a household that does not exceed the amount designated for that category as defined in *California Health and Safety Code, Section 50079.5 (Definitions)*.

Luminaire. The complete lighting unit (fixture), consisting of a lamp or lamps, and ballasts (when applicable), together with the parts designed to distribute the light (reflector, lens, diffuser), to position and protect the lamps, and to connect the lamps to the power supply. See *Sec. 4C.10.1. (Outdoor Lighting)*.

M

Main Traveled Roadway of a Freeway. The portion of a freeway, including interchange roadways connecting one freeway with another, which is designed for the movement of large volumes of vehicular traffic, efficiently and safely at high speed. Does not include service roadways, landscape areas, or ingress or egress ramps connecting the freeway with other streets.

Maintenance & Repair (Project Activities). See *Sec. 14.1.15.C.10. (Maintenance & Repair)*.

Maintenance & Repair (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

Maintenance & Repair Services (Use). See *Sec. 5C.1.7.B. (Maintenance & Repair Services)*.

Major Addition. [\[Forthcoming\]](#)

Major Demolition (Project Activities). See *Sec. 14.1.15.C.2. (Major Demolition)*.

Major Renovation (Project Activities). See *Sec. 14.1.15.C.8. (Major Renovation)*.

Major Transit Stop. As defined in *California Public Resources Code, Section 21155(b)*.

Major, Utilities (Use). See *Sec. 5C.1.2.L.2. (Major)*.

Majority (Administration). A majority number of the members of the respective body, not the majority of members present. See *Div. 13C.1. (Administration)*.

Manufacturing, Heavy (Use). See *Sec. 5C.1.8.B. (Manufacturing, Heavy)*.

Manufacturing, Heavy, General (Use). See *Sec. 5C.1.8.B.1. (Manufacturing, Heavy, General)*.

Manufacturing, Light (Use). See *Sec. 5C.1.7.C. (Manufacturing, Light)*.

Manufacturing, Light, General (Use). See *Sec. 5C.1.7.C.1. (Manufacturing, Light, General)*.

Maps, Local Drainage Districts, Exemption From Fees (Streets and Parks). See *Sec. 11.3.7. Maps, Local Drainage Districts, Exemption From Fees*.

Marquee Sign. A sign displayed on the periphery of a marquee. See *Sec. 4C.11.6.C.4*.

Massage, Licensed, Personal Services (Use). See *Sec. 5C.1.5.J.2 (Licensed)*.

Massage, Unlicensed, Personal Services (Use). See *Sec. 5C.1.5.J.3. (Unlicensed)*.

Mechanical and Utility Equipment. Any building mechanical services equipment including heating, cooling, and ventilation equipment; electrical systems, plumbing or piping; or any sustainable energy systems.

Mechanical Exhaust Outlets. Any pneumatic conveyor or port which expels any air or gas as part of the function of any building mechanical systems.

Medical (Use). See *Sec. 5C.1.2.E. (Medical)*.

Medical Care, Supportive Housing (Use). See *Sec. 5C.1.1.D.2. (Medical Care)*.

Medical Clinic (Use). See *Sec. 5C.1.5.H. (Medical Clinic)*.

Medium Project. See *Sec. 4C.5.2. (Medium Projects)*.

Merchant Market, Retail (Use). See *Sec. 5C.1.5.L.7. (Retail, Merchant Market)*.

Merger and Resubdivision (Streets and Parks). See *Sec. 11.3.6. (Merger and Resubdivision)*.

Mezzanine. See *Sec. 14.1.10.H. (Mezzanine)*.

Ministerial Action. Any action involving only the non-discretionary application of objective standards, including the processes described in *Sec. 13A.2.1.B. (Procedural Categories)*.

Ministerial Decision (Administration). A decision based on the non-discretionary application of objective standards. See *Sec. 13A.2.1.B. (Procedural Categories)*.

Minor Addition. [\[Forthcoming\]](#)

Minor Renovation (Project Activities). See *Sec. 14.1.15.C.9. (Minor Renovation)*.

Minor, Utilities (Use). See *Sec. 5C.1.2.L.1. (Minor)*.

Mobilehome. As defined by *California Health and Safety Code, Section 18008*.

Mobilehome Park (Use). See *Sec. 5.C.1.1.C. (Mobilehome Park)*.

Model Dwelling. A structure including a maximum of one dwelling unit having all the following characteristics:

1. The unit is constructed on a proposed lot or in a proposed building previously designated as a model dwelling site by the Advisory Agency in a subdivision or a multiple unit development for

which the Advisory Agency has approved or conditionally approved a tentative tract map, but for which a final tract map has not yet been recorded.

2. The proposed lot upon which the unit is constructed is recognized as a legal building site for the duration of the model dwelling permit.
3. No Certificate of Occupancy for such unit has been issued by the Superintendent of Building.
4. Where applicable, temporary access to the lot is permitted over future streets previously restricted to public access.
5. The unit is intended to be temporarily used as an example of the dwellings which have been built or are proposed to be built in the same subdivision or multiple unit development.

Moderate Income Households. Annual income of a household that does not exceed the amount designated for that category as defined in the *California Health and Safety Code, Section 50052.5*.

Modification (Streets and Parks). See *Sec. 11.3.8. (Modifications)*.

Modification of Recorded Final Tract Maps. See *Sec. 11.3.10. (Modification of Recorded Final Tract Maps)*.

Module. Each of a set of parts or independent units that can be used to construct a more complex system. See *Sec. 14.1.10.A.2 (Ground Story Modules)*. See *Sec. 2C.4.3. (Height in Stories)*. See *Sec. 14.1.9.D. (Building Module Method)*.

Monument (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

Monument Sign. A freestanding sign which is wholly independent of a building for support, erected directly upon the existing or artificially created grade, or that is raised no more than 12 inches from the grade to the bottom of the sign. See *Sec. 4C.11.6.C.5. (Monument Sign)*.

Motor Vehicle. A motor propelled road vehicle with the ability to reach speeds over 20 miles per hour. Includes automobiles, motorcycles, and freight vehicles. Does not include a self-propelled wheelchair, motorized tricycle, or motorized quadricycle operated by a person who, by reason of physical disability, is otherwise unable to move about as a pedestrian

Motor Vehicle Sales and Rental (Use). See *Sec. 5C.1.6.B. (Motor Vehicle Sales and Rental)*.

Motor Vehicle Services (Use). See *Sec. 5C.1.6.A. (Motor Vehicle Services)*.

Motor Vehicle Services, General (Use). See *Sec. 5C.1.6.A.1. (Motor Vehicle Services, General)*.

Motor Vehicle Use Area. See *Sec.4C.2.2. (Motor Vehicle Use Area Design)*.

Movable Tiny House. An enclosed space intended for separate, independent living quarters, that meets all of the following:

1. Is licensed and registered with the California Department of Motor Vehicles;

2. Meets the American National Standards Institute (ANSI) 119.5 requirements or the National Fire Protection Association (NFPA) 1192 standards, and is certified for ANSI or NFPA compliance;
3. Cannot move under its own power;
4. Is no larger than allowed by California State Law for movement on public highways; and
5. Is no smaller than 150 and no larger than 430 square feet as measured within the exterior faces of the exterior walls.

Multi-Story Building. A building with one or more stories constructed above the ground story.

N

N/A. Not applicable.

Native Plants. Any tree, shrub, or plant species specified by Water Use Classification of Landscape Species (WUCOLS) as native to the South Coastal region.

Natural Feature (Historic Preservation). See Sec. 13B.8. (*Historic Preservation*).

Nature Reserve (Use). See Sec. 5C.1.3.B. (*Nature Reserve*).

New Construction (Project Activities). See Sec. 14.1.15.C.1. (*New Construction (Project Activities)*).

Nightlife Beverage Program (On-Site Alcohol Consumption in Entertainment Districts). See Sec. 5C.4.3. *Nightlife Beverage Program (On-Site Alcohol Consumption in Entertainment Districts)*.

Non-Solid Area (Enclosure). See Sec. 14.1.4.A.5. (*Non-Solid Area*).

Non-Contributing Element (Historic Preservation). See Sec. 13B.8. (*Historic Preservation*).

Non-Medical, Supportive Housing (Use). See Sec. 5C.1.1.D.3. (*Non-Medical*).

Non-Permitted Dwelling Units Where Affordable Housing is Provided. See Sec. 9.4.4. (*Non-Permitted Dwelling Units Where Affordable Housing is Provided*).

Non-Urbanized Area. See Sec. 8.2.4.B.3.a. (*Non-Urbanized Area*).

Nonconforming. See Article 12 of this Zoning Code (Chapter 1A).

Nonconforming Site or Lot. A lot that conformed to the zoning regulations, if any, at the time it was established, but does not conform to current requirements of this Zoning Code (Chapter 1A).

Nonconforming Structure. A structure that conformed to the regulations, if any, at the time it was established, but does not conform to current requirements of this Zoning Code (Chapter 1A).

Nonconforming Use. A use that conformed to the zoning regulations, if any, at the time it was established, but does not conform to current requirements of this Zoning Code (Chapter 1A).

Noncontributing Element (Historic Preservation). See Div. 13B.8. (*Historic Preservation*).

Not Permitted (Use). See Sec. 5C.2.6. (*Not Permitted* (--)).

Notifications. See Sec. 11.3.2. (*Notifications*).

Nuisance, Public (Public Nuisance Abatement Program). Trash, debris, rubbish, weeds, graffiti, unpermitted posters/handbills, or illegal postings.

O

Occupiable. See Occupiable Space.

Occupiable Space. Any area designed and intended for human occupancy with a minimum clear height of 7.5 feet.

Ocean - Submerged Land. See Sec. 8.3.3. (*Ocean - Submerged Land (SL)*).

Off-Site Sign. See Sec. 4C.11.3. (*Off-Site Signs*).

Office (Use). See Sec. 5C.1.5.1. (*Office*).

Office, Government (Use). See Sec. 5C.1.2.F. (*Office, Government*).

Official Motor Vehicle Impound, Outdoor Storage (Use). See Sec. 5C.1.6.D.4. (*Outdoor Storage, Official Motor Vehicle Impound*).

Offshore Area. See Sec. 8.2.4.B.3.c. (*Offshore Area*).

Oil Drilling Districts (O). See Sec. 8.2.4. (*Oil Drilling Districts*).

Oil Well. Any well or hole already drilled, being drilled, or to be drilled into the surface of the earth which is used or intended to be used in connection with coring, or the drilling for prospecting for or producing petroleum, natural gas or other hydrocarbon substances, or is used or intended to be used for the subsurface injection into the earth of oil field waste, gases, water or liquid substances, including any such existing hole, well or casing which has not been abandoned in accordance with the requirements of *Chapter 5, Article 7 (Fire Prevention and Prevention)* except that oil well does not include temporary geological exploratory core hole as defined in *Div. 14.2 (Glossary)*. See Sec. 5C.1.8.E. (*Resource Extraction*).

Oil Well Class A. Any oil well drilled, conditioned arranged, used or intended to be used for the production of petroleum.

On-Site Sign. See Sec. 4C.11.4. (*On-Site Signs*).

Opacity- %. See Sec. 14.1.13. (*Opacity- %*).

Open Plan Area. See Sec. 5C.3.16. (*Open Plan Area*).

Open Space. See *Amenity Space, Lot*.

Open Space & Recreation Uses (Use). See Sec. 5C.1.3 (*Open Space & Recreation Uses*).

Open Space, Public (Use). See Sec. 5C.1.3.C. (*Open Space, Public*).

Open to the Sky. Having no intervening structure between the finished floor or ground surface and the sky.

Operating Days Per Week. See Sec. 5C.3.17. (*Operating Days Per Week*).

Opposing Lot Line. Lot lines are considered to be opposing if they do not intersect at any point. Determinations as to whether irregular lot lines are opposing shall be made in accordance with Sec. 14.1.14. (*Parallel or Perpendicular to Irregular Lot Line*).

Original Art Mural. A one-of-a-kind, hand-painted, hand-tiled, or digitally printed image on the exterior wall of a building that does not contain any commercial message.

Outdoor Space. See Sec. 2C.3.3.D.1 (*Outdoor Space*).

Outdoor Dining. Any covered or uncovered portion of an eating and drinking establishment which is unenclosed and which is used primarily for the consumption of food or drinks by the patrons of the eating and drinking establishment. Includes outdoor dining areas that are on or above the ground story. Does not include rooftop dining.

Outdoor Display. Any exhibition of goods for retail sale which are outdoors.

Outdoor, Entertainment Venue (Use). See Sec. 5C.1.5.D.1. (*Entertainment Venue, Outdoor*).

Outdoor Furniture (Horizontal Encroachment). See Sec. 14.1.5.A.1.n. (*Outdoor Furniture (Horizontal Encroachment)*).

Outdoor Lighting. See Sec. 4C.10.1. (*Outdoor Lighting*).

Outdoor Recreation, Commercial (Use). See Sec. 5C.1.3.D. (*Outdoor Recreation, Commercial*).

Outdoor Recreation, Commercial, General (Use). See Sec. 5C.1.3.D.1. (*General*).

Outdoor Recreation, Public (Use). See Sec. 5C.1.3.E. (*Outdoor Recreation, Public*).

Outdoor Sound System. See Sec. 5C.3.18. (*Outdoor Sound system*).

Outdoor Storage (Use). See Sec. 5C.1.6.D. (*Outdoor Storage*).

Outdoor Storage, General (Use). See Sec. 5C.1.6.D.1. (*Outdoor Storage, General*).

Owner (Historic Preservation). See Div. 13B.8. (*Historic Preservation*).

P

Parallel or Perpendicular to Irregular Lot Line. See Sec. 14.1.14. (*Parallel or Perpendicular to Irregular Lot Line*).

Parallel Parking. A parking stall having its length parallel to its access drive aisle.

Parcel. A piece of land with defined boundaries intended for the purpose of ownership.

Parcel Map. A map showing a division of land other than those divisions which require a final tract map as defined by the *Subdivision Map Act*. See *Sec. 11.4.4. (Parcel Map)*. See also *Sec. 13C.1 (Administration)*.

Parking (Use). See *Sec. 5C.1.2.G. (Parking)*.

Parking Area. A motor vehicle use area which is used for parking vehicles. Examples include, parking lots and parking structures.

Parking Bay. For a double-loaded aisle, the width of two rows of parking stalls including the width of the access drive aisle in-between. For a single-loaded aisle, the width of a single row of parking stalls including the width of the access drive aisle.

Parking Garage. Any parking structure that is primarily used for parking. For a parking structure to be considered a parking garage, motor vehicle use area in a building shall be greater than or equal to the floor area, see *Sec. 14.1.7. (Floor Area)* of the building. See *Sec. 4C.4.5. (Parking Structure Design)*.

Parking Lot. A parking area that has no floor area below or above it.

Parking Setback. See *Sec. 3C.2.1. (Parking Setback)*.

Parking Stall. See *Automobile Parking Stall*.

Parking Structure. A building that includes parking uses. Includes parking garages and integrated parking structures. See *Sec. 4C.4.5. (Parking Structure Design)*.

Parkway. Area between the edge of the roadway and the adjacent property line excluding that area occupied by the sidewalks. Parkway shall also include any area within a roadway which is not open to vehicular travel.

Passenger Loading Area. Areas designated for the on-site or curbside loading and unloading of passenger vehicles.

Pedestrian Access. A means of approaching or entering a lot from the public right-of-way as a pedestrian in accordance with *Div. 4C.1. (Pedestrian Access)*.

Pedestrian Access Package. See *Sec. 4C.1.1. (Pedestrian Access Package)*.

Pedestrian Accessway. A pedestrian path designed to accommodate pedestrian access from the public right-of-way into a lot and to one or more building entrances, in accordance with *Div. 4C.1. (Pedestrian Access)*.

Pedestrian Amenity Allowance. See *Sec. 3C.1.4. (Pedestrian Amenity Allowance)*.

Pedestrian Amenity-Facing Facade. See *Sec. 14.1.6.C. (Pedestrian Amenity-Facing Facade)*.

Pedestrian Amenity Space. See *Sec. 2C.3.3.C.2. (Pedestrian Amenity Space)*.

Pedestrian Bridges & Tunnels. See Sec. 4C.1.2. (*Pedestrian Bridges & Tunnels*).

Pedestrian Passageway. A publicly accessible pedestrian pathway that provides pedestrian through access from the public right-of-way into and directly through a lot, in accordance with Sec. 4C.1.1.C.3.a. (*Pedestrian Passageway*).

Pedestrian Walkway. Any public right-of-way designated as a Pedestrian Walkway on the Citywide General Plan Circulation System maps of the Mobility Element of the General Plan.

Pedestrian Sign. See Sec. 4C.11.6.C.6. (*Pedestrian Sign*).

Perennial (Plants). A plant that lives more than two years, including woody species and other plants that do not die back annually.

Perimeter Plane (Enclosure). See Sec. 14.1.4.A.3. (*Perimeter Plane*).

Permanent Supportive Housing. As defined in LAAC Division 10 (Contracts), Article 25 (Permanent Supportive Housing and Facilities Infrastructure Stabilization Ordinance), Section 10 51.1.(j). (*Definitions*).

Permanent Supportive Housing Incentive Program. See Sec. 9.4.1. (*Permanent Supportive Housing Incentive Program*).

Permit (Administration). See Sec. 13B.9.1. (*Coastal Development Permit (Pre-Certification)*).

Permitted (Use). See Sec. 5C.2.2. (*Permitted (P)*).

Perpendicular Line (Signs). A straight line between the point on a sign face that is closest to the street and the point where the line intersects the street lot line at a 90 degree angle, as illustrated in Sec. 4C.11.3.D.1.a. (*Measurement, Off-Site Signs*).

Person. An individual, joint venture, joint stock company, partnership, association, club, company, corporation, business trust, or organization, or the manager, lessee, agent, servant, officer, or employee of any of them.

Personal Services (Use). See Sec. 5C.1.5.J. (*Personal Services*).

Personal Services, General (Use). See Sec. 5C.1.5.J.1. (*General*).

Persons in Care. See Sec. 5C.3.19. (*Persons in Care*).

Petroleum & Coal Products, Manufacturing, Heavy (Use). See Sec. 5C.1.8.B.3. (*Manufacturing, Petroleum & Coal Products*).

Pet Shop, Animal Sales & Services (Use). See Sec. 5C.1.5.A.1

Pets, Animal Keeping (Use). See Sec. 5C.1.9.A.6. (*Animal Keeping, Pets*).

Plant. See Div. 4C.6 (*Plants*).

Plant Cultivation (Use). See Sec. 5C.1.9.B. (*Plant Cultivation*).

Plant Type. See Sec. 4C.6.4.C.3. (*Plant Type*).

Planting Area. See Sec. 3C.3.1. (*Planting Area*).

Planting Hole. A hollow space dug within the planting area to accommodate the placement of a plant.

Pole Sign. See Sec. 4C.11.6.C.7. (*Pole Sign*).

Postmortem Services (Use). See Sec. 5C.1.5.K. (*Postmortem Services*).

Post-Secondary, School (Use). See Sec. 5C.1.2.J.3. (*School, Post-Secondary*).

Preliminary Parcel Map. A map made for the purpose of showing the design of a proposed subdivision creating 4 or fewer parcels, 4 or fewer condominiums, or 4 or fewer units in a community apartment project or stock cooperative, and showing the existing conditions in and around it. Does not need to be based on an accurate or detailed final survey of the property. See Sec. 11.4.2. (*Preliminary Parcel Map Standards*).

Preschool/Daycare, School (Use). See Sec. 5C.1.2.J.1. (*Preschool/Day Care*).

Primary Residence. A place of residence for an individual or group of individuals to live for more than six months out of the year.

Primary Roof Form. The form of the roof which covers at least 80% of the building footprint.

Primary Street. See Primary Street Lot Line.

Primary Street Lot Line. See Sec. 14.1.12.C.1. (*Primary Street Lot Line*).

Primary Street Map. See Sec. 1.4.3. (*Primary Street Map*).

Principal Material. See Sec. 3D.10.1. (*Principal Materials*).

Principal Structure. Any Structure that is not an accessory structure.

Private Club. Any facility organized solely for the promotion of some common interest and which is accessible to club members and their guests only. Includes business, fraternal, political, and social organizations.

Private Outdoor Amenity Space. See Sec. 2C.3.3.C.4. (*Private Outdoor Amenity Space*).

Private Road Easement (Administration). A parcel of land not dedicated as a public street, over which a private easement for road purposes is proposed to be, or has been, granted to the owners of property contiguous or adjacent to the road, that intersects or connects with a public street or a private street. The instrument creating such easement shall be, or shall have been, duly recorded or filed in the Office of the County Recorder of Los Angeles. See Div. 13C.1. (*Administration*).

Private Street (Administration). A private road easement as defined herein which has been determined by the Advisory Agency or the Director of Planning to be adequate for access and for the purposes set forth in Article 7 (Division of Land Regulations), or Article 8 (Private Street Regulations) of

Chapter 1 (General Provisions and Zoning) of this Zoning Code (Chapter 1A). See *Div. 13C.1. (Administration)*.

Private Street (Streets and Parks). See *Sec. 11.3.4. (Private Streets)*.

Private Street Map. See *Sec. 13B.7.7. (Private Street Map)*.

Private Street Names. See *Sec. 10.3.8. (Private Street Names)*.

Private Street Signs. See *Sec. 10.3.6. (Private Street Signs)*.

Privately-Owned Public Space. See *Sec. 9.3.3. (Privately Owned Public Space Incentive Program)*.

Problem Areas (Subdivision). Those portions of the City of Los Angeles determined by resolution of the Board of Public Works to be actually or potentially dangerous by reason of geological conditions, being subject to inundation or overflow by storm water, or because of any other potentially dangerous condition, including areas subject to rapid spread of fire.

Producing Zone (Oil Drilling Districts). A reservoir or series of reservoirs of sufficient thickness and productivity of hydrocarbons as to form an economic source of supply and which is segregated from other reservoirs, or series of reservoirs, by natural boundaries or barriers to such an extent as to make its separate development either economically or mechanically desirable in accordance with good oil field practice. See *Sec. 8.2.4. (Oil Drilling Districts (O))*.

Prohibited Feature. See *Sec. 3D.7.1. (Restricted Features)*.

Project. New construction, addition, structural modification, demolition, reconstruction, rehabilitation, relocation, removal or restoration of the exterior of any building, structure, or landscaping and the installation of any sign, fence, or wall. Project also includes any use of land or change in use. A project may or may not require a building permit. The definition of project may be modified by a Community Plan Implementation Overlay or Specific Plan. See *Sec. 14.1.15.B. (Project)*.

Project (Environmental Review Procedures). See *Sec. 13B.11.1 (Environmental Review Procedures)*.

Project (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

Project Activities. See *Sec. 14.1.15. (Project Activities)*.

Project Adjustment (Administration). A decision on a project by the Director of Planning granting a minor adjustment from certain specific plan regulations, subject to the limitations specified by *Div. 13B.4. (Specific Plan Implementation)*. See *Div. 13C.1. (Administration)*.

Project Compliance (Administration). A decision by the Director of Planning that a project complies with the regulations of the applicable Specific Plan, either as submitted, or with conditions imposed to achieve compliance. See *Div. 13C.1. (Administration)*.

Project Review Thresholds. See *Div. 4C.14 (Project Review Threshold)*.

Project Site. The lot or parcel on which a development project is located.

Projecting Balcony. See Sec. 3D.7.1.D. (*Projecting Balcony*).

Projecting Sign. See Sec. 4C.11.6.C.8.

Projection (Signs). The distance by which a sign extends beyond the building face. See Div. 4C.11. (*Signs*).

Protected Vegetation. See LAMC Chapter 4, Sec. 46.01. (*Definition*), Sec. 11.1.3.P. (*Protected Vegetation Regulations*), and Sec. 4C.6.1. (*Protected Vegetation*).

Protective Barrier. A building component or assembly located at, or near, the open sides of elevated floor surfaces, that is designed to reduce the risk of fall from the occupiable space. Includes guardrails, railings, and parapets.

Public Amenity Space. See Sec. 2C.3.3.C.3 (*Public Amenity Space*).

Public Art Installation. See Sec. 4C.11.1.E.2.d. (*Public Art Installation*).

Public Benefits Incentive Program. An Incentive Program established in Division 9.4 of this Zoning Code (Chapter 1A) to promote the production of improvements, facilities, resources, and services beyond affordable housing for the benefit and enjoyment of the general public.

Public Facility. Any facility, including, but not limited to, buildings, property, recreation areas, and roads, which are owned, leased, or otherwise operated, or funded by a governmental body or public entity. See Sec. 9.3.4.C.7. (*Public Facilities*).

Public and Institutional Uses (Use). See Sec. 5C.1.2. (*Public and Institutional Uses*).

Public Project (Coastal Development). See Div. 13B.9. (*Coastal Development*).

Public, Outdoor Recreation (Use). See Sec. 5C.1.3.E. (*Outdoor Recreation, Public*).

Public Right-of-Way. The area on, below, or above any surface owned by, or under the control of the City for the purpose of providing public access for a mode of transportation or mobility. Includes roadway, alley, median, sidewalk, parkway, bicycle path, and recreational trail.

Public Safety Facility (Use). See Sec. 5C.1.2.H. (*Public Safety Facility*).

Public Sidewalk. Any sidewalk within a public right-of-way.

Public Way. A street, alley, or other parcel of land leading to a street or public right-of-way, that has been deeded, dedicated, or otherwise permanently appropriated to the public, for public use, that has a clear width and height of not less than 10 feet. Includes any street, channel, viaduct, subway, tunnel, bridge, easement, public right-of-way, or other way, in which a public agency has a right of use.

Publicly Accessible. The ability of the public to access a facility.

Publicly Accessible (Amenity Space). Sec.2C.XX.

Q

Qualified Permanent Supportive Housing Project. Any project activity affecting a supportive housing use where all dwelling units are affordable in accordance with *Sec. 9.4.1. (Permanent Supportive Housing Incentive Program)*.

Quasi-Judicial Approval. An action that applies rules to specific facts and is subject to procedural due process principles. Includes the processes described in *Div. 13B.2. (Quasi-Judicial Review)*, *13B.4. (Specific Plan Implementation)*, and *13B.5. (Quasi-Judicial Relief)*.

Quasi-Judicial Decision (Administration). See *Sec. 13A.2.1.B. (Procedural Categories)*.

Queuing. The channeling of vehicle traffic into lanes to accommodate the temporary stopping of two or more vehicles that are waiting to enter into an area or obtain goods or services from a drive-through facility.

Queuing Space. The space within a queuing lane needed to accommodate the temporary stopping of a single vehicle.

R

Railway Facility (Use). See *Sec. 5C.1.4.C. (Railway Facility)*.

Rear Lot Line. See *Sec. 14.1.12.C.4. (Rear Lot Line)*.

Rear Yard. See *Sec. 14.1.16.B.4. (Rear Yard)*.

Reasonable Accommodation. See *Sec. 13B.5.5. (Reasonable Accommodation)*.

Reconstruction (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

Recorded Parcel Map. A parcel map that has been recorded in accordance with *Sec. 11.4.4. (Parcel Map)*.

Recreational Vehicle. As defined in *California Health and Safety Code, Section 18010*.

Recyclable Materials. Items or materials to be recycled or reused, including yard waste, paper, plastic, glass, metal, newspaper, and cardboard.

Recycling Area. See *Sec. 4C.12.6. (Recycling Areas)*.

Recycling Center (Annual Inspection Monitoring (Auto Dismantling Yards, Junk Yards, Scrap Metal Or Recycling Materials)). See *Sec. 13B.10.3. Annual Inspection Monitoring (Auto Dismantling Yards, Junk Yards, Scrap Metal Or Recycling Materials)*.

Recycling Chute. Any vertical smooth shaft used to convey recyclable materials from the upper floors of a building to a recyclable storage bin or room at the bottom end of the chute.

Recycling Facility (Use). See *Sec. 5C.1.8.D. (Recycling Facility)*.

Recycling Receptacle. A container which is suitable for the collection of recyclable materials. Containers shall be covered, durable, waterproof, rustproof, and of incombustible construction, and shall provide protection against the environment or be in completely enclosed indoor recycling areas. Containers shall be clearly labeled to indicate the type of material to be deposited.

Regional, Civic Facility (Use). See Sec. 5C.1.2.B.2. (*Regional*).

Regional, Medical (Use). See Sec. 5C.1.2.E.2. (*Regional*).

Registered Civil Engineer. A civil engineer licensed and registered by the state of California.

Rehabilitation (Historic Preservation). See Div. 13B.8. (*Historic Preservation*).

Religious Assembly (Use). See Sec. 5C.1.2.I. (*Religious Assembly*).

Renter (Historic Preservation). See Div. 13B.8. (*Historic Preservation*).

Replacement Unit. Any unit that would need to be replaced pursuant to California Government Code, Section 65915(c)(3), if the project was seeking a density bonus.

Research & Development (Use). See Sec. 5C.1.7.D. (*Research & Development*).

Reservoir (Driveway). See Driveway Reservoir.

Resident. One who resides at the subject building or lot.

Residential Amenity Space. See Sec. 2C.3.2. (*Residential Amenity Space*).

Residential Building. A building, or portion of a building, designed or used for human habitation.

Residential Conversion Project. An existing apartment house, apartment hotel, hotel, multiple dwellings used exclusively for residential purposes proposed for conversion to a condominium, stock cooperative, or community apartment project to be used exclusively for residential purposes through approval of a tract or parcel map. For purposes of this definition, the term existing means that the building was constructed prior to 1945 or, where built after 1945, a certificate of occupancy has been issued for the building prior to the time of map application.

Residential to Commercial/Industrial Conversion Project. An existing hotel, multiple dwellings used exclusively for residential purposes proposed for conversion to a condominium or stock cooperative which is to be used exclusively for commercial or industrial purposes through approval of a tract or parcel map. For purposes of this definition, the term existing means that the building was constructed prior to 1945 or, where built after 1945, a certificate of occupancy was issued for the building prior to the time of map application.

Residential Project. A development project containing any number of dwelling units, joint living and work quarters, live/work units, or any type of lodging, not intended for transient occupancy.

Residential Subdivision Projects. See Sec. 10.4.4. (*Residential Subdivision Projects With More Than 50 Dwelling Units*).

Residential Unit. A dwelling unit, or joint living and work quarters; a mobilehome, as defined in *California Health and Safety Code, Section 18008*; a mobilehome lot in a mobilehome park, as defined in *California Health and Safety Code, Section 18214*.

Residential Use. See *Sec. 5C.1.1. (Use Definitions, Residential Uses)*.

Resource Extraction (Use). See *Sec. 5C.1.8.E. (Resource Extraction)*.

Restaurant Beverage Program (Use). See *Sec. 5C.4.2. (Restaurant Beverage Program)*.

Restaurant, Eating & Drinking. See *Sec. 5C.1.5.C.4. (Eating & Drinking, Restaurant)*.

Restoration (Historic Preservation). See *Div. 13B.8. (Historic Preservation)*.

Restricted Affordable Unit. A dwelling unit for which rental amounts or mortgage amounts are restricted so as to be affordable to and occupied by Deeply Low (0-15% of the Area Median Income), Extremely Low (0%-30% of the Area Median Income), Very Low (30%-50% of the Area Median Income), Low (50%-80% of the Area Median Income), or Moderate Income households (80% to 120% of the Area Median Income). Restricted affordable units provided to meet the requirements of *Sec. 9.3.2. (Local Affordable Housing Incentive Program)* shall comply with income ranges as defined by the *California Health and Safety Code Sec. 50052.5. or California Health and Safety Code Sec. 50053*. All other restricted affordable units shall comply with income ranges as defined by the *California Health and Safety Code Sec. 50052.5. or California Health and Safety Code Sec. 50053*. or as defined by the US Department of Housing and Urban Development (HUD), or any successor agency, as verified by the Housing & Community Investment Department..

Restricted Affordable Unit (Use Standard). See *Sec. 5C.3.20. (Restricted Affordable Units)*.

Retail (Use). See *Sec. 5C.1.5.L. (Retail)*.

Retail, General (Use). See *Sec. 5C.1.5.L.1. (General)*.

Retaining Wall. See *Sec. 4C.9.2. (Retaining Walls)*.

Reverse Vending Machine. An automated mechanical device which accepts one or more types of empty beverage containers including aluminum cans, glass and plastic bottles, and which issues a cash refund or a redeemable credit slip with a value not less than the container's redemption value, as determined by the State of California. A reverse vending machine may sort and process containers mechanically, provided that the entire process is enclosed within the machine. See *Sec. 5C.1.8.D.1. (Recycling Facility, Collection)*.

Reversion to Acreage (Streets and Parks). See *Sec. 11.3.5. (Reversion to Acreage)*.

Review Of Conforming Work. See *Sec. 13B.8.4. (Review Of Conforming Work)*.

Review Or Modification Of Entitlement. See *Sec. 13B.5.4. (Review Or Modification Of Entitlement)*.

Reviewing Agency (Administration). The agency or official charged with reviewing an application, as described in *Article 13. (Administration)*. Typically, the Zoning Administrator, Director of Planning, or Department of City Planning. See *Div. 13C.1. (Administration)*.

Revised Tentative Tract Map (Administration). A map involving a revised arrangement of the streets, alleys, easements, or lots within property for which a tentative tract map has been previously approved or a modification of the boundary of the property. See *Div. 13C.1 (Administration)*.

Roadway. That portion of a public right-of-way for a street or alley used, or intended to accommodate, the movement of vehicles. Includes on-street bike lane.

Roof Form. See *Sec. 3D.11.1. (Roof Form)*.

Roof Materials. See *Sec. 3D.11.2. (Roof Materials)*

Roof Mounted, Mechanical Equipment (Vertical Encroachment). See *Sec. 14.1.5.B.1.b. (Mechanical Equipment- Roof Mounted (Vertical Encroachment))*.

Roof Projection (Horizontal Encroachment). See *Sec. 14.1.5.A.1.b. (Roof Projection (Horizontal Encroachment))*.

Roof Sign. See *Sec. 4C.11.6.C.9.*

Roof Structure. The structure forming the upper covering of a building.

Roof-Mounted Equipment. All mechanical or utility equipment located on a roof, with the exception of solar panels and their required appurtenances. See *Sec. 4C.12.2.. (Roof-Mounted Equipment)*.

Roofline Cornice. See *Sec. 3D.6.5.C.4. (Roofline Cornice)*.

Rooftop Planting Areas. Plants provided on or over a built structure. Includes roof, bridge, and parking structure.

Root Ball. The intact ball of earth or growing medium containing the roots of a nursery plant.

Root Collar. The line of junction between the root of a plant and its stem or trunk.

Root Flare. The area at the base of the plant's stem or trunk where the stem or trunk broadens to form roots; the area of transition between the root system and the stem or trunk.

Root Mass. A plant's overall amount of root growth.

Rounding Block Corners. Street corner dedication. See *Sec. 10.3.5.I. (Rounding Block Corners)*.

S

Safety Barriers. Anything put in place to prevent people from moving easily from one place to another for the purpose of mitigating risk. Examples include fencing, walls, parapets, and railings.

Safety Guards (Vertical Encroachment). See *Sec. 14.1.5.B.1.e. (Safety Guards (Vertical Encroachment))*.

Sales Floor Area. The interior floor area of a retail use devoted to the retail sale of merchandise where customers can view, select, and carry merchandise from an inventory display to the point of sale. Areas not included in sales floor area include, showrooms, restrooms, office space, storage areas, open-air retail areas.

Salvage Yard (Use). See *Sec. 5C.1.8.C. (Salvage Yard)*.

School (Use). See *Sec. 5C.1.2.J. (School)*.

Screened Parking. See *Sec. 4C.4.5.C.3.a. (Screened Parking)*.

Screening. A permanent structure or arrangement of objects that is intended to block or obscure views into a lot or structure. See *Sec 5C.3.21. (Screening)*.

Screening Plants. Plants that are arranged for the purposes of obscuring views into a lot or structure.

Screening Structure. A structure obstructing visibility from outside an enclosed area to another space, object, or structure.

Sea (Coastal Development). See *Div. 13B.9. (Coastal Development)*.

Seating Capacity. See *Sec. 5C.3.22. (Seating Capacity)*.

Self-Service, Indoor Storage (Use). See *Sec. 5C.1.6.C.2. (Storage, Indoor, Self-Service)*.

Senior Citizen. An individual at least 62 years of age, except that for projects of at least 35 units that are subject to *Div. 9.2 (Affordable Housing Incentive Programs)*, a threshold of 55 years of age may be used, provided all applicable City, State, and Federal regulations are met.

Senior Citizen Housing Development. A housing development project for senior citizens that has at least 35 dwelling units, as defined in *California Civil Code Section 51.3.* and *California Civil Code Section 51.12.*

Sensitive Use. Any use in the Residential use class, a Civic use, a Medical use, a School use, or any use in the Open Space & Recreation use class shall be considered a Sensitive Use.

Service Floor Area. All indoor floor area within an Eating & Drinking use where the customer can be served, including an indoor dining or lounge area, bar-top and bar seating area, service counter, customer waiting area, customer restrooms, and indoor paths of travel accessible to customers.

Service Hours. See *Sec. 5C.3.23. (Service Hours)*.

Service Road. That part of a major or secondary highway, containing a roadway that affords access to abutting property, but is adjacent and approximately parallel to, and separated from the principal roadway.

Setback. See *Sec. 2C.2.2. (Building Setbacks)*.

Sexual Encounter, Sexually Oriented Business (Use). See *Sec. 5C.1.5.M.2. (Sexually Oriented Business, Sexual Encounter)*

Sexually Oriented Business (Use). See Sec. 5C.1.5.M. (*Sexually Oriented Business*).

Sexually Oriented Business, General (Use). See Sec. 5C.1.5.M.1. (*Sexually Oriented Business, General*).

Sheltered. See Sec. 14.1.2.A.3. (*Sheltered*).

Sheltering Structure. Any structure, including entry features, canopies, or roofs, that create a covered, unenclosed space.

Shopfront Cornice. See Sec. 3D.6.5.C.3. (*Shopfront Cornice*).

Shopping Cart. A basket of any size, mounted on wheels, rollers or a similar device, including parts, provided by a retail establishment for the purpose of transporting groceries or merchandise of any kind within a retail establishment or associated parking area.

Shopping Cart Containment Plan. A plan sheet that includes a specific written plan with a corresponding site plan that identifies areas of shopping cart containment to prevent customers from removing shopping carts from the premises.

Shopping Cart Corral. A stable structure that provides an enclosure for the collection of shopping carts on a lot.

Shoreline Project. Any development in streams, wetlands, and other waters of the United States. Includes depositing of fill and dredged material, jetties, marinas, and piers.

Short-Term Bicycle Parking. See Sec. 4C.3.2 (*Short-Term Bicycle Parking Design*).

Showroom Area. The interior floor area of a retail use devoted to the display of heavy/large goods, such as furniture, mattresses, major household appliances, carpet, or wholesale fabric where the assistance of a sales associate, special order, or delivery of goods is required.

Shrub. A small to medium sized perennial woody plant. Unlike herbaceous plants, shrubs have persistent woody stems above the ground. They are distinguished from trees by their multiple stems and shorter height, for purposes of this Zoning Code (Chapter 1A), less than 15 feet.

Shuttle Service. See Sec. 4C.4.2.C.4. (*Shuttle Service*).

Side Lot Line. See Sec. 14.1.12.C.5. (*Side Lot Line, Lot Line Determination*).

Side Street Lot Line. See Sec. 14.1.12.C.2. (*Side Street Lot Line, Lot Line Determination*).

Side Street Yard. See Sec. 14.1.16.B.3. (*Side Street Yard*).

Side Yard. See Sec. 14.1.16.B.5. (*Side Yard*).

Side/Rear Yard Fences & Walls. See Sec. 4C.7.2. (*Side/Rear Yard Fences & Walls*).

Sidewalk Grade. The elevation of the sidewalk surface at any given point.

Sign. Any whole or part of a display board, wall, screen, or object, used to announce, declare, demonstrate, display, or otherwise present a message and attract the attention of the public..

Sign Area. See Sec. 4C.11.5.D.1 (*Sign Area*).

Sign Districts (SN). See Sec. 8.2.3. (*Sign Districts*).

Sign Face. The surface upon which the sign message is placed.

Sign Packages. See Sec. 4C.11.5. (*Sign Packages*).

Sign Types. See Sec. 4C.11.6. (*Sign Types*).

Significant Tree. Any tree which measures 12 inches or more in diameter at four and one-half feet above the average natural grade at the base of the tree and/or is more than 35 feet in height.

Sill. See Sec. 3D.9.2.C.4. (*Sill*).

Simulated Divided-Lite. A way to create the look of authentic divided lites, simulated divided-lite bars are permanently adhered to both sides of glass. See Sec. 3D.9.1.C.5. (*Symmetrical Lite Pattern*).

Site Modification. Site modification is any exterior modification of site landscaping, surface parking areas, or the lot, including grading.

Site Modification (Project Activities). See Sec. 14.1.15.C.4. (*Site Modification (Project Activities)*)

Site Plan. A diagram including buildings, structures, yards, open spaces, and accessory storage areas and buildings, including trash storage areas. See Sec. 11.5.1.C.1 (*Application Requirements*).

Skilled Nursing Home. Residential housing that is licensed by the California Department of Health, and provides acute, intermediate, or long-term skilled nursing care, and consists only of efficiency dwelling units for its residents. Full-time medical services may be provided on the premises. It may be a component of an eldercare facility. See Sec. 5C.1.1.D.1. (*Supportive Housing, Medical Care*).

Slope. The plane or incline of land, usually expressed as a percentage:

$$\% \text{ slope} = \frac{\text{vertical distance}}{\text{horizontal distance}} \times 100$$

Small Animals, Animal Keeping (Use). See Sec. 5C.1.9.A.7. (*Animal Keeping, Small Animals*).

Small Projects. See Sec. 4C.5.1. (*Small Projects*).

Small Species Tree. A tree with a minimum 15-foot canopy spread at maturity.

Smoke & Vape Shop (Use). See Sec. 5C.1.5.N. (*Smoke & Vape Shop*).

Social Service Center. Any facility that provides services for the benefit of the community, on a voluntary basis, with an emphasis on employment services, job training, business incubation, youth development, educational services, medical and mental health care, substance abuse treatment, food aid, or other similar services. See Sec. 9.3.4.C.6. (*Social Service Center*).

Social Services (Use). See Sec. 5C.1.2.K. (*Social Services*).

Soil Depth. See *Sec. 4C.6.4.D.3. (Soil Depth)*.

Soil Volume. See *Sec. 4C.6.4.D.4. (Soil Volume)*.

Solar Energy Facility, Utilities (Use). See *Sec. 5C.1.2.L.3. (Solar Energy Facility)*.

Solid Area (Enclosure). See *Sec. 14.1.4.A.4. (Solid Area)*.

Solid Perimeter (Enclosure). See *Sec. 14.1.4.A.6. (Solid Perimeter)*.

Sorting & Processing, Recycling Facility (Use). See *Sec. 5C.1.8.D.2. (Recycling Facility, Sorting & Processing)*.

Soundstages & Backlots (Use). See *Sec. 5C.1.7.E. (Soundstages & Backlots)*.

Special Lot Line. See *Sec. 14.1.12.C.3. (Special Lot Line)*.

Special Lot Line-Facing Facade. Any Facade which faces a Special Lot Line.

Special Yard. All portions of a lot between a special lot line and a principal structure, facing a special lot line extending the full width of the lot. See *Sec. 14.1.16.B.2. (Special Yard)*.

Specific Plan (Administration). A specific plan is a definite statement, adopted by ordinance, of policies, standards, and regulations, together with a map or description defining the locations where such policies, standards, and regulations apply. See *Div. 13C.1. (Administration)*.

Sports Arena or Stadium, Major (Use). See *Sec. 5C.1.3.F. (Sports Arena or Stadium, Major)*.

Spread at Maturity. The horizontal width of a shrub or the crown of a tree. See *Sec. 4C.6.4.D.7. (Canopy Diameter, Spread, Height at Maturity)*.

Stacked Storage (Bicycle Parking Design). See *Sec. 4C.3.2.C.2.c (Stacked Storage)*.

Standard Hillside Limited Street. A street (public or private) with a minimum width of 36 feet, and paved to a minimum roadway width of 28 feet, as determined by the Bureau of Engineering.

Standard Vehicle, Motor Vehicle Sales and Rental (Use). See *Sec. 5C.1.6.B.2. (Motor Vehicle Sales and Rental, Standard Vehicle)*.

Standard Vehicle, Outdoor Storage (Use). See *Sec. 5C.1.6.D.5. (Outdoor Storage, Standard Vehicle)*.

Standards Package. A group of related development standards.

Stock Cooperative. Defined by *California Business and Professions Code, Chapter 1, Section 11003.2.*

Story. See *Sec. 14.1.10. (Story)*.

Street Designation. The classification assigned to a roadway or other public right-of-way based on the City's General Plan Circulation System Maps for the purposes of providing dimensional and performance standards. Street Designations referenced in this Zoning Code (Chapter 1A) include the following: Boulevard, Avenue, Collector Street, Local Street, and Pedestrian Walkway.

Street Frontage (Signs). The length of a line separating a lot from one street. See *Div. 4C.11. (Signs)*.

Street Standards (Streets and Parks). See *Sec. 10.1.1. (Street Standards)*.

Street Step-Back. See *Sec. 2C.5.2. (Street Step Back)*.

Street Step-Back Depth. See *Sec. 2C.5.2.D.2. (Street Step-back Depth)*.

Street Visible Area (Historic Preservation). See *Div. 13B.8.1.C. (Definitions)*.

Street Wall. The condition of enclosure along a street created by the fronts and consistent setbacks of buildings, and enhanced by the continuity and height of the enclosing buildings.

Street Yard. See *Sec. 14.1.16.C.2. (Street Yard)*.

Street-Facing. The portions of a building facade with no permanent structure located between the building facade and a street lot line. See *Sec. 14.1.6. (Street-Facing)*.

Street-Facing Entrance. See *Sec. 3C.5.1. (Street-Facing Entrance)*.

Street-Facing Facade. See *Sec. 14.1.6.D. (Street-Facing Facade)*.

Streetscape. See *Sec. 4C.6.3. (Streetscape)*.

Structural Floor. The assembly of building components that compose a floor. Includes any structural members, subfloor, and similar elements. Does not include finish or underlayment materials such as carpets, tiles, or membranes.

Structural Modification. Any change to the existing load-bearing members of a building or structure, including bearing walls, columns, beams, or girders. See also [major renovation](#).

Structure. Any constructed object more than 30 inches in height.

Structure Area. The area of a lot occupied by a structure, measured horizontally. Structure footprint includes lot area covered by cantilevered occupiable space, and architectural projections, with the exceptions of those projecting 5' or less from the nearest wall, column, spanning beam, or other structural element carrying gravity loads to the ground. See also [Building Footprint](#).

Subdivider (Administration). A person, firm, corporation, partnership, or association who proposes to divide, divides, or causes to be divided, real property into a subdivision for themselves or for others. Includes any assignee or designee of the subdivider. See *Div. 13C.1. (Administration)*.

Subdivision (Administration). The same as defined in Sec. 66424 of the California Government Code. Subdivision includes a stock cooperative project as defined in Sec. 12.03 of Chapter 1 (General Provisions and Zoning) of this Zoning Code (Chapter 1A) and in Div. 14.2. (Glossary) of this Zoning Code (Chapter 1A), as applicable. See *Div. 13C.1. (Administration)*.

Subdivision (Streets and Parks). See *Sec. (10.3.3. Subdivisions)*.

Subdivision Appeal. See *Sec. 13B.7.8. (Subdivision Appeal)*.

Subdivision Approval. Any approval under *Div. 13B.7. (Division of Land)*.

Subdivision Committee. See *Sec. 13B.7.1.D. (Administration)*.

Subdivision Design. Design of a subdivision includes:

1. Street alignments, grades and widths;
2. Drainage and sanitary facilities and utilities, including alignments and grades;
3. Location and size of all required easements and rights-of-way;
4. Fire roads and firebreaks;
5. Lot and size configuration;
6. Traffic access;
7. Grading;
8. Land to be dedicated for park and recreation purposes; and
9. Such other specific requirements in the General Plan and configuration of the entire subdivision as may be necessary or convenient to insure conformity to or implementation of the General Plan or any adopted Specific Plan.

Subdivision Improvement. See *Sec. 11.3.3. (Subdivision Improvements)*.

Subdivision Map Act (Administration). The Subdivision Map Act found in California Government Code, Chapters 1 through 7 of Div. 2 (Subdivisions), commencing with California Government Code, Sec. 66410. See *Div. 13C.1. (Administration)*.

Substandard Hillside Limited Street. A Street which does not meet the minimum requirements of a Standard Hillside Limited Street (public or private), with a width less than 36 feet and paved to a roadway width of less than 28 feet, as determined by the Bureau of Engineering.

Supergraphic Sign. A sign, consisting of an image projected onto a wall or printed on vinyl, mesh or other material, with or without written text, supported and attached to a wall by an adhesive, by using stranded cable and eye-bolts, or with other materials and methods, and that does not comply with the following provisions of this Zoning Code (Chapter 1A): *Sec. 4C.11.6.C.8. (Projecting Signs), Sec. 4C.11.6.C.4. (Marquee Signs), Sec. 4C.11.2. (Temporary Signs), Sec. 4C.11.2.C.3. (Temporary Signs on Temporary Construction Walls), Sec. 4C.11.1.E.2. (Original Art Murals, Vintage Original Art Murals and Public Art Installations)*.

Superintendent. The Superintendent of Building or his or her authorized representative. See *Sec. 13B.10.3. (Annual Inspection Monitoring (Auto Dismantling Yards, Junk Yards, Scrap Metal Or Recycling Materials))*.

Supplemental Procedures (Use). See *Sec. 5C.3.24. (Supplemental Procedures)*.

Supplemental Standards (Use). See Sec. 5C.3.25. (*Supplemental Standards*).

Supportive Housing (Use). See Sec. 5C.1.1.D. (*Supportive Housing*).

Supportive Housing, General (Use). See Sec. 5C.1.1.D.1. (*Supportive Housing, General*).

Supportive Services. Services that are provided on a voluntary basis to residents of supportive housing and transitional housing, including, but not limited to, a combination of subsidized, permanent housing, intensive case management, medical and mental health care, substance abuse treatment, employment services, benefits advocacy, and other services or service referrals necessary to obtain and maintain housing. See Sec. 9.4.1. (*Permanent Supportive Housing Incentive Program*).

Surrounding Grade. The elevation of finished grade measured along the perimeter of an object, assembly, or structure.

Surveyor. A licensed land surveyor authorized to practice in California.

Sustainable Energy Systems. Any equipment which uses renewable energy sources such as solar or wind power to generate electricity, heating or cooling. See Sec. 4C.8.5.E. (*Roof Mounted Equipment*).

Symmetrical Lite Pattern. See Sec. 3D.9.1.C.5 (*Symmetrical Lite Pattern*).

T

Target Population (Permanent Supportive Housing). Persons with qualifying lower incomes who:

1. Have one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health condition, and are homeless as defined by any Los Angeles City, Los Angeles County, State of California, or Federal guidelines; or
2. Are chronically homeless, as defined by any Los Angeles City, Los Angeles County, State of California, or Federal guidelines.

Targeted Planting Areas Guide. The document containing planting requirements established to implement the Targeted Planting Areas Map. See Sec. 1.4.5. (*Targeted Planting Areas Map*).

Targeted Planting Areas Map. See Sec. 1.4.5. (*Targeted Planting Areas Map*).

Temporary Construction Wall. A temporary solid fence or barrier of wood or similar material that provides protection for pedestrians and is erected and maintained on the perimeter of a construction or demolition site, which may be required by Sec. 91.3306. (Protection of Pedestrians) of Chapter 9 (Building Regulations) of the LAMC.

Temporary, Outdoor, Retail (Use). See Sec. 5C.1.5.L.8. (*Retail, Temporary Outdoor*)

Temporary Sign. See Sec. 4C.11.2. (*Temporary Signs*).

Temporary Use. The use of a building or lot from among any of the uses defined in *Div. 5C.1. (Use Definitions)* for a specified and limited period of time. See *Sec. 14.1.15.C.7. (Project Activities)*.

Temporary Use (Project Activities). See *Sec. 14.1.15.C.7. (Temporary Use (Project Activities))*.

Tentative Tract Map (Administration). Refers to a map made for the purpose of showing the design of a proposed subdivision creating five or more parcels, five or more condominiums, or five or more units in a community apartment project or stock cooperative, and showing the existing conditions in and around it, and need not be based upon an accurate or detailed final survey of the property. See *Sec. 13C.1. (Administration)*.

Tentative Tract Map. A map made for the purpose of showing the design of a proposed subdivision creating 5 or more parcels, 5 or more condominiums, or 5 or more units in a community apartment project or stock cooperative, and showing the existing conditions in and around it, and need not be based upon an accurate or detailed final survey of the property. See *Sec. 11.2.1. (Tentative Tract Map)*.

Textile & Apparel, Manufacturing, Light (Use). See *Sec. 5C.1.7.C.6 (Textile & Apparel)*.

Through Lot. A lot having a frontage on two parallel or approximately parallel streets, but not including those lots having frontage on a street and frontage on a navigable public canal or waterway parallel or approximately parallel to said street.

Tract Map (Administration). Tract map refers to either a tentative tract map or final tract map. See *Div. 13C.1. (Administration)*.

Trailer or Automobile Trailer. A vehicle without motive power, designed to be drawn by a motor vehicle and to be used for human habitation or for carrying persons and property. Does not include mobilehome.

Transfer of Development Rights Program. See *Sec. 9.3.5. (Transfer of Development Rights Programs)*.

Transfer Of Jurisdiction. See *Sec. 13A.2.6. (Transfer Of Jurisdiction)*.

Transient (Use). See *Sec. 5C.4.4.B.12. (Transient)*.

Transit Oriented Communities Affordable Housing Incentive Program. See *Sec. 9.2.2. (Transit Oriented Communities Affordable Housing Incentive Program)*.

Transit Station (Use). See *Sec. 5C.1.4.D. (Transit Station)*.

Transit Stop/Major Employment Center. Any one of the following:

1. A station stop for a fixed transit guideway or a fixed rail system that is currently in use, or whose location is proposed and for which a full funding contract has been signed by all funding partners, or one for which a resolution to fund a preferred alignment has been adopted by the Los Angeles County Metropolitan Transportation Authority; or

2. A Metro Rapid Bus stop located along a Metro Rapid Bus route; or, for a Housing Development Project consisting entirely of restricted affordable units, any bus stop located along a Metro Rapid Bus route; or
3. The boundaries of the following three major economic activity areas, identified in the General Plan Framework Element: Downtown, LAX, and the Port of Los Angeles; or
4. The boundaries of a college or university campus with an enrollment exceeding 10,000 students.

Transit Terminal (Use). See Sec. 5C.1.4.D. (*Transit Terminal*).

Transition Screen. See Sec. 4C.8.2. (*Transition Screens*).

Transitional Housing. A building where housing linked to supportive services is offered, usually for a period of up to 24 months, to facilitate movement to permanent housing for persons with low incomes who may have one or more disabilities, and may include adults, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and persons or families experiencing homelessness.

Transitional Shelter, Supportive Housing (Use). See Sec. 5C.1.1.D.4. (*Transitional Shelter*).

Transmit or Transmitted (Administration). Notification of a decision in writing, by mail, or electronically. The date of transmittal is the date the decision is mailed (as shown by the date stamp), unless otherwise provided. See Div. 13C.1. (*Administration*).

Transparent Area. See Sec. 3C.4.1. (*Transparent Area*).

Transparency. See Sec. 3C.4.1. (*Transparent Area*).

Transportation Demand Management. The modification of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling, and changes in work schedule that move trips out of the peak period or eliminate them altogether (such as telecommuting or compressed work weeks). See Div. 4C.5 (*Transportation Demand Management*).

Transportation Uses (Use). See Sec. 5C.1.4. (*Transportation Uses*).

Trash Chute. Any vertical smooth shaft used to convey rubbish, trash, or garbage from the upper floors of a building to a trash storage bin or room at the bottom end of the chute

Tree Expert. A person with at least 4 years of experience in the business of transplanting, moving, caring for, and maintaining trees and who is:

1. A certified arborist with the International Society of Arboriculture, and who holds a valid California license as an agricultural pest control advisor; or
2. A landscape architect; or
3. A registered consulting arborist with the American Society of Consulting Arborists.

Tree Planting. See *Sec. 4C.6.2. (Required Trees)*.

Trip Reduction. Reduction in the number of work-related trips made by single-occupant vehicles.

Truck Gardening, Plant Cultivation (Use). See *Sec. 5C.1.9.B.3. (Plant Cultivation, Truck Gardening)*.

Turf Plants. See *Sec. 4C.6.4.C.3.c (Groundcover & Turf Plants)*.

U

Uncovered. See *Sec. 14.1.2.2. (Uncovered)*.

Underground Parking. Motor vehicle use areas located below the finished floor elevation of the ground story.

Underground Structure. A structure located entirely below the finished floor elevation of the ground story.

Underground Structure (Horizontal Encroachment). See *Sec. 14.1.5.A.1.j. (Underground Structure (Horizontal Encroachment))*.

Unenclosed. See *Sec. 14.1.4. (Enclosure)*.

Unenclosed Perimeter. See *Sec. 14.1.4.A.2. (Unenclosed Perimeter)*.

Unenclosed Structure - Above Ground Story (Horizontal Encroachment). See *Sec. 14.1.5.A.1.d. (Unenclosed Structure - Above Ground Story (Horizontal Encroachment))*.

Unenclosed Structure - Ground Story (Horizontal Encroachment). See *Sec. 14.1.5.A.1.c. (Unenclosed Structure - Ground Story (Horizontal Encroachment))*.

Unenclosed Structures (Vertical Encroachment). See *Sec. 14.1.5.B.1.f. (Unenclosed Structures (Vertical Encroachment))*.

Unified Development. A commercial, industrial, or mixed-use development which is unified by a combination of functional linkages, such as pedestrian or vehicular connections, include common architectural and landscape features which constitute distinctive design elements of the development, and when viewed from adjoining streets appears to be a consolidated whole. A unified development may include lots that abut or are separated only by an alley or are located across the street from any portion of each other.

Uniformity Ratio. A ratio of the average illumination to minimum illumination.

Unit Size. See *Sec. 5C.3.26. (Unit Size)*.

Upper Story. See *Sec. 14.1.10.D. (Upper Story)*.

Upper Story Facade. See *Sec. 14.1.10.E. (Upper Story Facade)*.

Upper Story Height. See *Sec. 3D.5.2. (Upper Story Height)*.

Upper Story Location (Use). See Sec. 5C.3.27. (*Upper Story Location*).

Urbanized Area. See Sec. 8.2.4.B.3.b. (*Urbanized Area*).

Use. The purpose for which land or a building is arranged, designed, or intended, or for which either land or a building is, or may be, occupied or maintained.

Use Category. A group of use groups.

Use Enclosure. See Sec. 5C.3.28. (*Use Enclosure*).

Use Group. A group of individual uses with common use characteristics and similar activities.

Use Modification (Project Activities). See Sec. 14.1.15.C.6. (*Use Modification*).

Use Separation. See Sec. 5C.3.29. (*Use Separation*)

Use Standard Applicability. See Sec. 5C.3.30. (*Use Standard Applicability*).

Used Vehicle Sales Area (Annual Inspection Monitoring (Automotive Repair Garage And Used Vehicle Sales Areas)). See Sec. 13B.10.4. *Annual Inspection Monitoring (Automotive Repair Garage And Used Vehicle Sales Areas)*.

Utilities (Use). See Sec. 5C.1.2.L. (*Utilities*).

Utility Area. Any area containing mechanical or utility equipment.

Utility Equipment (Horizontal Encroachment). See Sec. 14.1.5.A.1.i. (*Utility Equipment (Horizontal Encroachment)*).

V

Vacant Lot. A lot on which no building, temporary or permanent, is erected; or which has no uses of the land.

Vanpool. A vehicle carrying six or more persons to and from work on a regular schedule, and on a prepaid basis.

Variance. See Sec. 13B.5.3. (*Variance*).

Vegetation (Horizontal Encroachment). See Sec. 14.1.5.A.1.m. (*Vegetation (Horizontal Encroachment)*).

Vegetation (Vertical Encroachment). See Sec. 14.1.5.B.1.h. (*Vegetation (Vertical Encroachment)*).

Vehicle. Anything used to transport people or goods, including automobiles, vans, trucks, buses, and motorcycles, bicycles, or any other form of micro-mobility.

Vehicle (Transportation Demand Management). Any motorized form of transportation, including but not limited to automobiles, vans, buses, and motorcycles.

Vehicle Access. The location from which a vehicle may access a lot from the public right-of-way, in accordance with *Div. 4C.2. (Automobile Access)*.

Vehicle Access Package. See *Sec. 4C.2.1. (Vehicle Access Packages)*.

Vehicle Entry Restriction Device. Any device, such as mechanical gates or ticket dispensers, restricting ingress vehicle traffic during operating hours.

Vertical Bands. See *Sec. 3D.6.4. (Vertical Bands)*.

Vertical Circulation. See *Sec. 14.1.5.B.1.d. (Vertical Circulation)*.

Vertical Encroachment. See *Sec.14.1.5.B. (Encroachment, Vertical)*.

Vertical Storage. The temporary storage of a personal mobility device, including a bicycle, scooter, or motor vehicle, within a mechanized structure that stores each mobility device vertically.

Very High Fire Severity Hazard Zone. A geographical area identified to be at a significant risk from wildfires based on fuel loading, slope, fire weather and other relevant factors, as established in *LAMC Chapter 5, Section 57.4908 (Very High Fire Hazard Severity Zone-Requirements Specific to Los Angeles)*.

Very Low Income Households. Households with an annual income that does not exceed the amount designated for that category as defined in *California Health and Safety Code, Sec. 50105 (Definitions)*.

Vesting. See *Sec. 11.2.2. (Vesting Tentative Tract Maps)*.

Vesting Tentative Tract Map (Administration). A tentative tract map for any land division that has printed conspicuously on its face the words "Vesting Tentative Tract Map" and is characterized by certain rights to proceed with development when filed and processed in accordance with *Sec. 13C.1. (Administration)*.

Veterinary, Animal Services (Use). See *Sec. 5C.1.5.A.2. (Animal Services, Veterinary)*.

Vintage Original Art Mural. An original art mural that existed prior to October 12, 2013 (the operative date of Los Angeles Ordinance No. 182706). See *Div. 4C.11. (Signs)*.

Visual Light Transmittance. The amount of light in the visible portion of the spectrum that passes through a glazing material as defined in manufacturer specifications.

Visual Obstruction. On the interior side of any transparent area of a building facade, any opaque object, assembly, or structure that obscures visibility through that transparent area. See *Sec. 3C.4.1. (Transparent Area)*.

W

Walking Distance. See *Sec. 14.1.3.B. (Walking Distance)*.

Wall. A constructed vertical barrier erected to enclose, screen, or separate areas. A wall differs from a fence in having a solid foundation along its whole length.

Wall Mounted, Mechanical Equipment (Horizontal Encroachment). See Sec. 14.1.5.A.1.g. (*Mechanical Equipment- Wall Mounted (Horizontal Encroachment)*).

Wall Sign. See Sec. 4C.11.6.C.10. (*Wall Sign*).

Wall-Mounted Equipment. See Sec. 4C.12.3. (*Wall-mounted Equipment*).

Waste Enclosure (Horizontal Encroachment). See Sec. 14.1.5.A.1.h. (*Waste Enclosure (Horizontal Encroachment)*).

Water Supply. The water system supply and distribution facilities necessary to provide a reliable and adequate water supply for private use and public fire protection purposes.

Weighted Solid Perimeter (Enclosure). See Sec. 14.1.4.A.7. (*Weighted Solid Perimeter*).

Wetland (Coastal Development Permit (Post-Certification)). See Sec. 13B.9.2. (*Coastal Development Permit (Post-Certification)*)

Wholesale Trade and Warehousing (Use). See Sec. 5C.1.7.F. (*Wholesale Trade & Warehousing*).

Whorl. The arrangement of three or more buds, leaves, flowers, or twigs at the same node.

Wild Animals, Animal Keeping (Use). See Sec. 5C.1.9.A.8. (*Animal Keeping, Wild Animals*).

Window. An operable or inoperable opening constructed in a wall that admits light or air into an enclosure and is often framed and spanned with glass or other translucent material.

Window Assembly. A manufactured assembly of a frame, sash, glazing, and necessary hardware, made to fit a window opening.

Window Display. A display, behind a window, along the facade of a building exhibiting items or advertisements designed to attract the attention of passersby, including window signs.

Window Frame. The fixed frame of a window, consisting of two jambs, a head, and a sill.

Window Opening. An opening in the wall of a building for admitting light and air, usually fitted with a frame in which are set operable sashes containing panes of glass.

Window Recession. See Sec. 3D.9.1.C.3. (*Window Recession*).

Window Sash. The fixed or movable framework of a window or door in which panes of glass are set.

Window Sign. See Sec. 4C.11.6.C.11. (*Window Sign*).

Wireless Facility, Monopole, Utilities (Use). See Sec. 5C.1.2.L.4. (*Wireless Facility, Monopole*).

Wireless Facility, Rooftop, Utilities (Use). See Sec. 5C.1.2.L.5. (*Wireless Facility, Rooftop*).

Wireless Telecommunication Facility. See Sec. 4C.12.4. (*Wireless Telecommunication Facilities*).

Wood Waste. Any untreated or unpainted wood material. Includes pallets, plywood, and other construction-related scrap lumber, stumps, and tree trimmings.

Wrapped Parking. See Sec. 4C.4.5.C.3.d. (*Wrapped Parking*).

X

Y

Yard. All portions of a lot between exterior walls of a building and a property line. See Sec. 14.1.16. (Yards).

Yard Sign. See Sec. 4C. 11.6.C.12. (*Yard Sign*).

Z

Zone String. See Sec. 1.3.1. (*Zone String*).

Zone String Districts. All zoning districts that compose a zone string including Form District, Frontage District, Development Standards Districts, Use Districts, and Density Districts.

Zoning Administrator (Administration). The Chief Zoning Administrator or an Associate Zoning Administrator. The Director of Planning may appoint the Zoning Administrator to act as the Director's designee or as a Hearing Officer for the Director of Planning. Reference: Sec. 561 of the City Charter. See Div. 13C.1. (*Administration*).

Zoning Code Map. See Sec. 1.4.1. (*Zoning Code Maps; General*).

Zoning District. See Sec. 1.4.2.A.1. (*Zoning Districts*).

Zoning Map. See Sec. 1.4.2. (*Zoning Map*).

ARTICLE 15. **FEES**

Under Staff Development

Appendix Q

Director of Planning's Memo to the PLUM Committee

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September 27, 2022

Los Angeles City Council
c/ o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

PLUM COMMITTEE CONSIDERATION ITEMS FOR THE PROPOSED DOWNTOWN LOS ANGELES COMMUNITY PLAN AND PROPOSED DRAFT OF THE ZONING CODE; CF 22-0617; CASE NO. CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR

This report includes two sections: 1) a discussion of topics that were elevated by the City Planning Commission (CPC) during its September 23, 2021 meeting, with a request by CPC to provide further study and recommendations to the Planning and Land Use Management (PLUM) Committee, and 2) a discussion of additional topics that were raised by Council District 14, Council District 1, and the Cultural Heritage Commission (CHC) through various letters and discussions, following CPC's September 2021 meeting.

This report also includes for City Council consideration optional modifications (Council Modifications) to CPC's recommendations on the proposed ordinances of the Downtown Community Plan Update and the New Zoning Code transmitted to the City Council on September 27, 2022. Optional Council Modifications are provided by topic in the subsections of this report and are indicated under the sub-heading "Optional Council Modifications-[Subject Matter]." Additions to a proposed ordinance are indicated by underlined text and deletions to a proposed ordinance are indicated by ~~striketthrough~~.

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I. CPC Directed Items

The City Planning Commission (CPC) at its meeting on September 23rd, 2021 voted unanimously to recommend approval of the Proposed Plan and Proposed Draft of the Zoning Code, with a few modifications. The following section describes the specific recommendations of the CPC and the findings from additional studies that were requested by the CPC.

A. Live-Work Units

At the September 23rd, 2021 CPC meeting, Commissioners directed the Department of City Planning to study alternative strategies to live-work regulations that would retain the intent of flexible job-productive space and allow for affordability to residents with lower incomes. HR&A Advisors, Inc. (HR&A) was retained to address this topic, and their memo, [Summary of Survey of Live-Work Ordinances](#), is provided for the consideration of the PLUM Committee, and included in Council File CF22-0617.

As currently proposed, mixed-income residential uses in the Arts District 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. Live-Work units must be built to a commercial occupancy standard (to accommodate up to five employees), and must have open floor plans. However, it is worth noting that in the proposed Downtown Plan, 100 percent affordable housing projects are permitted by right and are not required to comply with Live-Work development standards within the Arts District.

A survey of live-work regulations in a selection of other cities demonstrated workspace location requirements within units and buildings can be used to either limit or promote flexibility within projects. Additionally, the study concluded that requiring larger unit sizes translates into greater construction costs on a per unit basis that influences the price a unit is rented or sold, which in turn affects the affordability of both natural and deed-restricted live-work units. In general, less durable wood frame construction has lower overall construction cost per square foot than concrete, steel or to a lesser extent, heavy timber construction. Often, developers use more expensive building types for larger buildings, where increased construction cost is offset by reduction in fixed costs associated with greater densities.

HR&A's memo suggests greater consideration should be given to the unit size requirements, as well as the location of work spaces relative to the residential unit. While such provisions may achieve certain policy goals to maintain a land use focus on employment activities in the Arts District, taken together, the provisions reduce the number of dwelling units that can be accommodated in a project.

HR&A studied the feasibility of new live-work development projects with market rate rents in the Arts District. Average housing affordability for a typical one bedroom apartment in Downtown Los Angeles rents for an average of \$2,720 per month which significantly exceeds the affordability threshold for a low-income resident. 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.

The economic analysis pertaining to new live-work units in the Arts District acknowledges that while an average unit size of 1,000 square feet will make certain live-work developments less feasible, the analysis does not confirm that smaller live-work units will ultimately be more affordable for a low-income renter. The Plan's proposed strategy to advance restricted affordable housing through affordable housing strategies and the exemption of live-work unit requirements for 100% Affordable Housing projects will facilitate housing for residents at lower-income levels.

B. Fashion District Study

The CPC directed City Planning to engage with the Garment Worker Center (GWC) and other similar stakeholders in the Fashion District and conduct an analysis to determine if allowing for mixed-uses in the Fashion District will create upward price pressures in rents to the garment industry. HR&A Advisors, Inc. (HR&A) was retained to provide analysis on the overall status of garment production within the Downtown area, and provide recommendations to safeguard and bolster this particular industry. Their memo, [Analysis of the Fashion Industry in Downtown](#), is provided for the consideration of the PLUM Committee, and included in Council File CF22-0617.

City Planning, with the Garment Worker Center, conducted outreach in the form of focus group meetings with Fashion District garment workers and small businesses in Winter of 2022.

A key objective of the Proposed Plan is to accommodate and plan for foreseeable growth, in both residential population and jobs in the City, including the Downtown Plan

Area. This objective is 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 Proposed Plan encourages mixed-use neighborhoods and a concentration of housing near transit and employment opportunities. Additionally, the Proposed Plan's economic development policies and land use strategies seek to promote employment for people with a diversity of educational and work experience, support entrepreneurship and small businesses, and reinforce active clusters of industries.

The Fashion District is located in the southern portion of the Plan Area and contains a high concentration of manufacturing, design, wholesale, textile, and other fashion related small businesses. The Proposed Plan looks to leverage this existing ecosystem to further economic growth, while offering opportunities for a mix of uses and to accommodate residential growth near a large concentration of jobs. Therefore, the Proposed Plan includes strategies to ensure these areas continue to provide jobs while allowing for the introduction of housing and neighborhood serving uses. In the western portions of the Fashion District, the Proposed Plan promotes a mix of housing, manufacturing, warehousing, office, and retailing activities by allowing for integrated industries that rely on each other to locate in the same building or in proximity to one another. However, in the eastern portion further from transit, the Proposed Plan prohibits new residential construction, allowing residential uses only as part of the adaptive reuse of existing structures.

Some commenters, such as garment workers and textile manufacturing businesses have expressed concerns about displacement of the garment manufacturing industry if market-rate housing is permitted with the adoption of the Proposed Plan. Commenters suggest that building owners will displace existing manufacturing uses in favor of higher rent activities such as housing. Their recommendations include zoning that would continue to permit garment manufacturing within all areas of the Fashion District, protections to retain existing garment manufacturing capacity and employment, and incentives to promote continued growth of the fashion industry, in addition to broader economic development strategies that are under the purview of other city departments. On the other hand, commenters representing other organized groups have expressed a desire for increased housing opportunities in this area due to the proximity to jobs, transit, and other civic resources.

Market Analysis

HR&A conducted a near-term market analysis of new development in the Fashion District to determine feasibility of displacement protections for garment-related manufacturing uses. Key findings from the study are summarized below.

An estimated 83 percent of all domestic cut-and-sew manufacturing occurs in Los Angeles, and as of 2019, the Los Angeles metro area housed about 58 percent of all registered contractors in the nation. The region has also emerged as a home for the sustainable fashion movement, with several boutique designers headquartered in the area and prioritizing the use of reprocessed materials, ethical labor practices, or a combination of the two. The collapse of global supply chains during the COVID-19 pandemic prompted renewed interest in domestic manufacturing, as fashion brands aimed to circumvent the escalating costs associated with overseas production, and in many cases have strived to implement more sustainable manufacturing practices. Should nearshoring trends continue post-pandemic, Los Angeles will likely absorb substantial manufacturing demand given the strength of its fashion infrastructure.

Due to escalating construction costs, residential development for newly acquired sites is not feasible under the proposed zoning recommendations until economic conditions recover (i.e. new construction of residential units in the Fashion District). Therefore, an increased pressure to convert existing buildings from non-residential uses such as manufacturing, to dwelling units is anticipated, especially pertaining to larger, multi-story buildings within the Fashion District. Study findings suggest that limiting opportunities for conversion can help to stabilize existing manufacturing activities until market conditions correct and new housing can be realized in new construction.

Stakeholder input and economic analysis have highlighted the critical importance of agglomeration to the fashion industry, which depends on the dense and interconnected network of businesses that exist today in the Fashion District. Informed by discussions with Council District 14, stakeholder outreach, and economic analysis, several changes have been outlined for consideration by the PLUM Committee in Section F, Fashion District Modifications of this report.

C. Adaptive Reuse

The CPC directed City Planning to evaluate the feasibility of requiring affordable units for Adaptive Reuse projects. HR&A Advisors, Inc. (HR&A) was retained to conduct an analysis, and their memo [Summary of Feasibility Results for Community Benefit](#)

[Requirements on Adaptive Reuse Projects](#), is provided for the consideration by the PLUM Committee, and included in Council File CF22-0617.

The Adaptive Reuse Ordinance (ARO) was adopted in 1999 in order to “reduce vacant space as well as preserve Downtown’s architectural and cultural past”. Since its adoption, the ARO has played a critical role in attracting residents and employers to Downtown, setting off a growth trend that has revitalized streets and neighborhoods and led to the preservation of many celebrated historic buildings. By making it easier to repurpose buildings built before 1974, older buildings that long sat underutilized were restored and reoccupied.

One of the major changes in the CPC’s recommended Downtown Adaptive Reuse incentive program is that the adaptive reuse provisions will be made available to the entirety of the Downtown Community Plan area. The current ARO program is limited to very specific locations within Downtown. Due to the wide success of the current program, one of the major goals for the proposed Community Plan was to expand the eligibility to the rest of Downtown Los Angeles.

The CPC’s recommended ARO program has been expanded and updated in other ways as well, to increase the program’s flexibility, usability, and appeal. ARO currently only allows conversion of projects from commercial to residential uses. The recommended update is more flexible, allowing projects to convert not only to residential uses, but also to any other use permitted in the applied Use District. This change expands the variety and diversity of projects that can take advantage of the program. The proposed update also changes the eligibility requirements from a fixed date (July 1, 1974) to a rolling date (25 years); thereby ensuring that the supply of eligible buildings are added to on an on-going basis.

Projects that would use the recommended ARO can vary widely in terms of age and type of construction. Such projects must be extensively retrofitted to meet current code requirements based on the use to which they have been converted. This process often involves upgrading water supply lines, electrical systems, fire sprinklers and alarms, adding or replacing HVAC systems, and performing seismic retrofits. Seismic retrofits to make buildings compatible with current code requirements was found to be the costliest expense.

HR&A tested three illustrative prototypes in Downtown, although adaptive projects differ in size, type and needed upgrades. Based on the analysis, none of the prototypical adaptive reuse projects were feasible under current market conditions, even without a

mandate for onsite affordable housing to be incorporated within the project. Since these projects vary significantly, the actual feasibility of converting any given building is likely to also vary based on existing building conditions, the quality and cost of necessary upgrades, new finishes and amenities, and the market positioning of the finished product, in addition to fluctuations in the real estate market. Thus, a mandate for onsite affordable housing units within Downtown ARO projects will in many circumstances be infeasible.

Finding Implications for Citywide Adaptive Reuse

In addition to the Downtown Adaptive Reuse provisions recommended by the CPC in (Chapter 1A, Article 9, Section 9.4.5), the CPC also recommended separate Citywide Adaptive Reuse provisions that would be made available to areas outside of Downtown, in the future, as future Community Plans are updated and begin to use the new zoning code (Chapter 1A, Article 9, Section 9.4.6). The Downtown and Citywide Adaptive Reuse programs recommended in the New Zoning Code are very similar to one another. The most notable difference is the inclusion of a mandate for onsite affordable housing units within the Citywide Adaptive Reuse program.

The inclusion of an affordable housing mandate for Citywide Adaptive Reuse projects within the new code, prompted the CPC to request that a feasibility study be prepared so that PLUM could determine whether a similar mandate should be added to the Downtown Adaptive Reuse provisions. Given that the feasibility constraints identified by HR&A are likely to transcend the Downtown geography, it is likely that similar constraints would apply to the broader Citywide context. Thus the recommended mandate for onsite affordable housing units within the Citywide Adaptive Reuse program may warrant reconsideration, or future refinement. Should the City Council wish to remove the mandate for onsite affordable housing units within the Citywide Adaptive Reuse program, optional modifications are outlined in Section P of this memo.

D. Housing Stability

At its meeting on September 23rd, 2021, CPC directed that when a unit in a proposed project is subject to the Rent Stabilized Ordinance (RSO) and is demolished, the proposed project should be required to replace all RSO units with units that are covenanted for lower income households for a term of 55 years, and become RSO units thereafter. This stipulation is provided within Article 9 of the new zoning code, and is cited below.

The RSO replacement procedures recommended for use by the CPC are originally found in California Government Code §65915(c)(3)(C), which specifies the replacement requirements for any rent controlled (RSO) unit that is not considered to be low-income. For these RSO units, jurisdictions have an option to do either of the following:

- (i) Require that the replacement units be made available at affordable rent or affordable housing cost to, and occupied by, low-income persons or families (§65915(c)(3)(C)(i)), or
- (ii) Require that the units be replaced in compliance with the jurisdiction’s rent or price control ordinance (§65915(c)(3)(C)(ii)).

The CPC’s recommendation serves to establish that under the City’s new zoning code, all projects that use Density Bonus, Transit Oriented Communities, Permanent Supportive Housing, or Local Affordable Housing Incentive Program development incentives would replace lost RSO units subject to (i) above (i.e. as Lower Income affordable units for 55 years, and RSO units thereafter). This provision of the zoning code would go into effect first in Downtown, and then within subsequent Community Plan areas. With respect to all other areas within the City, the Housing Department exercises authority to apply RSO replacement provisions (i) or (ii).

The CPC further stipulated that in the event that a lost RSO unit can be verified as having been occupied by a Moderate Income family, that it could be replaced by a covenanted Moderate Income unit.

Based on this language, requiring the replacement of moderate income units at the same income level as existing residents would appear to be less restrictive than California Government Code §65915(c)(3)(C)(i) above. In order to be viable within the framework of State law, such a requirement would have to occur through the option provided in California Government Code §65915(c)(3)(C)(ii) above, which would entail amending the City’s Rent Stabilization Ordinance, located within Chapter 15 of the City of Los Angeles Municipal Code. However, such a modification would be outside the scope of the Proposed Project, which consists of the Proposed Plan and Proposed Draft of the New Zoning Code.

The CPC Recommendation Draft of the new Zoning Code includes the following language that would implement CPC’s direction as it relates to low-income replacement.

Chapter 1A, Article 9 Sec. 9.2.1.F.4.b.iii. (Supplemental Findings for Projects Exceeding a 35% Density Bonus), Sec. 9.2.2.C.1.b. (Eligibility for TOC Incentives), Sec. 9.3.2.B.2

(Local Affordable Housing Incentive Program Housing Replacement), Sec. 9.4.1.B.4 (Permanent Supportive Housing Incentive Housing Replacement) have been modified as follows:

“The housing development project meets any applicable dwelling unit replacement requirements of California Government Code Section 65915(c)(3), with the requirement that units occupied by persons or families above low-income be replaced according to Sec. 65915(c)(3)(C)(i) if the income level is not known or if the income is above low-income, or by persons or families of the same restricted affordable income level as existing tenants if the income is known.”

II. Additional Items for Considerations by the PLUM Committee

The following section includes discussions and optional Council Modifications to CPC’s Recommendations for consideration by the PLUM Committee. The following sections represent emerging items that were raised to staff by staff members of Council District 14, Council District 1, and the Cultural Heritage Commission (CHC) through various letters and discussions.

E. Inclusionary Housing

City Planning has prepared an economic analysis to assess the feasibility of integrating an onsite affordable housing mandate, also referred to as inclusionary housing, or inclusionary zoning, into the Proposed Plan’s recommended zoning and Community Benefits Program. Council District 14 requested this analysis to provide the City Council with an understanding of the economic feasibility of a potential inclusionary housing requirement for future development projects, and the implications on the larger zoning and Community Benefits Program structure that has been recommended for approval by the City Planning Commission.

The CPC’s recommended Downtown Community Plan would require that affordable housing units are provided in projects that seek to surpass an existing threshold in zoning requirements, a system generally referred to as incentive-based zoning, or base/bonus. For example, in most parts of Downtown, a development project would receive a 40% floor area bonus, in exchange for providing the required number of

on-site restricted affordable housing units¹, and can receive additional floor area bonuses by providing additional affordable units.

The [Summary of Feasibility Results for an Inclusionary Housing Ordinance in Downtown Los Angeles](#), completed by HR&A Advisors, Inc. (HR&A) will allow the City Council to determine whether affordable housing units can be required as part of a project's base development rights, while still allowing for development incentives (bonuses). This analysis was requested by the Council Office to ensure all projects provide affordable housing, regardless of project size.

The analysis, outlined in HR&A's Inclusionary Zoning memorandum, provides an overview of mandatory inclusionary housing programs in the State of California, including their general features, implementation history, and relationship to other State and local housing policies. The memorandum identifies feasible inclusionary housing requirements for the Downtown Plan Area, based on a review of current market conditions, and the assumption that current market conditions will continue in the near term.

This technical report outlines a pathway for adopting a mandatory inclusionary housing program based on key takeaways from the HR&A economic analysis (summarized further below) and informed by the following considerations:

- The proposed Downtown Community Plan, and the City's recently adopted Housing Element, as well as SCAG's Connect SoCal (2020-2045 RTP/SCS), identify a goal to increase housing production within the Downtown Plan Area, an area well served by transit, employment, and numerous civic investments. An inclusionary housing program should facilitate production of affordable housing units, while ensuring housing development overall continues in areas well served by transit, consistent with City, Regional, and State-wide goals to increase housing production.
 - The Proposed Plan seeks to accommodate 100k new housing units through 2040.
 - The Proposed Plan represents 20% of the City's overall housing growth anticipated to occur by 2040.
- Inclusionary housing is generally feasible in Downtown mixed-use zones and adopting the recommended percentages from the HR&A analysis would not constrain near term housing development in these areas.

¹ A choice of one of the following: 7% Deeply low income, 8% Extremely low income, 11% Very low income, 20% Low income, or 40% Moderate income

- Economic conditions have significantly shifted since the 2019 Downtown economic analysis presented to the City Planning Commission. Absent a mandatory inclusionary housing requirement, it is unlikely that on-site affordable housing will be provided Downtown in the near term.
- The Proposed Plan outlines a vision through the year 2040. Market conditions evolve over time and an inclusionary housing requirement will be one of many tools available to facilitate the production of affordable housing under the Proposed Plan. The CPC's recommended Community Benefits Program will continue to facilitate increased amounts of affordable housing as economic conditions improve.
- Economic feasibility is tested for sites that would be acquired under current economic conditions and financed using conventional methods. Land banked development sites, or sites availing of less conventional finance methods may have improved feasibility and would provide more on-site affordable housing as they exceed the base FAR.
- Inclusionary housing obligations will constrain housing feasibility in the short term for certain Hybrid Industrial areas with mandated employment space obligations.

Inclusionary Housing Economic Analysis Summary

Local and State Affordable Housing Framework Considerations

When evaluating the feasibility of implementing a mandatory affordable housing program there are a number of key considerations. These considerations, detailed below, include statewide regulations, existing City of Los Angeles policies and regulations, and legal precedent:

- Under State law, local jurisdictions may impose inclusionary housing requirements on both rental and for-sale housing developments, on the condition that alternative means of compliance be provided (e.g., payment of in-lieu fees, land dedication, etc.). While local jurisdictions have flexibility in the exact parameters of their programs, the California Department Housing and Community Development (HCD) reserves the right to request and review the economic feasibility analysis of programs that include an affordable housing requirement greater than fifteen percent for 80 percent or less AMI households.
- Legal precedent has established that any affordable unit included in a market-rate project can count toward fulfillment of both a local inclusionary program and incentive zoning program such as Density Bonus. Any inclusionary housing program would need to reconcile base development rights with the

availability of a by-right density bonus available through the State Density Bonus program, or through any existing local incentive system, such as the City's Transit Oriented Communities guidelines.

- It is necessary to consider the relationship between any new Inclusionary housing requirement and the existing Affordable Housing Linkage Fee (AHLF). If the affordable housing set-aside requirements of an inclusionary program fall below the exemption thresholds established in the AHLF Ordinance, developers would be required to comply with two different types of affordable housing programs. Exempting Downtown projects from the AHLF would allow for an increased inclusionary requirement of on-site units (i.e. more affordable units).
- The City is currently conducting the first phase of a two-phased analysis of a citywide inclusionary housing study. This study is being conducted by the Los Angeles Housing Department, and will first examine the established Affordable Housing Linkage Fee real estate submarkets to assess whether an inclusionary housing requirement could improve the rate of production of new affordable housing units and prove financially feasible. This study will not provide specific analysis of the Downtown submarkets and will require a second phase of study in order to develop more comprehensive policy recommendations.
- Downtown represents a unique housing, economic, and real estate context. While the combination of the AHLF and TOC Guidelines has promoted a significant increase in the City's overall housing and affordable housing production Citywide, this production has occurred primarily along lower-to-medium scale commercial corridors, and in lower-to-medium scale residential neighborhoods. As of August, 2022, only 3% of the City's TOC Projects have been approved in Downtown – four development projects in total. In addition, only 1.5% of the City's total AHLF funds have been generated Downtown, and the majority of the funds were generated by non-residential projects. This is due to a number of factors including:
 - The affordability obligations of TOC Guidelines Tier 2, Tier 3, and Tier 4 (applicable to much of Downtown) are economically infeasible for most highrise construction projects in the Downtown area;
 - Most housing development that occurs in western Downtown occurs instead through the TFAR program, which does not require the provision of onsite affordable housing units or AHLF payments;
 - Most housing development that occurs in eastern Downtown occurs through General Plan Amendments and Zone Change cases, and by virtue of compliance with Measure JJJ, and are exempt from the AHLF payment.

- The full AHLF has only been in place since June 17, 2019 and many projects receiving permits now are vested and not required to pay. This is particularly true of larger scale more complicated projects that likely received permits and entitlements prior to AHLF implementation.

Market Conditions and Feasibility

A central feature of the analysis prepared by HR&A for the Downtown Community Plan is an assessment of the economic feasibility of an inclusionary housing obligation, across various Downtown communities and sub-markets. The analysis aims to understand feasibility of prototypical projects envisioned under the Downtown Community Plan by studying the following:

- Market conditions emerging from the pandemic across a number of Downtown submarkets;
- The number of affordable units that prototypical projects could support under an inclusionary housing program;
- Affordable housing production under an inclusionary housing program compared to the CPC approved base/bonus incentive zoning system; and
- The impact of other various policy changes such as parking reductions and development fees on feasibility of prototypical projects.

Analysis demonstrates that even the strongest submarkets in Downtown cannot support high-rise construction at this time. The key challenge to building high-rise structures and achieving maximum Bonus FARs is the high Downtown land costs and increase in material and construction costs compared to previous 2019 estimates. Between 2015 and 2022, construction costs have escalated nearly 24% more than residential rents (34.2% vs. 10.5%). Findings show that even under a hypothetical scenario where affordable housing is not required in the form of a fee or an on-site provision, a market rate high-rise would not be feasible.

Buildings above eight stories, typically 4:1-4.5:1 FAR and above, require steel, concrete, and in some cases heavy timber construction technology (i.e. Type I, Type II, and Type IV construction). Previous economic analysis suggested that most Downtown projects would elect to develop larger buildings, beyond the base FAR, in order to qualify for a linkage fee exemption, maximize the land prices, and offset the costs of high rise construction. Under current market conditions, construction costs have significantly outpaced rental price increases and would not support utilization of the bonus FAR for newly acquired sites. Absent a feasible inclusionary housing requirement, it is unlikely

housing developments on newly acquired sites would include on-site affordable units in the near term.

Under current economic conditions, the City can anticipate that the predominant nearterm housing product generated within the Plan Area will be five-to-eight-story “podium” buildings (i.e. Modified Type V Construction), regardless of present-day, or proposed zoning regulations. Thus a key consideration is whether such future development will adequately contribute to the Proposed Plan’s supply of new affordable housing units. Generally, under the CPC recommended base/bonus program, podium buildings will provide payments to the AHLF trust fund; which supports new affordable housing that may, or may not be located Downtown. An inclusionary requirement, so long as it is economically feasible, can serve to ensure that new affordable housing units are created specifically within the Plan Area. Furthermore, a requirement for on-site units would support Downtown Plan goals and policies such as LU2.1 to foster an equitable and inclusive Downtown, with housing options that can accommodate the fullest range of economic and social needs near transit and civic resources.

The economic analysis has indicated that a small percentage of inclusionary is feasible for select submarkets Downtown. If PLUM considers adopting a mandatory inclusionary housing requirement for the Plan Area, the modifications below outline a strategy informed by the interplay of long term Plan objectives, near-term market conditions, and outlier projects.

Mandatory Inclusionary Housing Framework

The economic analysis considered two distinct approaches to adopting an inclusionary requirement. The first is a graduated inclusionary framework that incorporates the CPC recommended Community Benefits Program with a mandatory inclusionary requirement. The second approach would apply a singular inclusionary percentage coupled with an increase in Base FAR.

The comparison of these two approaches helps to identify the system that would better respond to evolving market conditions and maximize on-site affordable housing in the near and long term. Findings indicate that a graduated inclusionary housing program would offer a more responsive regulatory framework and reduce the need to revisit inclusionary percentages on a recurring basis. Setting clear expectations for the life of the Plan offers certainty to both community members and developers.

Graduated Inclusionary

A graduated inclusionary system would require that all housing projects provide on-site affordable units, and the level of obligation would increase in proportion to building size. Over the life of the Downtown Plan, a variety of building sizes will be realized. Many areas of the plan would allow buildings up to 13:1 FAR, yet due to evolving economic conditions, not every project will be built to the maximum building size allowed. The graduated inclusionary housing program offers a relational requirement that scales with building size.

For example, a project site in South Park would allow a development of up to 10:1 FAR with a base FAR of 3:1. Under current market conditions, the economic study demonstrates that in the near term projects are likely to build around 3:1 FAR. This 3:1 FAR building would be required to provide onsite affordable housing units as follows: 8% Acutely Low Income, 8% Extremely Low Income, 10% Very Low Income, 12% Low Income, or 16% Moderate Income.

Under improved market conditions, this project site may be more likely to achieve the full 10:1 FAR allowed, and the onsite inclusionary requirement would be increased to: 16% Acutely Low income, 17% Extremely Low, 20% Very Low income, 35% Low income, or 55% Moderate income through the Graduated Inclusionary Program.

Graduated Inclusionary

Larger buildings provide more on-site affordable housing.



Figure 1. Graduated Inclusionary

Outlined below, are modifications that PLUM Committee may elect to incorporate into the CPC's recommended New Zoning Code, and Downtown Community Plan Implementation Overlay (CPIO), that would effectuate a graduated inclusionary system.

Singular Inclusionary

The analysis also studied increasing the Base FAR to improve feasibility and establish a higher inclusionary requirement. This framework aimed at setting a uniform set of inclusionary housing percentages across AMI categories regardless of project size. Under a singular inclusionary approach a 3:1 FAR building and a 10:1 FAR building would have the same inclusionary housing requirement. Under improved market conditions this approach could discourage under-building in Downtown, but due to the significant increase in construction costs, and inability of the market to deliver high-rise scale development under present-day market conditions, this approach could hinder housing production and affordable housing Downtown.

The Base FARs in the CPC Recommended Draft are generally around 3:1 in the eastern portions of Downtown and range from 6:1 to 9:1 in areas envisioned for high growth in proximity to transit. Base FARs that are set above 4:1-4.5:1 will generally require Type I or Type II construction to utilize the full base FAR. As described earlier, this type of development substantially increases the cost of construction, and is not economically feasible under present-day economic conditions. Therefore, increasing Base FARs is unlikely to improve project feasibility. Moreover, increased Base FARs would lessen the overall obligation for onsite affordable units in most cases, and would result in fewer community benefits such as open space, and community facilities, that can be obtained by future development projects under improved economic conditions.

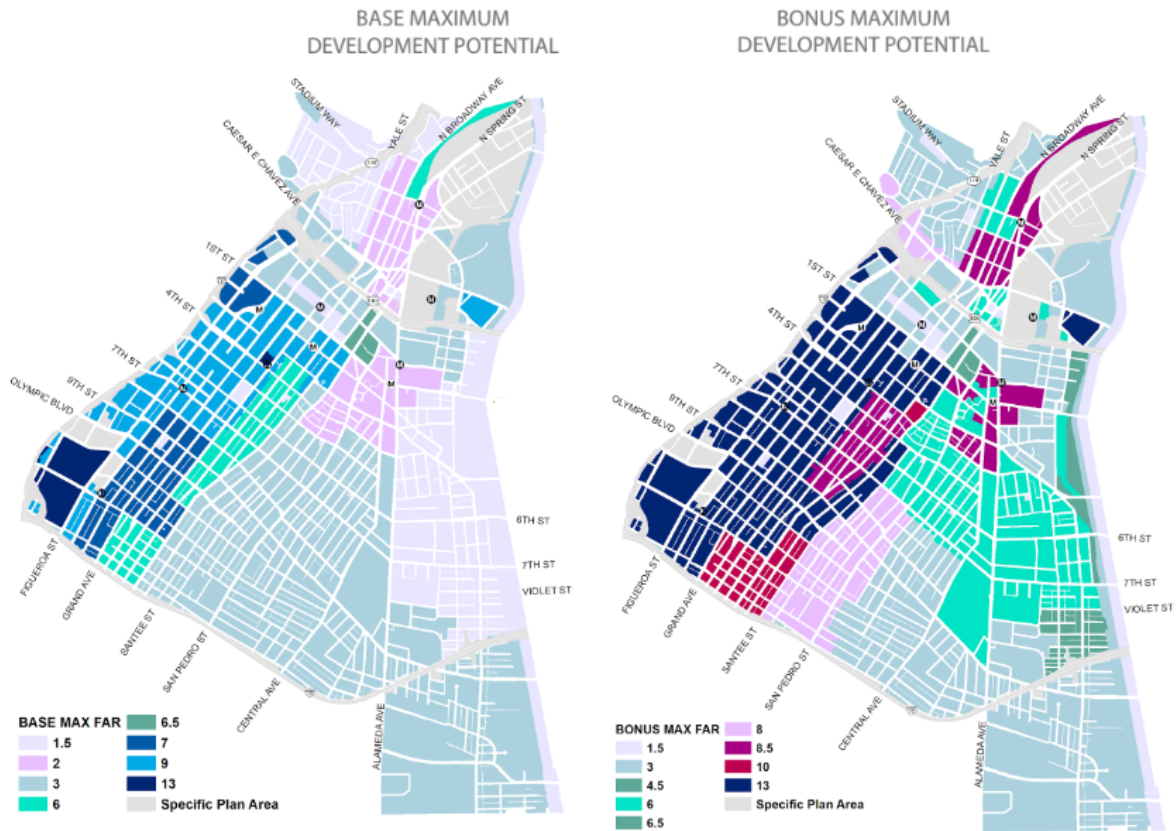


Figure 2. CPC Recommended Base and Bonus Maximum Development Potential

As mentioned, a small subset of Downtown projects may be able to reach maximum FARs in the near term. For example, if a project can secure alternative financing mechanisms or incur minimal land costs due to long term land holding, those savings can offset high-rise construction costs and the cost of on-site affordable units. As illustrated in Figure 3, increasing Base FARs would result in lesser additional benefits than would otherwise have to be provided in exchange for more FAR under the CPC's recommended Community Benefits Program. Higher Base FARs would diminish opportunities to capture more affordable housing, community benefit fund contributions, public open space, and community facilities for newly acquired sites.

Community Benefit Amount



Figure 3. Community Benefits FAR Capture

Conclusion

- Although construction costs have increased and high-rise projects are not feasible under current market conditions, development can still occur and housing goals may be met by high density podium projects and outlier larger scale developments. Generally, the Base FARs applied across the Proposed Plan in the CPC Recommended Draft would allow feasible by-right podium construction with some amount of inclusionary housing.
- Introducing an inclusionary percentage would ensure all projects in the Plan Area would produce some amount of on-site affordable housing units in the near term. However, some areas may not see housing development until construction costs go down and/or rents increase to achieve a new equilibrium.
- The feasibility of an inclusionary requirement is varied across Downtown's various real estate submarkets as shown:

Inclusionary with AHLF	Acutely Low	Extremely Low	Very Low	Low	Moderate
South Park, Financial Core & Bunker Hill Submarket	5%	5%	8%	12%	16%
Chinatown Submarket*	8%	8%	11%	13%	21%

*Inclusionary requirements for Chinatown, apart from Low-income & Moderate-income categories qualify for AHLF exemption

- The maximum amount of feasible onsite units in the South Park, Financial Core, Bunker Hill areas falls below the thresholds for exemption in the Affordable Housing Linkage Fee (AHLF) Ordinance in certain income categories (e.g. 20% LI and 40% Moderate), However, exempting residential projects could result in more on-site affordable units and generate housing more quickly compared to funds generated through the AHLF. If projects were exempted from the AHLF as part of an inclusionary obligation the following inclusionary requirement would be feasible:

Inclusionary without Linkage	Acutely Low	Extremely Low	Very Low	Low	Moderate
South Park, Financial Core & Bunker Hill Submarket	8%	8%	10%	12%	16%
Chinatown Submarket	12%	13%	15%	17%	28%

- Projects providing onsite affordable dwelling units as part of the inclusionary obligation will, in most circumstances, become automatically eligible for the Community Benefit Program’s Level 1 40% FAR bonus. Specifically, the inclusionary obligation for Acutely Low and Extremely Low households in both submarkets, would meet or exceed the minimum affordable housing obligation of the Community Benefits Program Level 1 40% bonus.
- Increasing Base FARs beyond those recommended by the CPC would not serve to improve project feasibility, and would result in fewer community benefits, including reducing opportunities to facilitate additional affordable housing. In the long term, the Graduated Inclusionary framework that builds upon CPC’s recommended Base/Bonus (i.e. Community Benefits Program) will ensure value capture reflective of market conditions, and will help garner more benefits over the 20-year horizon of the Community Plan.
- Analysis shows that projects that do not provide onsite parking can substantially increase feasibility, however onsite parking has remained essential in order for mixed-income projects to secure financing.

- The various forms of project streamlining under the Downtown Plan provide substantial savings in the delivery of affordable housing, and are considered as part of the identified feasible inclusionary requirement.

The Council Modifications to the CPC Recommended new Zoning Code and Downtown Community Plan Implementation Overlay (CPIO) outlined in Items E.1.-E.6 below illustrate how the PLUM Committee can adopt the Graduated Inclusionary Zoning program for the Proposed Plan described above, if desired.

OPTIONAL COUNCIL MODIFICATION E.1–E.6 - INCLUSIONARY HOUSING

E.1. New Zoning Code, Article 1 Introductory Provisions, SEC. 1.5.10

Establish an Inclusionary housing map to initiate mandatory inclusionary housing requirements for specific geographic areas.

Modify Section 1.5.10 of Article 1, of the Proposed New Zoning Code to read as follows:

Sec. 1.5.10. Inclusionary Housing Map

A. Applicability

The Inclusionary Housing Map identifies lots that require inclusionary housing projects to provide restricted affordable units pursuant to Sec. 5C.4.5. (Inclusionary Housing Program). Any lot not included on this map shall not be subject to those provisions.

B. Boundaries

Any lot designated, using the Department of Public Works, Bureau of Engineering land base dataset, with the following designations.

1. Inclusionary Housing Areas

Lots that are subject to the Inclusionary Housing Program shall be designated with one of the following options.

a. Inclusionary Rental (IR)

An Inclusionary Rental (IR) designation shall mean that a project involving the construction of an inclusionary housing project that includes dwelling units that are for-rent shall be subject to the applicable provisions in Sec. 5C.4.5. (Inclusionary Housing Program).

b. Inclusionary Rental & For-Sale (IRF)

An Inclusionary Rental & For-Sale (IRF) designation shall mean that a project involving the construction of an inclusionary housing project that includes dwelling units which are for-rent and/or for-sale shall be subject to the applicable provisions in Sec. 5C.4.5. (Inclusionary Housing Program).

c. Community Plan Implementation Overlay (CPIO)

A Community Plan Implementation Overlay (CPIO) designation shall mean that a project involving the construction of an inclusionary housing project shall be subject to the provisions

in Sec. 5C.4.5. (Inclusionary Housing Program) and as further modified by an applied Community Plan Implementation Overlay.

2. Affordability Requirement Set

Lots shall also be designated with one of the affordability requirement sets as established in Sec. 5C.4.5.C.1. (Inclusionary Program Set Designations).

C. Amendments

At the direction of City Council, pursuant to Sec. 13B.1.3. (Zoning Code Amendment), the Director of Planning is authorized to revise the Inclusionary Housing Map. No unauthorized person may alter or modify the Inclusionary Housing Map.

E.2. New Zoning Code, Article 1 Introductory Provisions, Zoning Code Map (Inclusionary Program Set Designations)

Designate parcels within the Downtown Community Plan with mandatory inclusionary housing for rental housing with affordability requirements set A or B.

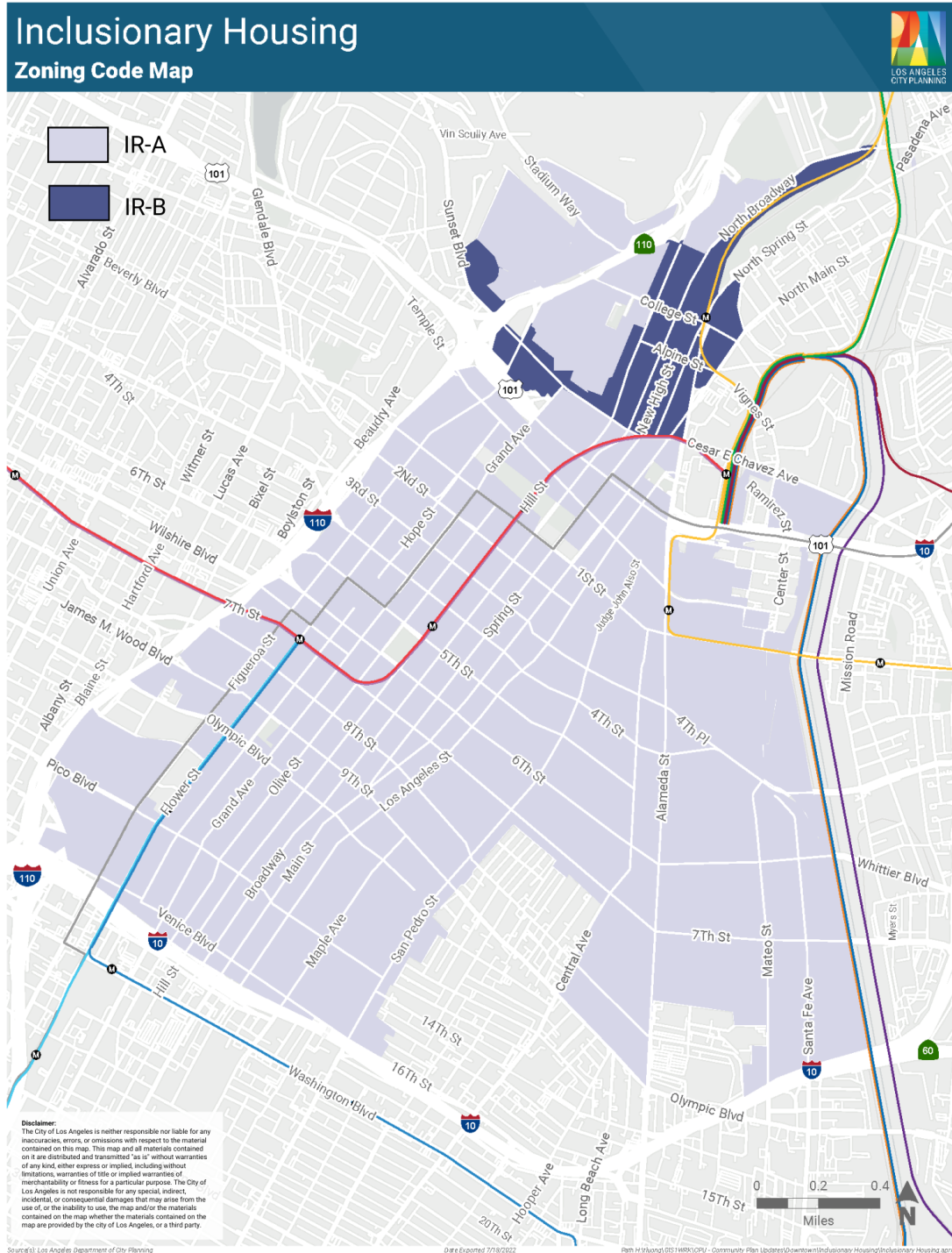


Figure 4. Inclusionary Housing Zoning Code Map

E.3. New Zoning Code, Article 5 Use, SEC. Sec. 5C.4.5. Inclusionary Housing Program

Establish a Graduated Inclusionary Housing Program in the New Zoning Code to ensure that housing development projects located on sites identified in the Inclusionary Housing map include restricted affordable units.

Modify Section Sec. 5C.4.5. of Article 5, of the Proposed New Zoning Code to read as follows:

Sec. 5C.4.5. Inclusionary Housing Program

A. Intent

The Inclusionary Housing Program is intended to ensure the development of housing that is affordable to a range of households at all income levels by requiring that a portion of all projects involving the construction of 10 or more dwelling units, referred to in this Section as an "inclusionary housing project", pursuant to this program includes restricted affordable units. When implemented, this program will help to increase the availability of dwelling units at all income levels, and help the City meet its share of regional housing needs in a manner that is consistent with the General Plan and other City policies related to housing.

B. Applicability

The requirements of this Section apply to all new construction, major demolition, or remodel of an inclusionary housing project that will result in new dwelling units on lots that have been designated on the Inclusionary Housing Map, as established in Sec. 1.5.10. (Inclusionary Housing Map), and as outlined in the Subdivisions below. However, an adaptive reuse project shall not be subject to the requirements of this Section. All restricted affordable units required by this Section shall be rented or sold in accordance with the requirements established in this Section.

1. Inclusionary Rental (IR)

An inclusionary housing project providing dwelling units which are for rent shall set aside the minimum required restricted affordable units for rent. Dwelling units within the project which are for sale shall not be subject to the minimum required restricted affordable units.

2. Inclusionary Rental & For-Sale (IRF)

An inclusionary housing project providing dwelling units which are rental and/or for-sale shall set aside the minimum required restricted affordable units as required by the designated affordability requirement set.

3. Community Plan Implementation Overlay (CPIO)

An inclusionary housing project providing dwelling units shall set aside the minimum required restricted affordable units as established in an applied Community Plan Implementation Overlay.

C. Inclusionary Standards

An inclusionary housing project shall comply with the following requirements, or the requirements of an applicable Community Plan Implementation Overlay, unless a project otherwise complies with the alternatives established in Subsection D. (Inclusionary Alternatives).

1. Inclusionary Program Set Designations

Unless otherwise established in an applied Community Plan Implementation Overlay, an inclusionary housing project shall provide the minimum percentage of on-site restricted affordable units required by the designated affordability requirement set as established below.

AFFORDABILITY REQUIREMENT SETS					
Set	Affordability Requirements				
	DEEPLY LOW INCOME	EXTREMELY LOW INCOME	VERY LOW INCOME	LOWER INCOME	MODERATE INCOME
A	8%	8%	10%	12%	16%
B	12%	13%	15%	17%	28%

a. Calculating Required Units

The minimum percentage of required restricted affordable units shall be calculated based on the total number of dwelling units in the inclusionary housing project. Any number resulting in a fraction shall be rounded up to the next whole number, and not as specified in Sec. 6C.1.2. (Lot Area Per Household Dwelling Unit) or Sec. 6C.1.3. (Lot Area Per Efficiency Dwelling Unit). Restricted affordable units provided pursuant to this program may also count towards the affordable housing incentive programs established in Sec. 9.2.1. (Density Bonus) or Sec. 9.3.2. (Local Affordable Housing Incentive Program).

b. For-Sale Units

Restricted affordable units which are offered on a for-sale bases shall be subject to an applicant agreement with the Los Angeles Housing Department that ensures that a for-sale unit that qualified the applicant for the affordable housing program and meets the following conditions:

- i. The unit is initially occupied by a person or family of moderate income, low income, very low income, or extremely low income, as required, and it is offered at an affordable housing cost, as that cost is defined in Section 50052.5 of the California Health and Safety Code and is subject to an equity sharing agreement.
- ii. The unit is purchased by a qualified nonprofit housing corporation pursuant to a recorded contract that satisfies all of the requirements specified in Paragraph

(10) of Subdivision (a) of Section 402.1 of the Revenue and Taxation Code and that includes all of the following:

- a) A repurchase option that requires a subsequent purchaser of the property that desires to resell or convey the property to offer the qualified nonprofit housing corporation the right to repurchase the property prior to selling or conveying that property to any other purchaser.
- b) An equity sharing agreement, as specified in Subdivision 6 (Equity Sharing Agreement) of Subsection E. (Records & Agreements) below.
- c) Affordability restrictions on the sale and conveyance of the property that ensure that the property will be preserved for lower income housing for at least 45 years for owner-occupied housing units and will be sold or resold only to persons or families of moderate income, low income, very low income, or extremely low income, as defined in Section 50052.5 of the California Health and Safety Code.

2. Restricted Affordable Unit Size & Distribution

The size, construction finishes, and distribution of all required restricted affordable units shall be provided in accordance with the guidelines established by the Los Angeles Housing Department.

D. Inclusionary Alternatives

In lieu of the requirements established in Subsection C. (Inclusionary Standards) above, the requirements of this Section may be satisfied by implementing one of the following alternatives if they are approved pursuant to the applicable process in Subsection F. (Procedures).

1. In-Lieu Fee

The affordability provisions of this program may be satisfied by the payment of a fee to the City in lieu of constructing the restricted affordable units within the inclusionary housing project. The fee is due and payable to the Affordable Housing Trust Fund, established in Chapter 122 (Affordable Housing Trust Fund) of Division 5 (Finance) of the Los Angeles Administrative Code, at the time of and in no event later than issuance of the first building permit, concurrent with and proportional to project phases. The Developer shall have an option to defer payment of all or a portion of the fee upon agreeing to pay a Deferral Surcharge, as established in Paragraph d. (Deferral Surcharge) below, with the fee and the Deferral Surcharge due and payable at the time of and in no event later than issuance of the Certificate of Occupancy. The in lieu fee shall be determined by the City based on the following:

a. Fee

The fee shall be determined by the number of dwelling units equivalent to 1.1 times the required number of on-site restricted affordable units for the inclusionary housing

project, in the same proportion of affordability, multiplied by the applicable Affordability Gap, as established in Paragraph b. (Affordability Gap) below.

b. Affordability Gap

The City shall produce a study identifying the Affordability Gap for rental and ownership units of each bedroom size (studio, 1 bedroom, 2 bedroom and 3 bedroom) for each required affordability level.

i. Rental Units

For rental dwelling units, the study shall collect and determine, by unit type and affordability level, the following information from recently completed affordable housing projects funded by the City's Affordable Housing Trust Fund: total development costs and operating expenses. The study shall also determine the amounts of permanent financing available based on restricted rents and prevailing interest rates. The difference between the total development cost and permanent financing amount shall be the Affordability Gaps per unit by unit type and affordability level.

ii. For-Sale Units

For for-sale dwelling units, the study shall identify the market median sales prices by unit type in the 34 Community Plan areas. It shall determine the restricted sales prices of for-sale units by unit type and affordability level. The difference between the market median sales price and the restricted sales price shall be the Affordability Gaps per unit by unit type and affordability level.

c. Bi-Annual Fee Adjustment

The City shall adjust the fee every two years, based on the results of a new Affordability Gap study. An Affordability Gaps study, the proposed adjusted Affordability Gaps, and the adjusted fees shall be published within 2 years of the date that the original Affordability Gaps study is released, and consecutively thereafter by the date that is 2 years after the release of the previous Affordability Gaps study.

d. Deferral Surcharge

The Deferral Surcharge will be assessed at the Wall Street Journal Prime Rate plus 200 basis points at the time such fee is due, at the issuance of the building permit. The Deferral Surcharge fee shall be deposited into the Affordable Housing Trust Fund and accounted for and used as provided in Paragraph e. (Use of Funds) below.

e. Use of Funds

All monies contributed pursuant to this Section shall be deposited in the City's Affordable Housing Trust Fund. All funds collected under this Section shall be used in the following manner:

i. Except as provided in Subparagraph ii. below, the funds collected under this Section shall be used to create and/or preserve housing affordable to low

income, very low income, extremely low income, or deeply low income households.

- ii. The City shall designate and separately account for all Deferral Surcharge payments that it receives under this Section to support the creation and/or preservation of affordable housing within one-half mile of the proposed inclusionary housing project, with priority to areas where there is a demonstrated decline in units affordable to and/or occupied by low income, very low income, extremely low income, or deeply low income households.

Use of the Deferral Surcharge funds shall include but not be limited to the acquisition and/or remediation of land, and/or acquisition, construction, rehabilitation, and/or financing of housing units by a Community Land Trust or non-profit entity which guarantees perpetual affordability of these units for low income, very low income, extremely low income, or deeply low income households or a term of affordability of these units that has a duration of a minimum of 55 years.

E. Records & Agreements

Prior to the issuance of a building permit, the following requirements shall be met.

1. Restricted Affordable Unit Covenants

For any inclusionary housing project that contains restricted affordable units, a covenant acceptable to the Los Angeles Housing Department must be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 99 years, except as established in Paragraphs a., b., and c. below, from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program. A copy of the covenant shall be filed with the Department of City Planning and the Department of Building and Safety.

- a. An inclusionary housing project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the inclusionary housing project shall be covenanted for at least 55 years.
- b. A mixed-income inclusionary housing project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the inclusionary housing project shall be covenanted for at least 55 years.
- c. Inclusionary housing projects financed by low-income housing tax credits. At minimum, all restricted affordable units in the inclusionary housing project shall be covenanted for at least 55 years.

2. Conflicts of Duration of Affordability Covenants

Except as established in Subdivision 1 (Restricted Affordable Unit Covenants) above, if the duration of affordability covenants provided in this Section conflicts with the duration for any other government requirement, the longest duration controls.

3. Private Right of Enforcement

Any covenant described in this Section must provide for a private right of enforcement by the City, any tenant, and the owner of any building to which a covenant and agreement applies.

4. Equity Sharing Agreement

An inclusionary housing project that has opted to an equity sharing agreement for for-sale restricted affordable units shall be required to enter into an agreement with the Los Angeles Housing Department as outlined below, unless it is in conflict with the requirements of another public funding source or law.

a. Upon resale, the seller of the unit shall retain the value of any improvements, the downpayment, and the seller's proportionate share of appreciation.

b. Except as provided in Paragraph e. below, the local government shall recapture any initial subsidy, as defined in Paragraph c. below, and its proportionate share of appreciation, as defined in Paragraph d. below, which amount shall be used within five years for any of the purposes described in *Subdivision (e) of Section 33334.2 of the California Health and Safety Code* that promote home ownership.

c. For purposes of the equity sharing agreement, the Los Angeles Housing Department's initial subsidy shall be equal to the fair market value of the home at the time of initial sale minus the initial sale price to the moderate-income household, plus the amount of any downpayment assistance or mortgage assistance. If upon resale the market value is lower than the initial market value, then the value at the time of the resale shall be used as the initial market value.

d. For purposes of the equity sharing agreement, the Los Angeles Housing Department's proportionate share of appreciation shall be equal to the ratio of the Los Angeles Housing Department's initial subsidy to the fair market value of the home at the time of initial sale.

e. If the unit is purchased or developed by a qualified nonprofit housing corporation the Los Angeles Housing Department may enter into a contract with the qualified nonprofit housing corporation under which the qualified nonprofit housing corporation would recapture any initial subsidy and its proportionate share of appreciation if the qualified nonprofit housing corporation is required to use 100 percent of the proceeds to promote homeownership for lower income households as defined by *Sec. 50079.5 of the California Health and Safety Code* within the jurisdiction of the Los Angeles Housing Department.

F. Procedures

The Department of Building and Safety shall issue a building permit for any inclusionary housing project that meets the requirements of this Section.

1. Projects Utilizing Inclusionary Alternatives

An inclusionary housing project utilizing an alternative established in Subsection D. (Inclusionary Alternatives) above, shall also require approval from the Department of City Planning pursuant to Sec. 13B.3.1. (Administrative Review).

**E.4. New Zoning Code, Article 14 General Rules and Definitions, DIV 14.2
Glossary**

Modify Division 14.2 of Article 14 General Rules and Definitions, of the Proposed New Zoning Code to read as follows:

Inclusionary Housing Map. See Sec. 1.5.10. (Inclusionary Housing Map).

Inclusionary Housing Project. A project involving the construction of 10 or more dwelling units which is subject to the requirements established in Sec. 5C.4.5. (Inclusionary Housing Program).

Qualified Nonprofit Housing Corporation. A nonprofit housing corporation organized pursuant to Sec. 501(c)(3) of the Internal Revenue Code that has received a welfare exemption under Sec. 214.15 of the Revenue and Taxation Code for properties intended to be sold to low-income families who participate in a special no-interest loan program.

**E.5. Downtown Community Plan Implementation Overlay (CPIO) District,
Chapter I-V.C**

Modify Subsection I-V.C of the Proposed Downtown Community Plan Implementation Overlay (CPIO) District to read as follows:

C. Projects providing Restricted Affordable Units in accordance with minimum mandatory inclusionary housing requirements as identified on the Inclusionary Housing Map (LAMC CHAPTER 1A Sec. 1.5.10.) ~~to fully utilize the Affordable Housing Local Incentive Program pursuant to Chapter II, Section 2 or pursuant to the requirements of Chapter IV, Section I~~ shall be considered exempt from the Affordable Housing Linkage Fee.

**E.6. Downtown Community Plan Implementation Overlay (CPIO) District,
Chapter II-III. 3.C.2.**

Redirect affordable housing in-lieu payments from the Downtown Local Affordable Housing Incentive Program to the city wide Affordable Housing trust fund to align with the requirements of the mandatory inclusionary housing program.

Modify Subdivision 3.C.2 of Chapters II and III of the Proposed Downtown Community Plan Implementation Overlay (CPIO) District to read as follows:

2. LOCAL AFFORDABLE HOUSING INCENTIVE PROGRAM PURSUANT TO LAMC CHAPTER 1A 9.3.2, B. Requirements

3. In-Lieu Fee. The affordability provisions of this Section may be satisfied by the payment of a fee to the City of Los Angeles ~~Downtown~~ Citywide Affordable Housing Trust Fund in lieu of constructing the affordable units within the Project. The in lieu fee shall be determined by the City based on the following:

The number of units equivalent to 1.1 times the required number of on-site affordable units pursuant to Section II-2B.1, in the same proportion of affordability, multiplied by the applicable Affordability Gap, as defined in LAMC Chapter 1A Section 13.3.1.E.4.

The fee is due and payable to the City of Los Angeles ~~Downtown~~ Citywide Affordable Housing Trust Fund at the time of and in no event later than issuance of the first building permit, concurrent with and proportional to project phases.

F. Fashion District Modifications

The following Council Modifications would support the recommendations to preserve existing manufacturing activities in Downtown Los Angeles while allowing for the thoughtful introduction of housing. Additionally, Section E of this report discusses an option to adopt an inclusionary housing requirement to promote a mixed-income community with opportunities for households of all income levels to live in the Plan Area. If this recommended Council Modification is approved by the PLUM Committee and adopted as part of the Plan, any new housing project, including those in the Fashion District, will be required to incorporate some amount of affordable housing as part of their project. Council Modifications to the CPC Recommended proposed New Zoning Code, below, are indicated by underline for language added and strikethroughs for language deleted.

OPTIONAL COUNCIL MODIFICATIONS F.1–F.14 - FASHION DISTRICT

F.1. New Zoning Code, Article 5 Use, SEC. 5B.7.3. Industrial-Mixed 3 (IX3)

Modify Section 5B.7.3 of Article 5 of the Proposed New Zoning Code to read as follows for the purpose of prohibiting conversion of non-residential uses to residential uses in existing buildings; reducing the required amount of productive space from 1:1 FAR to 0.5:1 FAR; and limiting office uses from counting toward the required FAR of productive space in new residential construction:

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
Dwelling	P*	(see Residential)	<ul style="list-style-type: none"> • Office • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal • <u>Manufacturing, Light: Garment & Accessory</u>
		In conjunction with:	
		Floor area (min)	1.0 0.5 FAR
		Exception	Adaptive Reuse Projects 100% Restricted affordable units
		<u>Change of use</u>	<u>Prohibited</u>

Use	Permission	Use Standard	Specification
Live/Work	P*	(see Residential)	
		Unit size (min avg.)	750 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' x 15'
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal • <u>Manufacturing, Light: Garment & Accessory</u>
		Open plan area (min)	70%
		In conjunction with:	<ul style="list-style-type: none"> • Office • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal • <u>Manufacturing, Light:</u>

			<u>Garment & Accessory</u>
		Floor area (min)	4.0 <u>.5</u> FAR
		Exception	Adaptive reuse projects, 100% Restricted affordable housing
		Supplemental standards	Sec 5B.7.2.C.2
		<u>Change of use</u>	<u>Prohibited</u>

Use	Permission	Use Standard	Specification
Joint Living & Work Quarters	P* --	(see Residential)	
		Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing: Light: General • Manufacturing: Light: Artistic & Artisanal

F.2. New Zoning Code, Article 5 Use, SEC. 5B.7.3. Industrial-Mixed 3 (IX3)

Modify Section 5B.7.3 of Article 5 of the Proposed New Zoning Code to read as follows to add “Manufacturing, Light” to clarify Light Industrial Use is permitted; update the use district tables to reflect establishment of “Manufacturing, Light: Garment & Accessory” as a defined use with prescribed permission levels; and replace “Textile and Apparel” with “Textile”:

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
LIGHT INDUSTRIAL	*	Use Standard applicability	
		Abutting	Sensitive Use, residential or Agricultural Use District
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully indoor
Electronics Assembly	P*	<i>(see Light Industrial)</i>	
Maintenance & Repair Services:	P*	<i>(see Light Industrial)</i>	
<u>Manufacturing, Light:</u>			
General	P*	<i>(see Light Industrial)</i>	
Alcoholic Beverage	P*	<i>(see Light Industrial)</i>	
Artistic & Artisanal	P*	<i>(see Light Industrial)</i>	
Cosmetic, Pharmaceutical	P*	<i>(see Light Industrial)</i>	
Food & Drink	P*	<i>(see Light Industrial)</i>	
<u>Garment & Accessory</u>	<u>P*</u>	<u><i>(see Light Industrial)</i></u>	
Textile & Apparel	P*	<i>(see Light Industrial)</i>	

F.3. New Zoning Code, Article 5 Use, SEC. 5B.7.3. Industrial-Mixed 3 (IX3)

Modify Section 5B.7.3 of Article 5 of the Proposed New Zoning Code to read as follows to prioritize preservation of existing industrial uses while limiting lodging to new construction, and limiting new office uses in existing buildings:

Use	Permission	Use Standard	Specification
Lodging	P*	<u>Change of use</u>	<u>Prohibited</u>

Use	Permission	Use Standard	Specification
Office	P*	<u>Incidental to:</u>	<u>Other allowed use</u>
		<u>Relief</u>	<u>C2</u>
		<u>Exception</u>	<u>New Construction</u>

F.4. New Zoning Code, Article 5 Use, SEC. 5B.7.2. Industrial-Mixed 2 (IX2)

Modify Section 5B.7.2 of Article 5 of the Proposed New Zoning Code to read as follows, for the purpose of requiring a zoning administrator determination for conversion of non-residential uses to Joint Living & Work Quarters:

Use	Permission	Use Standard	Specification
Joint Living & Work Quarters	P* <u>C1</u>	(see Residential)	
		Designated work space:	
		Work space area (min/max)	10%/50%
		Workspace uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal

F.5. New Zoning Code, Article 5 Use, SEC. 5B.7.1. Industrial-Mixed 1 (IX1), SEC. 5B.7.2. Industrial-Mixed 2 (IX2), SEC. 5B.7.3. Industrial-Mixed 3 (IX3), SEC. 5B.7.4. Industrial-Mixed 4 (IX4)

Modify Sections 5B.7.1, 5B.7.2, 5B.7.3 and 5B.7.4 of Article 5 of the Proposed New Zoning Code to read as follows for IX1, IX2, IX3 and IX4 Use Districts, for the purpose of requiring Residential Use to be at least 50 feet away from Manufacturing, Light: Textile, to ensure minimum separation between these two uses:

Use	Permission	Use Standard	Specification
RESIDENTIAL	*	Use Separation (Min)	
		<u>Manufacturing, Light: Textile</u>	50'
		Heavy Industrial	50'
		Relief	C1

F.6. New Zoning Code, Article 5 Use, SEC. 5C.1.7. Light Industrial Uses

Modify the following definitions for Light Industrial Uses in Section 5C.1.7 of Article 5 of the Proposed New Zoning Code to read as follows:

C. Manufacturing, Light

Any light industrial use involving the making or processing of materials or components into products.

1. General

The manufacturing of finished goods intended to be sold as consumer goods to the general public, including devices and instruments used in a workplace. Includes the manufacturing and assembly of the following: medical equipment and supplies; semiconductors and electronic instruments; signs and printed material; musical instruments; jewelry; toys; furniture; crates; boxes; and barrels. Excludes the manufacturing of heavy machinery, motor vehicles, aircraft and watercraft, metal fabrication, and manufacturing involving the processing, mixing, or refinement of inorganic raw materials, see Manufacturing, Heavy; General (Sec. 5C.1.8.B.1.).

3. Artistic & Artisanal

~~A small-scale light manufacturing use which does not involve automated or mechanized production methods. Instead, skilled craftspersons are integral to the creation of each product, requiring products to be produced in small quantities where skilled craftspersons are integral to the creation of each product. materials, substances, or components, and may include, but are not limited to the use of hand tools or light mechanical equipment such as commercial mixers, sewing machines, wax melters, bottle sealers, paste filling machines, and button press machines. Artistic & artisanal uses are less than 3,000 5,000 square feet in area or include a staff of fewer than 25 persons.~~

4. Garment & Accessory

Any light manufacturing use involving the cutting, stitching or assembly of materials to produce finished clothing, footwear, and accessories. Specific activities include but are not limited to sewing of finished textiles, printing or stenciling of designs on garments, assembly of accessories and footwear, and the knitting of finished garments. For the large-scale mechanized production of fibers and fabrics used to create materials for the production of garments and accessories see Sec. 5C.1.7.7 (Textile).

5. ~~Textile and Apparel~~ Textile

Any light manufacturing use ~~that processes or otherwise manufactures textile and other apparel products. Includes fabric mill, finishing and coating mill, jewelry manufacture, and leather product manufacture~~ involving the large-scale mechanized production of fibers and fabrics used to create materials for the production of garments and accessories. Specific activities include but are not limited to textile spinning, weaving, dyeing, printing, and finishing. For the final assembly, cutting and stitching of materials to produce finished clothing, footwear, and accessories, see garment manufacturing Sec. 5C.1.7.6. (Garment & Accessory).

F.7. New Zoning Code, Article 5 Use, SEC. 5B.5.2. Commercial-Mixed (CX2), SEC. 5B.5.3 Commercial-Mixed (CX3); SEC. 5B.5.4 (CX4)

Modify Sections 5B.5.2, 5B.5.3, and 5B.5.4 of Article 5 of the Proposed New Zoning Code to read as provided below for the purpose of making the following changes in the CX2, CX3 and CX4 Use Districts, to permit Manufacturing, Light: General only when accessory to Retail in order to allow limited jewelry manufacturing; prohibit Manufacturing, Light: Textile; to allow Garment & Accessory to be permitted; and to allow Manufacturing, Light: Alcoholic Beverage and Manufacturing, Light Food & Drink to be permitted only when accessory to any Eating & Drinking:

Use	Permission	Use Standard	Specification
Manufacturing, Light			
General	<u>P*</u>	<u>Accessory to:</u>	<u>Retail: General, Merchant Market</u>
Alcoholic Beverage	P*	Accessory to:	<u>Restaurant Eating & Drinking</u>
Artistic & Artisanal	P*	Accessory to:	Retail: General, Merchant Market
Cosmetic, Pharmaceutical	-		
Food & Drink	-P*	<u>Accessory to:</u>	<u>Eating & Drinking</u>
<u>Garment & Accessory</u>	<u>P</u>		
Textile & Apparel	-		

F.8. New Zoning Code, Article 5 Use, SEC. 5B.7.2. Industrial-Mixed 2 (IX2) D Supplemental Procedures

Modify Subsection D of New Zoning Code, Article 5 Use, SEC. 5B.7.2. Industrial-Mixed 2 (IX2) to add subdivision 1 and renumber subsequent subdivisions to read as follows for the purpose of Establishing supplemental findings for Joint Living and Work Quarters:

1. Joint Living and Work Quarters

a. In addition to the findings otherwise required by Sec. 13B.2.1. (Class 1 Conditional Use Permit), the Zoning Administrator shall also consider:

- i. that the uses of property surrounding the proposed location of the joint living and work quarters and the use of the proposed location will not be detrimental to the health, safety and welfare of prospective residents of the quarters; and
- ii. that the proposed joint living and work quarters will not displace viable industrial uses and will not substantially lessen the likelihood that the property will be available in the future for industrial uses; and
- iii. that an applicant for the proposed joint living and work quarters involving the conversion of an existing building or portion of a building that was originally designed for nonresidential occupancy has made good faith efforts to prevent the displacement of nonresidential occupancy with evidence that includes, but not limited to, building maintenance records, duration of building vacancy and vacancy rates, and attempts of the property owner to increase or extend nonresidential tenancy with proof of advertisement such as public listings and signage and/or hiring third-party services to find nonresidential tenants.

F.9. New Zoning Code, Article 5 Use, SEC. 5C.3.6. Change of Use

Modify Article 5 of the New Zoning Code by adding the following Section 5C.3.6 (Change of Use) to Article 5 of the Proposed New Zoning Code to read as provided below for the purpose of establishing a new Change of Use standard to support the edits made to the IX3 Use District to protect manufacturing uses.

Sec. 5C.3.6. CHANGE OF USE

A. Intent

To control when new uses may be introduced into an existing building or lot.

B. Applicability

Applies only when specified by the Use District (Part 5B) as a required use standard.

C. Standards

1. Where change of use is listed as "prohibited" in the use table for an applied Use District (Part 5B), the specified use shall not be permitted within any portion of an existing building or lot

- that was permanently occupied by another use defined in Div. 5C.1. (Use Definitions) as listed on the most recent certificate of occupancy for the existing building or lot.
2. Change of use includes adaptive reuse projects meeting the requirements of the Citywide Adaptive Reuse Program (Sec. 9.4.6.) or the Downtown Adaptive Reuse Program (Sec.9.4.5.).

D. Measurement

A change of use is any project that meets the description of the change of use project activity in accordance with Sec. 14.1.15. (Project Activities).

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B). Where relief is available, it will be listed in the use table for the applied Use District (Part 5B).

F.10. New Zoning Code, Article 5 Use, SEC. 5C.3.17. New Construction

Modify Article 5 of the New Zoning Code by adding the following Section 5C.3.17 (New Construction) to Article 5 of the Proposed New Zoning Code to read as provided below for the purpose of establishing a New Construction standard to support the edits made to the IX3 Use District to protect manufacturing uses.

Sec. 5C.3.17. NEW CONSTRUCTION

A. Intent

To encourage or limit the introduction of a use into an area through new construction projects.

B. Applicability

Applies only when specified by the applied Use District (Part 5B) as a required use standard for that Use District.

C. Standards

The specified use shall be provided within a project that meets the description of new construction in accordance with Sec. 14.1.15. (Project Activities). The specified use shall only be provided in newly constructed floor area on the lot or floor area relocated from another lot.

D. Measurement

A use shall be measured as satisfying the new construction requirement when the project meets the standards outlined in Sec. 5C.3.17.D above.

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B). Where relief is available, it will be listed in the use table for the applied Use District (Part 5B).

F.11. Downtown Community Plan Implementation Overlay (CPIO) District, Chapter II-III. 3.C.

Modify Subsection 3.C of Chapter II-III of the Proposed Downtown CPIO to add subdivision 3 to read as follows for the purpose of establishing a new CPIO subarea and incentive to promote light manufacturing uses:

C. Community Facilities Pursuant to LAMC Chapter 1A 9.3.4

3. For sites located in Subarea A.5, projects that include a loading elevator and in which a minimum of 50% of the total Floor Area, inclusive of any bonus floor area, contains Manufacturing, Light uses, may obtain additional floor area above the base FAR and up to 4:1 FAR pursuant to the Employment Incentive Area, LAMC Chapter 1A Section 9.3.4.C.4.
 - a. A Housing Development must fully utilize the Local Affordable Housing Incentive Program pursuant to LAMC Chapter 1A 9.3.2 before obtaining Floor Area through this incentive.

F.12. Downtown Community Plan Implementation Overlay (CPIO) District, Chapter II Figure 2. - Downtown Community Benefits Program Subarea Map

Modify Chapter II Figure 2. - Downtown Community Benefits Program Subarea Map of the Proposed Downtown CPIO to read as follows for the purpose of establishing a new subarea A.5 to promote light manufacturing uses:

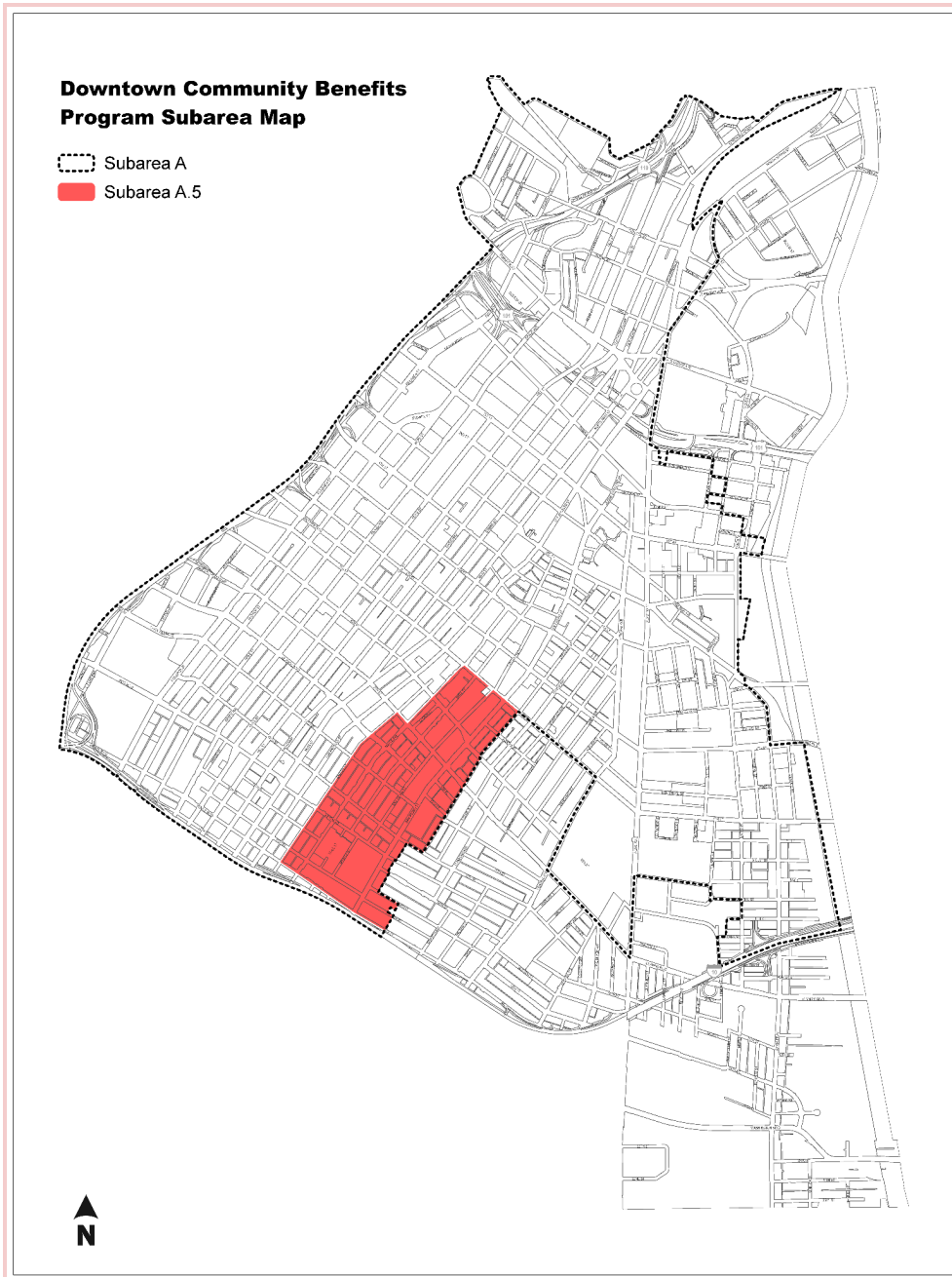


Figure 5. Downtown Community Benefits Program Subarea A.5 Map

F.13. Downtown Community Plan Implementation Overlay (CPIO) District, Chapter I-IV, Section 1-4. Definitions

Modify I-IV, Section 1-4 of Chapter I of the Proposed Downtown CPIO to read as follows for the purpose of establishing a new Loading Area definition to promote light manufacturing uses:

I-IV Section I-4. DEFINITIONS

“Loading Elevator” shall mean an elevator capable of carrying a minimum load of 10,000 pounds and designed to support loading and unloading of materials and equipment.

F.14. Zone Change Map and Matrices

Modify the zoning in the Proposed New Zoning Code Map as shown in the table below for properties in the Downtown Community Plan zoning matrix subareas generally bounded by 7th Street to the north, Main Street and Broadway to the west, Highway I-10 to the south, and Santee Street and Maple Avenue to the east from Use District CX2 to CX3 [See figure 6 below] to remove the 50,000 sf limitation on manufacturing uses:

Subarea	Zone Form - [To]
DTL-390-B	M2-2D - [HB1-G1-5] [EX2CX3 -FA] [CPIO]
DTL-400-C	M2-2D - [HB1-G1-5] [EX2CX3 -FA] [CPIO]
DTL-410-A	M2-2D - [HB1-G1-5] [EX2CX3 -FA] [CPIO]
DTL-510-A	M2-2D - [HB1-G1-5] [EX2CX3 -FA] [CPIO]
DTL-560-A	C2-4D-O-SN - [HB3-G1-5] [EX2CX3 -FA] [SN-CPIO-O]
DTL-560-B	C2-4D-O - [HB3-G1-5] [EX2CX3 -FA] [CPIO-O]
DTL-570-A	C2-4D-O - [HB3-G1-5] [EX2CX3 -FA] [CPIO-O]
DTL-800-A	C2-2D-O - [HB2-G1-5] [EX2CX3 -FA] [CPIO-O]
DTL-810-A	C2-2D-O - [HB2-G1-5] [EX2CX3 -FA] [CPIO-O]
DTL-810-B	C2-2D - [HB2-G1-5] [EX2CX3 -FA] [CPIO]
DTL-840-A	M2-2D - [HB1-G1-5] [EX2CX3 -FA] [CPIO]
DTL-1210-B	M2-2D - [HM1-CHC1-5] [EX2CX3 -FA] [CPIO]
DTL-1220-B	M2-2D - [HB1-G1-5] [EX2CX3 -FA] [CPIO]
DTL-1230-A	M2-2D - [HM1-CHC1-5] [EX2CX3 -FA] [CPIO]
DTL-1240-A	[T][Q]C2-4D - [HB1-G1-5] [EX2CX3 -FA] [CPIO]
DTL-1240-B	M2-2D - [HB1-G1-5] [EX2CX3 -FA] [CPIO]
DTL-1250-A	(T)(Q)C2-2 - [HM1-CHC1-5] [EX2CX3 -FA] [CPIO]
DTL-1250-B	M2-2D - [HM1-CHC1-5] [EX2CX3 -FA] [CPIO]
DTL-1260-A	[Q]C5-2D - [DM3-CHC1-5] [EX2CX3 -FA] [CPIO]

DTL-1260-B	[Q]C5-2D - [HM1-CHC1-5] [EX2CX3-FA] [CPIO]
DTL-1260-C	M2-2D - [DM3-CHC1-5] [EX2CX3-FA] [CPIO]
DTL-1260-D	M2-2D - [HM1-CHC1-5] [EX2CX3-FA] [CPIO]
DTL-1300-C	M2-2D - [HB1-G1-5] [EX2CX3-FA] [CPIO]
DTL-1310-B	M2-2D - [HM1-CHC1-5] [EX2CX3-FA] [CPIO]
DTL-1320-A	[Q]C5-2D - [HM1-CHC1-5] [EX2CX3-FA] [CPIO]
DTL-1320-B	M2-2D - [HM1-CHC1-5] [EX2CX3-FA] [CPIO]
DTL-1340-A	[Q]C5-2D - [DM3-CHC1-5] [EX2CX3-FA] [CPIO]
DTL-1340-B	M2-2D - [HM1-CHC1-5] [EX2CX3-FA] [CPIO]
DTL-1400-A	[Q]C5-2D-O - [HM1-CHC1-5] [EX2CX3-FA] [CPIO-O]
DTL-1400-B	M2-2D - [HM1-CHC1-5] [EX2CX3-FA] [CPIO]



Figure 6. Fashion District Use District Change Map

G. Restaurant Beverage Program Integration

The Restaurant Beverage Program (RBP), Council File 17-0981, went into effect in March 2022, following CPC's September 2021 consideration of the Downtown Community Plan and New Zoning Code. The Proposed New Zoning Code recommended by CPC provided in Section 5 of the ordinance bill that, "[i]n the event that the City Council actually adopts the proposed ordinances in Council File 17-0981, 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 RBP, as adopted, is intended to streamline the approval process and offer long-term, financial relief to support local economic growth in the city. Under the RBP, on-site sale of alcohol in restaurants in designated areas that comply with a set of required performance standards is permitted without a Conditional Use Permit. The RBP also establishes variations of the program to address the need for different approaches to on-site alcohol sales. The more restrictive variation provides added protection for communities that are burdened with public health and safety issues associated with the sale of alcoholic beverages, while a more expansive variation of the program supports cultural and tourism related uses in specific areas. The following Council Modifications are intended to implement the RBP regulations in the Proposed New Zoning Code.

OPTIONAL COUNCIL MODIFICATION G.1–G.6 - RESTAURANT BEVERAGE PROGRAM

G.1. New Zoning Code, Article 1 Use, SEC. 1.5.9. Alcohol Permission Area Map

Modify Article 1 of the New Zoning Code by adding the following Section 1.5.9 to the New Zoning Code to read as follows:

Sec. 1.5.9 Restaurant Beverage Program

A. Applicability

The Alcohol Permission Area Map identifies lots that are subject to the Alcohol Sales Permission Program (Sec. 5C.4.2.), which establishes permission levels and standards for uses involving the sale or dispensing of alcoholic beverages.

B. Boundaries

Any land designated, using the Department of Public Works, Bureau of Engineering land base dataset, as any of the following Alcohol Permission Area designations in the Alcohol Permission Area Map.

1. Alcohol Sensitive Sales Area
2. Restaurant Beverage Area
3. Limited Restaurant Beverage Area
4. Restaurant, Bar, Nightlife Area

C. Amendments

The City Council shall have the ability to establish and subsequently modify the Alcohol Permission Area Map, pursuant to an adopted City Council Resolution. In adopting the resolution, the City Council must find that the establishment or modification is in conformity with public necessity, convenience, general welfare and good zoning practice. The Director of Planning is authorized to revise the Alcohol Permission Area Map as established in the adopted resolution. No unauthorized person may alter or modify the Alcohol Permission Area Map.

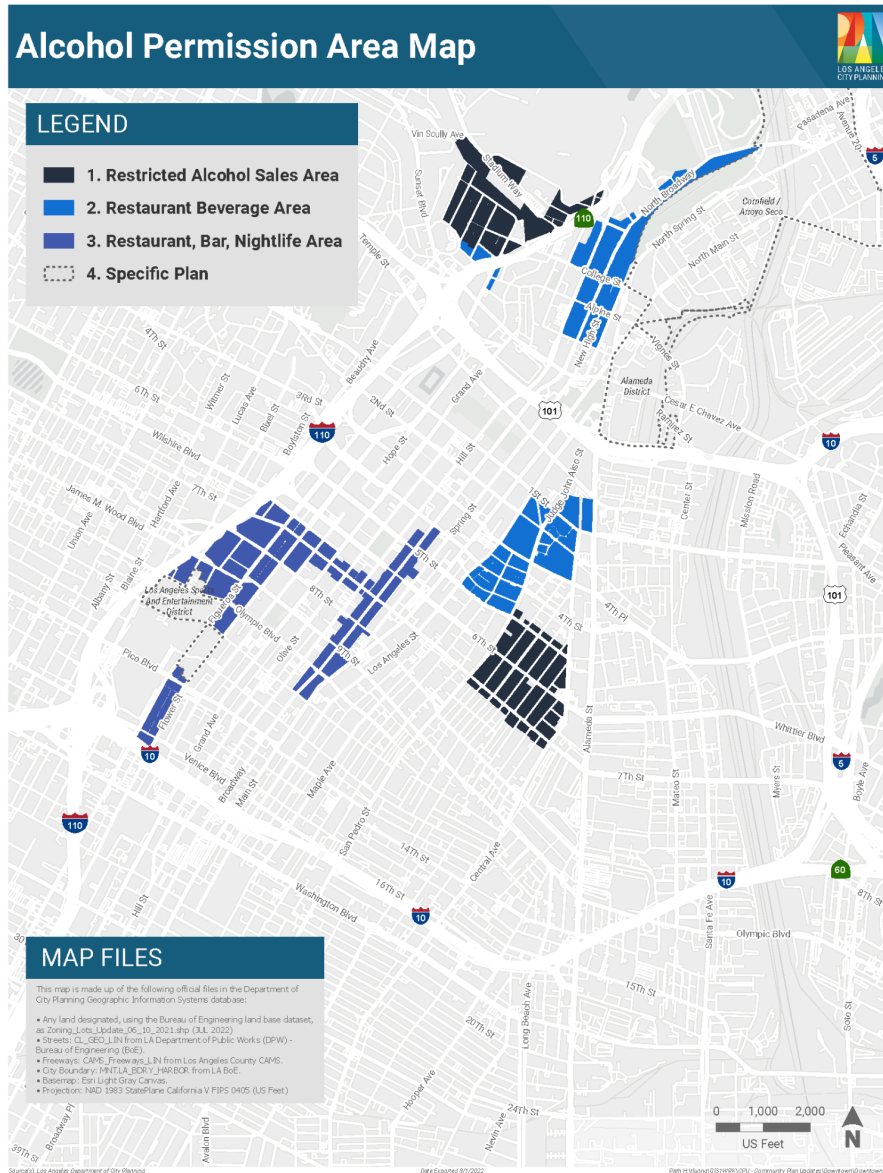


Figure 7. Alcohol Permission Area Map

G.2. New Zoning Code, Article 5 Use, SEC. 5C.2.7. Special Use Program (S)

Modify Part 5C.2 in Article 5 of the New Zoning Code to add Section 5C.2.7 read as follows:

Sec. 5C.2.7 Special Use Program (S)

A use that is permitted as established by, and in conformance with an applied Special Use Program is indicated in the Use table by the letter S. Special Use Program uses are subject to the use permissions and are considered generally appropriate within a district when in compliance with the applied Special Use Program to achieve a certain performance outcome or moderate potential effects a use may have on its surroundings.

G.3. New Zoning Code, Article 5 Use, Part 5B. Use Districts, DIV. 5B.4. Residential-Mixed Districts, DIV. 5B.5. Commercial-Mixed Districts, and DIV. 5B.7. Industrial-Mixed Districts

Update the use permission levels levels for the the Eating and Drinking: Alcohol Service use, the Eating and Drinking: Bar use, and the Retail: Alcohol use from C2* to S in RX1, and all CX and IX districts. The new “S” use permission directs applicants to the Alcohol Sales Program (Sec. 5C.4.2.), which carries forward the provisions of the recently adopted Restaurant Beverage Program.

Make the following edits to the Use District tables:

Sec.5B.4.1. - Residential-Mixed 1 (RX1):

Use	Permission	Use Standard	Specification
General Commercial	*	Non-residential tenant size (max)	1,500 SF
		Relief	C2
		Upper story location	Prohibited
		Hours of operation (early/late)	6AM/10PM
Eating & Drinking			
Alcohol Service	C2* S*	<i>(see General Commercial)</i>	
		In conjunction with: <u>Special Use Program</u> <u>Alcohol Sales Program</u>	<u>Restaurant</u> <u>Sec. 5C.4.2.</u>
		Supplemental procedures	Sec. 5B.4.2.D.1.
Bar	C2* S*	<i>(see General Commercial)</i>	
		Supplemental procedures <u>Special Use Program</u> <u>Alcohol Sales Program</u>	Sec. 5B.4.1.D.2. <u>Sec. 5C.4.2.</u>
Retail			
Alcohol	C2* S*	<i>(see General Commercial)</i>	
		<u>Special Use Program</u> <u>Alcohol Sales Program</u>	<u>Sec. 5C.4.2.</u>

Sec. 5B.5.1. - Commercial-Mixed 1 (CX1), and Sec.5B.5.2. - Commercial-Mixed 2 (CX2):

Use	Permission	Use Standard	Specification
General Commercial	*	Non-residential tenant size (max)	x SF* [*This number varies by district]
		Relief	C2
Eating & Drinking			
Alcohol Service	C2* S*	<i>(see General Commercial)</i>	
		In conjunction with:	Restaurant
		Supplemental procedures Special Use Program Alcohol Sales Program	Sec. 5B.5.x.D.1. <u>Sec. 5C.4.2.</u>
Bar	C2* S*	<i>(see General Commercial)</i>	
		Supplemental procedures Special Use Program Alcohol Sales Program	Sec. 5B.5.x.D.2. <u>Sec. 5C.4.2.</u>
Retail			
Alcohol	C2* S*	<i>(see General Commercial)</i>	
		Supplemental procedures Special Use Program Alcohol Sales Program	Sec. 5B.5.x.D.3. <u>Sec. 5C.4.2.</u>

Sec. 5B.5.3. - Commercial-Mixed 3 (CX3):

Use	Permission	Use Standard	Specification
General Commercial			
Eating & Drinking			
Alcohol Service	P* S	In conjunction with:	Restaurant
		Special Use Program	Sec. 5C.4.2.

		<u>Alcohol Sales Program</u>	
		— Relief	C2
		— Supplemental procedures	Sec. 5B.5.x.D.1.
Bar	C2* S	Supplemental procedures Special Use Program <u>Alcohol Sales Program</u>	Sec. 5B.5.x.D.2. <u>Sec. 5C.4.2.</u>
Retail			
Alcohol	C2* S	Supplemental procedures Special Use Program <u>Alcohol Sales Program</u>	Sec. 5B.5.x.D.3. <u>Sec. 5C.4.2.</u>

Sec.5B.5.4. - Commercial-Mixed 4 (CX4):

Use	Permission	Use Standard	Specification
General Commercial			
Eating & Drinking			
Alcohol Service	P* S	In conjunction with:	Restaurant
		Special Use Program <u>Alcohol Sales Program</u>	Sec. 5C.4.2.
		— Relief	C2
		— Supplemental procedures	Sec. 5B.5.x.D.1.
Bar	C2* S	Special Use Program <u>Alcohol Sales Program</u>	Sec. 5C.4.3.2.
		— Relief	C2
		— Supplemental procedures	Sec. 5B.5.x.D.2.
Retail			
Alcohol	C2* S	Supplemental procedures Special Use Program <u>Alcohol Sales Program</u>	Sec. 5B.5.x.D.3. <u>Sec 5C.4.2.</u>

Sec.5B.7.1. - Industrial-Mixed 1 (IX1):

Use	Permission	Use Standard	Specification
General Commercial			
Eating & Drinking			
Alcohol Service	E2*S	In conjunction with: <u>Special Use Program</u> <u>Alcohol Sales Program</u>	Restaurant <u>Sec 5C.4.2.</u>
		Supplemental procedures	Sec. 5B.7.1.D.1.
Bar	-S	<u>Special Use Program</u> <u>Alcohol Sales Program</u>	<u>Sec 5C.4.2.</u>
Retail			
Alcohol	-S	<u>Special Use Program</u> <u>Alcohol Sales Program</u>	<u>Sec 5C.4.2.</u>

Sec.5B.7.2. - Industrial-Mixed 2 (IX2):

Use	Permission	Use Standard	Specification
General Commercial			
Eating & Drinking			
Alcohol Service	E2*S	In conjunction with: <u>Special Use Program</u> <u>Alcohol Sales Program</u>	Restaurant <u>Sec. 5C.4.2.</u>
		Supplemental procedures	Sec. 5B.7.2.D.1.
Bar	E2*S	Supplemental procedures <u>Special Use Program</u> <u>Alcohol Sales Program</u>	Sec. 5B.7.2.D.2. <u>Sec. 5C.4.2.</u>
Retail			
Alcohol	E2*S	Supplemental procedures <u>Special Use Program</u> <u>Alcohol Sales Program</u>	Sec. 5B.7.2.D.3. <u>Sec. 5C.4.2.</u>

Sec.5B.7.3. - Industrial-Mixed 3 (IX3):

Use	Permission	Use Standard	Specification
General Commercial			
Eating & Drinking			
Alcohol Service	G2*S	In conjunction with: <u>Special Use Program</u> <u>Alcohol Sales Program</u>	<u>Restaurant</u> <u>Sec. 5C.4.2.</u>
		Supplemental procedures	<u>Sec. 5B.7.3.D.1.</u>
Bar	G2*S	Supplemental procedures <u>Special Use Program</u> <u>Alcohol Sales Program</u>	<u>Sec. 5B.7.3.D.2.</u> <u>Sec. 5C.4.2.</u>
Retail			
Alcohol	G2*S	Supplemental procedures <u>Special Use Program</u> <u>Alcohol Sales Program</u>	<u>Sec. 5B.7.3.D.3.</u> <u>Sec. 5C.4.2.</u>
		Hours of operation (open/close)	<u>7AM/9PM</u>

Sec.5B.7.4. - Industrial-Mixed 4 (IX4):

Use	Permission	Use Standard	Specification
General Commercial			
Eating & Drinking			
Alcohol Service	E2*S	In conjunction with: <u>Special Use Program</u> <u>Alcohol Sales Program</u>	Restaurant <u>Sec. 5C.4.2.</u>
		Supplemental procedures	Sec. 5B.7.4.D.1.
Bar	E2*S	Supplemental procedures <u>Special Use Program</u> <u>Alcohol Sales Program</u>	Sec. 5B.7.4.D.2. <u>Sec. 5C.4.2.</u>
Retail			
Alcohol	E2*S	Supplemental procedures <u>Special Use Program</u> <u>Alcohol Sales Program</u>	Sec. 5B.7.4.D.3. <u>Sec. 5C.4.2.</u>

G.4. New Zoning Code, Article 5 Use, Part 5B. Use Districts, delete Sec. 5B.4.1.D.1. (Alcohol Service), Sec. 5B.4.1.D.2. (Bar), Sec. 5B.5.1.D.1. (Alcohol Service), Sec. 5B.5.1.D.2. (Bar), Sec. 5B.5.1.D.3. (Retail, Alcohol), Sec. 5B.5.2.D.1. (Alcohol Service), Sec. 5B.5.2.D.2. (Bar), Sec. 5B.5.2.D.3. (Retail, Alcohol), Sec. 5B.5.1.D.3. (Alcohol Service), Sec. 5B.5.3.D.2. (Bar), Sec. 5B.5.3.D.3. (Retail, Alcohol), Sec. 5B.5.4.D.1. (Alcohol Service), Sec. 5B.5.4.D.2. (Bar), Sec. 5B.5.4.D.3. (Retail, Alcohol), Sec. 5B.7.1.D.1. (Alcohol Service), Sec. 5B.7.2.D.1. (Alcohol Service), Sec. 5B.7.2.D.2. (Bar), Sec. 5B.7.2.D.3. (Retail, Alcohol), Sec. 5B.7.3.D.1. (Alcohol Service), Sec. 5B.7.3.D.2. (Bar), Sec. 5B.7.3.D.3. (Retail, Alcohol), Sec. 5B.7.4.D.1. (Alcohol Service), and Sec. 5B.7.4.D.2. (Bar), Sec. 5B.7.4.D.3. (Retail, Alcohol)

Delete the provisions listed above as they are integrated into the provisions established in the new Sec. 5C.4.1. (Alcohol Sales Program).

G.5. New Zoning Code, Article 5 Use, SEC. 5C.3.34. Special Use Program

Modify Section 5C.3 of the New Zoning Code to add the Subsection 5.C.3.34 to read as follows:

Sec. 5C.3.34 Special Use Program.

A. Intent

To ensure that a use is made compatible through a specialized program of standards.

B. Applicability

Applies only when specified by the Use District as a required use standard.

C. Standards

The use shall be subject to the special use program indicated in the use table for the applied Use District (Part 3B).

D. Measurement

See the requirements of the indicated special use program (Div.5C.4.).

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B) and the applied special use program for possible relief.

G.6. New Zoning Code, Article 5 Use, SEC. 5C.4.2. Alcohol Sales Program

Replace Section 5C.4.2 of Article 5 of the Proposed New Zoning Code to read as follows. Remove existing text of Section 5C.4.2 (Restaurant Beverage Program) of Article 5 of the Proposed New Zoning Code, as published in the CPC Recommended Draft of the New Zoning Code.

Sec. 5C.4.2

A. Intent

To enable the sale or dispensing of alcoholic beverages to be regulated at a more granular level in accordance with the needs of the surrounding economic and social context.

B. Applicability

1. For lots identified as being within an Alcohol Permission Area, as established in Sec. 1.5.9. (Alcohol Permission Area Map), all uses involving the sale or dispensing of alcoholic beverages (alcohol service, bar, and alcohol, retail uses) shall be subject to the use permission levels and performance standards as

established in Subsection C. (Standards) below that correspond to the specified alcohol permission area designation.

2. Lots not designated as being within a specific alcohol permission area as established in Sec. 1.5.9. (Alcohol Permission Area Map) shall require a review and approval by the Zoning Administrator for the permission to sell or dispense of alcoholic beverages, in accordance with Subdivision G.5. (Ineligible Lots).
3. If the establishment or property has been the subject of Nuisance Abatement/Revocation (Sec. 13B.6.2.) resulting in the revocation of any permit or require any corrective conditions, all uses involving the sale or dispensing of alcoholic beverages shall require review and approval by the Zoning Administrator, in accordance with Subdivision G.5. (Ineligible Lots) below.

C. Alcohol Permission Area Standards

The allowance of alcohol service, bar, and alcohol, retail uses shall be subject to the permission levels, performance standards, security standards, and supplemental procedures, which are applicable based on the designated alcohol permission area as established in the table below. The standards are further detailed in Subsection D. (Performance Standards), Subsection E. (Security Standards), and Subsection F. (Supplemental Procedures). Proposed uses shall be reviewed and permitted by their corresponding procedures as established in Subsection G. (Process).

Alcohol Sales Standard Applicability				
<u>Alcohol Permission Areas</u>	<u>Alcohol Sensitive Sales Area</u>	<u>Restaurant Beverage Area</u>	<u>Limited Restaurant Beverage Area</u>	<u>Restaurant, Bar, Nightlife Area</u>
<u>Use Permission</u>				
<u>Alcohol Service</u>	<u>Requires Class 2 CUP</u>	<u>Permitted</u>	<u>Permitted</u>	<u>Permitted</u>
<u>Bar</u>	<u>Not Permitted</u>	<u>Requires Class 2 CUP</u>	<u>Requires Class 2 CUP</u>	<u>Permitted</u>
<u>Alcohol, Retail</u>	<u>Not Permitted</u>	<u>Requires Class 2 CUP</u>	<u>Requires Class 2 CUP</u>	<u>Requires Class 2 CUP</u>
<u>Performance Standards (see Subsection D.)</u>				
<u>1. In Conjunction with Restaurant</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>2. Restaurants In Lodging Establishments</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>

<u>3. Food Halls/Courts</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>4. Amount of Patron Seating</u>	<u>Not Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>5. Booth/Group Seating</u>	<u>Not Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>6. Private Dining & Banquet Rooms</u>	<u>Not Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>7. Hours of Operation</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>8. Alcohol License Type</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>9. Gross Sales Limit</u>	<u>Applicable</u>	<u>Not Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>10. Serving of Alcohol</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>11. Fixed Bar Areas</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>12. Live Entertainment</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>13. Dance Floors</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>14. Pool/Billiard Tables</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>15. Patron Access Requirements</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>16. Adult-Oriented Activities</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>17. Alcohol-Oriented Events</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>18. Proximity to Agricultural or Residential Use Districts</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>19. "Good Neighbor" Standards</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>20. On-Site Notices & Information</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<i>Security Standards (see Subsection E.)</i>				

<u>1. Interior Illumination</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>2. Exterior Illumination</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>3. Surveillance System</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>4. Loitering</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>5. Electronic Age Verification</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>6. Patron & Employee Conduct</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>7. On-Duty Authority</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>8. "Responsible Beverage Service" (RBS) Training</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<i>Supplemental Procedures (see Subsection F.)</i>				
<u>1. Notice of Application</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>	<u>Applicable</u>
<u>2. Preliminary Outreach</u>	<u>Applicable</u>	<u>Not Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>
<u>3. Provisional Approval</u>	<u>Not Applicable</u>	<u>Not Applicable</u>	<u>Applicable</u>	<u>Not Applicable</u>

D. Performance Standards

1. In Conjunction With Restaurant

Alcohol service and bar uses shall only be permitted in conjunction with a restaurant which complies with the following provisions.

- a. The establishment is a restaurant, which shall include an operational kitchen where food is prepared on-site and with a full menu containing an assortment of foods. Food service is available at all times during operating hours.
- b. The restaurant shall not include drive-through facilities.
- c. All food and beverages, except for takeout or delivery orders, shall be delivered to tables by an employee.
- d. The restaurant has a business tax registration certificate issued by the City of Los Angeles.
- e. Outdoor food and beverage service shall be limited to seated patrons.

2. Restaurants In Lodging Establishments

The restaurant shall not be located in a lodging establishment.

3. Food Halls/Courts

There shall be no shared seating between the restaurant and other restaurants.

4. Amount of Patron Seating

The restaurant shall have between a minimum of 10 patron seats and a maximum of 150 patron seats, including any outdoor seating.

5. Booth/Group Seating

Where booth or group seating is provided, no walls or partitions separating the booth or seating area from the main dining room shall be installed which exceed 48 inches in height above the surface on which occupants' feet are intended to rest.

6. Private Dining & Banquet Rooms

Where a private dining or banquet room is provided, a minimum of 50 percent of the vertical surface area of that portion, extending up to 6 feet above the floor, of any wall or partition separating the private dining or banquet room from the main dining room shall be composed of a transparent surface and ensure the occupants are visible to persons looking into the private dining or banquet room.

7. Hours of Operation

Daily hours of operation shall be limited to the hours between 7:00 am and 11:00 pm for both indoor and outdoor areas. There shall be no after-hours use of the restaurant, other than for routine clean-up and maintenance.

8. Alcohol License Type

The restaurant shall operate under a Type 41 or Type 47 license as issued by the California Department of Alcoholic Beverage Control.

9. Gross Sales Limit

The establishment shall operate with gross annual sales of alcohol not in excess of 45 percent of the establishment's total sales.

10. Serving of Alcohol

The serving of alcoholic beverages shall be subject to the following requirements.

- a. All service of alcoholic beverages shall be conducted by an employee.
- b. The establishment shall not sell distilled spirits by the bottle, or wine or champagne bottles that exceed 750 milliliters.

11. Fixed Bar Areas

The establishment shall only use fixed bars that are depicted on floor plans. Portable bars are prohibited.

12. Live Entertainment

Live entertainment, karaoke, or disc jockeys on the premises are prohibited.

13. Dance Floors

Dance floors or other designated dance areas on the premises are prohibited.

14. Pool/Billiard Tables

Pool tables and billiard tables are prohibited.

15. Patron Access Requirements

The establishment shall not establish the following patron restrictions or requirements.

- a. There shall be no minimum drink purchase required of patrons.
- b. There shall be no charge for admission.
- c. There shall be no age limitation restricting access to any portion of the restaurant.
- d. No more than 50 percent of the entire restaurant may be closed to the public for private events at a given time. Any portion of the restaurant used for private events shall be subject to all the same applicable standards.

16. Adult-Oriented Activities

The establishment shall not be permitted to engage in any of the following adult-oriented activities.

- a. Activities established in Sec. 5C.1.5.M. (Sexually Oriented Business) are prohibited.

b. No employee, while working, shall solicit or accept any alcoholic or non-alcoholic beverage from any customer while on the premises.

c. No employee, while working, shall be engaged for the specific purpose of sitting with or otherwise spending time with customers while on the premises.

17. Alcohol-Oriented Events

The establishment shall not organize or participate in organized events where participants or customers pre-purchase tickets or tokens to be exchanged for alcoholic beverages at the restaurant.

18. Proximity to Agricultural or Residential Use Districts

For lots abutting or across an alley from a lot with an applied Agricultural or Residential Use District:

a. A wholly enclosed building, at least 8 feet in height above grade and extending the full length of the outdoor dining area, shall be located between the outdoor dining area and a lot with an applied Agricultural or Residential Use District that may or may not be separated by an alley. This requirement shall not apply to outdoor dining permitted on a public sidewalk by a revocable permit issued by the Bureau of Engineering, Department of Public Works; and

b. Outdoor seating shall be limited to the ground story only.

19. "Good Neighbor" Standards

All participating establishments shall be responsible for maintaining conformance with the following "good neighbor" standards.

a. Debris & Litter

The establishment shall maintain the premises and adjoining rights-of-way free of debris and litter.

b. Graffiti Abatement

Within 24 hours of its occurrence, all graffiti on the property under the restaurant's control shall be removed or painted over to match the color of the surface to which it is applied.

c. Waste Receptacles

All trash and recycling bins under control of the restaurant shall be kept closed and locked at all times when they are not in use, and shall be maintained such that they do not overflow.

d. Entertainment Equipment

Entertainment equipment in conjunction with the establishment, including televisions monitors/screens, music/speakers shall be prohibited outdoors, and shall be limited to indoor ambient sound at a low volume that is not audible outside of the building.

20. On-Site Notices & Information

All participating establishments shall provide the following on-site notices and information on the premises.

a. City-Issued Placard

A City-issued placard pursuant to this section issued by the Department of City Planning shall be posted by the establishment in an area clearly visible to the public, indicating that it is subject to the requirements and restrictions applicable to the designated alcohol permission area.

b. Copy of Alcohol Sales Program

A copy of this Alcohol Sales Program shall be retained on the premises at all times and produced upon request by the Los Angeles Police Department, the Department of Building and Safety, the Department of City Planning, or the California Department of Alcoholic Beverage Control.

c. Complaint Number

A telephone number and email address shall be provided for complaints or concerns regarding the operation of the establishment. The phone number and email address shall be provided on the establishment's website or, if there is no website, on its social media pages. The phone number and email address also shall be posted on a sign at least 8.5 × 11 inches in size, which shall be updated to reflect any changes, at the following locations:

i. Entry, visible to pedestrians; and

ii. Customer service desk, front desk or near the reception area.

d. Complaint Response Time

The establishment shall respond to complaints within 24 hours. The establishment shall maintain a log of all calls and emails, detailing the date the complaint was

received, the nature of the complaint, and the manner in which the complaint was resolved. This log shall be made available to the Department of Building and Safety upon request.

E. Security Standards

1. Interior Illumination

Within the establishment, the interior shall be adequately illuminated so as to make discernible all objects and persons, or have a minimum average surface illumination of 2.0 footcandles (21.5 lx).

2. Exterior Illumination

In addition to the requirements in Sec. 4C.10.1.C.2. (Lighting Quantity), all exterior portions of the site shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space, or have a minimum average surface illumination of 0.2 footcandles (2.15 lx). Lighting shall be installed in conformance with Sec. 4C.10.1.C.1. (Light Trespass).

3. Surveillance System

A camera surveillance system shall be installed and in operation at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days.

4. Loitering

Loitering is prohibited in all areas under the control of the establishment. A "No Loitering or Public Drinking" sign that is a minimum of 4 × 6 inches shall be posted outside next to every exit.

5. Electronic Age Verification

An electronic age verification device shall be retained on the premises available for use during operational hours. This device shall be maintained in operational condition and all employees shall be instructed in its use.

6. Patron & Employee Conduct

The establishment shall monitor both patron and employee conduct on the premises, and take all reasonable steps to ensure that the conditions and activities on the premises and within the parking areas under its control do not adversely affect or detract from the quality of life for the adjoining residents, property owners, and businesses. Reasonable steps include, but are not limited to:

- a. Requesting that those persons engaging in conduct that constitutes a nuisance cease such conduct, unless the owner or operator has reasonable cause to believe such request may jeopardize personal safety;
- b. Contacting the Los Angeles Police Department or other law enforcement agency if the owner or operator's attempts to abate the nuisance conduct have been unsuccessful, or if the owner or operator has reasonable cause to believe such attempts may jeopardize personal safety; and
- c. Taking timely preventive actions to address conditions that facilitate loitering and other nuisance activity on the premises, such as removing furniture from areas adjacent to the entry of the restaurant, or prohibiting persons from using any portion of the premises for the installation or operation of a temporary business or other use.

7. On-Duty Authority

A minimum of one on-duty manager with authority over the activities within the establishment shall be on the premises at all times that the establishment is open for business. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements and the conditions imposed by the California Department of Alcoholic Beverage Control. The establishment shall be responsible for discouraging illegal and criminal activity on the subject premises and any exterior area under its control.

8. "Responsible Beverage Service" (RBS) Training

Within the first six months of the approval, as established in Subsection G. (Process), all employees involved with the sale of alcohol shall enroll in a training program as required by the California Department of Alcoholic Beverage Control and/or the Los Angeles Police Department, such as the California Department of Alcoholic Beverage Control "Responsible Beverage Service" (RBS) training program. Upon completion of such training, the establishment shall request the California Department of Alcoholic Beverage Control or Los Angeles Police Department to issue a letter identifying which employees completed the training. Said letter shall be maintained on the premises and shall be made available to the City upon request. All required training shall be conducted for all new hires within three months of their employment.

F. Supplemental Procedures

In addition to the procedures established in Sec. 13B.3.1. (Administrative Review) or pursuant to Sec. 13B.2.2. (Class 2 Conditional Use Permit), whichever is applicable, the decision-maker shall also do the following when it is applicable to the designated alcohol permission area.

1. Notice of Application

The City Council District office, the Los Angeles Police Department, and the Certified Neighborhood Council within which the establishment is located shall be notified at the time an application is filed. If the establishment is not within the boundaries of a Neighborhood Council, then notification to only the applicable Council District office shall be sufficient.

2. Preliminary Outreach

Prior to filing the application, the applicant shall conduct outreach by presenting information about the establishment at one or more Certified Neighborhood Council meetings, Business Improvement District meetings, or other meetings of such established community organization if the establishment is not within either a Certified Neighborhood Council or Business Improvement District boundary. Presentations shall include a flyer or other summary including the establishment name, contact information, projected opening date, menu and alcohol to be sold (beer, wine, and/or distilled spirits).

3. Provisional Approval

The sale of beer and wine within the establishment shall be limited to a one year provisional period that begins the day following approval by the Department of City Planning and ends after 365 days. Upon completion of a one year provisional period, the establishment's compliance with provisions for the sale and dispensing of alcoholic beverages, and shall be subject to a review of validated complaints received by the City and subject to the course of actions outlined below.

a. Validated Complaints

Validated complaints shall consist of complaints submitted by the public through a City complaint portal or as a result of City-initiated inspections regarding violations of the provisions applicable to the designated alcohol permission area which result in an Order to Comply issued by the Department of Building and Safety, citations issued by the Los Angeles Police Department, and any other City enforcement-related action.

b. Four or Fewer Valid Complaints

If an establishment receives four or fewer valid complaints upon completion of the one year provisional period, the establishment shall be allowed to continue participating in the Alcohol Sales Program. The restaurant shall continue to be subject to the provisions applicable to the designated alcohol permission area.

c. Five or More Valid Complaints

If an establishment receives five or more valid complaints upon the completion of the one year provisional period, the provisional approval by the Department of City Planning shall be terminated. If the establishment wishes to continue the sale or

dispensing of alcoholic beverages, it shall only be permitted with approval by the Zoning Administrator, pursuant to Sec. 13B.2.2. (Class 2 Conditional Use Permit).

G. Process

1. Alcohol Sensitive Sales Area

For lots identified as being within a Alcohol Sensitive Sales Area, alcohol service, bar, and alcohol, retail uses are not permitted. No administrative relief shall be permitted.

2. Restaurant Beverage Area

For lots identified as being within a Restaurant Beverage Area, alcohol service uses may be permitted by the Department of City Planning, pursuant to Sec. 13B.3.1. (Administrative Review), when in compliance with the provisions applicable to the designated alcohol permission area. Otherwise permission to sell or dispense of alcoholic beverages shall require a Class 2 Conditional Use Permit in accordance with Subdivision 5. (Unmapped Area) below.

a. Supplemental Procedures

See the applicable supplemental procedures as identified in Subsection C. (Alcohol Permission Area Standards) and further outlined in Subsection F. (Supplemental Procedures).

3. Limited Restaurant Beverage Area

For lots identified as being within a Restaurant Beverage Area, alcohol service uses may be permitted by the Department of City Planning, pursuant to Sec. 13B.3.1. (Administrative Review), when in compliance with the provisions applicable to the designated alcohol permission area. Otherwise permission to sell or dispense of alcoholic beverages shall require a Class 2 Conditional Use Permit in accordance with Subdivision 5. (Unmapped Area) below.

a. Supplemental Procedures

See the applicable supplemental procedures as identified in Subsection C. (Alcohol Permission Area Standards) and further outlined in Subsection F. (Supplemental Procedures).

4. Restaurant, Bar, Nightlife Area

For lots identified as being within a Restaurant, Bar, Nightlife Area, alcohol service and bar uses may be permitted to sell or dispense alcoholic beverages by the Department of City Planning, pursuant to Sec. 13B.3.1. (Administrative Review), when in compliance with the provisions applicable to the designated alcohol permission area. Otherwise

permission to sell or dispense of alcoholic beverages shall require a Class 2 Conditional Use Permit in accordance with Subdivision 5. (Unmapped Area) below.

a. Supplemental Procedures

See the applicable supplemental procedures as identified in Subsection C. (Alcohol Permission Area Standards) and further outlined in Subsection F. (Supplemental Procedures).

5. Ineligible Lots

For lots that do not have an Alcohol Use Permission Area designation, or that have had a permit revoked or had corrective conditions applied as a result of Nuisance Abatement/Revocation (Sec. 13B.6.2.), alcohol service, bar, and alcohol, retail uses shall require review and approval by the Zoning Administrator, pursuant to Sec. 13B.2.2. (Class 2 Conditional Use Permit) for the sale or dispensing of alcoholic beverages.

a. Supplemental Findings

In addition to the findings otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall also consider:

- i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
- ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
- iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- iv. With the exception of Retail, Alcohol, permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - a) Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - b) The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by Sec. 13B.2.2. (Class 2 Conditional Use Permit).

- c) Project review, as established in Sec. 13B.2.4., shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
- d) Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
- e) Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for project review, as established in Sec. 13B.2.4., in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

G. Records & Agreements

1. Case File Material

Upon submission of an application for the Alcohol Sales Program, the applicant shall submit the following with the application, and kept as part of the case file:

- a. A floor plan and site plan to the Department of City Planning demonstrating compliance with the requirements and standards as established for the Alcohol Use Permission Area designation;
- b. When the establishment is in a Limited Restaurant Beverage Area, a flyer or other summary including the establishment name, contact information, projected opening date, menu and alcohol to be sold (beer, wine, and/or distilled spirits) prepared and presented for outreach purposes;
- c. When the establishment is in a Limited Restaurant Beverage Area, proof of outreach conducted pursuant to Paragraph F.3.a.ii. (Preliminary Outreach) above which shall include an official agenda listing the establishment as intending to apply for the Alcohol Sales Program or a letter on organization letterhead attesting to the appearance or presence of the applicant before the Board; and
- d. A revocable permit from the Bureau of Engineering, Department of Public Works is required for any outdoor dining area located in the public right-of-way. A copy of the approved revocable permit, including a plan and any conditions thereto, shall be provided to the Department of City Planning prior to placing any seating in the public right-of-way.

2. Covenant & Agreement

Prior to approval by the Department of City Planning, pursuant to Sec. 13B.3.1. (Administrative Review), or by the Zoning Administrator, pursuant to Sec. 13B.2.2. (Class 2 Conditional Use Permit), a Covenant and Agreement acknowledging and agreeing to comply with all applicable performance and security standards or conditions of approval shall be recorded in the County Recorder's Office. The Covenant and Agreement shall run with the land and shall be binding for any subsequent owners, heirs or assigns. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning.

3. Mandated Inspections

The City shall have the authority to conduct inspections to verify compliance with any and all of the requirements and standards as established in this Section. Upon payment of fees pursuant to Section 19.04. (Fees for Sign Off or Clearance Requests) of Article 9 (Fees) of Chapter 1 (General Provisions and Zoning) of the LAMC, the applicant is subject to the following:

- a. Within the first 24 months of the approval by the Department of City Planning, pursuant to Sec. 13B.3.1. (Administrative Review), or by the Zoning Administrator, pursuant to Sec. 13B.2.2. (Class 2 Conditional Use Permit), an inspector will conduct a site visit to assess compliance with, or violations of, any of the applicable provisions of this Section. A second inspection shall take place within 36 months of the first inspection.
- b. The owner and operator shall be notified in writing of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective actions taken by the City.

4. Violations

If an establishment is issued three citations for violating the provisions applicable to the designated alcohol permission area in any two-year period, the approval by the Department of City Planning shall be terminated and made ineligible to participate in the Alcohol Service Program for a period of five years commencing on the date of the third citation. If the establishment wishes to continue the sale or dispensing of alcoholic beverages, it shall only be permitted with approval by the Zoning Administrator, pursuant to Sec. 13B.2.2. (Class 2 Conditional Use Permit).

- a. A citation shall include citations issued by the Los Angeles Police Department or Orders to Comply issued by the Department of Building and Safety.
- b. The California Department of Alcoholic Beverage Control shall be notified by the Los Angeles Police Department or other enforcement agency of the issued citations.

5. Modification of Establishment

The owner or the operator of the establishment shall reapply for approval by the Department of City Planning, pursuant to Sec. 13B.3.1. (Administrative Review), if there is:

- a. A change in State alcohol license type;
- b. A modification to the floor plan, including, but not limited to, floor area or number of seats, or a modification to outdoor seating; or
- c. A change in the ownership or the operator of the establishment.

H. Community Benefits Fee

Council District 14 requested City Planning staff recommend a pathway to allow for the introduction of new eligible categories to qualify for receiving funding from the Community Benefits Fund. This flexibility would allow fund disbursements to respond to changing community needs. The following Council Modification to add the language underlined below to the proposed Downtown Community Benefits Ordinance, would support this recommendation.

OPTIONAL COUNCIL MODIFICATION H.1-H.2 - COMMUNITY BENEFITS FEE

H.1. Downtown Community Benefits Fee Ordinance, SEC. X.9. Eligible Community Benefits

Modify the Proposed Downtown Community Benefits Fee Ordinance, Sec. X.9. to add the following subsection 8. To read as follows:

8. In addition to the above listed eligible programs, the Downtown Community Benefit Trust Fund Oversight Committee may recommend additional programs, subject to resolution by the City Council.

H.2. Downtown Community Benefits Fee Ordinance, SEC. X.6. DOWNTOWN COMMUNITY BENEFIT TRUST FUND

Modify the Proposed Downtown Community Benefits Fee Ordinance, Sec. X.6. to clarify that if funds are not disbursed within five years after receipt they shall be

reallocated evenly between the Affordable Housing Trust Fund and Park Fee Fund.

I. Civic Center

Council District 14 requested City Planning staff to study a pathway to maximize affordable housing development on publicly owned sites within and in proximity to the Civic Center, while ensuring preservation of Historic Resources. The following Council Modifications would expand CPIO Subarea C and allow projects to transfer unused development rights within the subarea. This strategy facilitates high density affordable housing development, while retaining the same overall development potential within the subarea.

OPTIONAL COUNCIL MODIFICATION I.1–I.4 - CIVIC CENTER

I.1. New Zoning Code, Article 9 Public Benefit Programs, SEC. 9.3.5 Transfer of Development Rights

Modify Subsection 9.3.5.B of Article 9 of the Proposed New Zoning Code to read as follows:

B. Applicability

If the Transfer of Development Rights is listed as an available incentive program in the applicable CPIO or Specific Plan, the project can obtain additional floor area up to the maximum Bonus FAR for the applied Form District through a Transfer of Development Rights, subject to the eligibility requirements and other regulations established in the CPIO or Specific Plan. However, projects on a lot with an applied Public Use District can obtain additional floor area beyond the maximum Bonus FAR when the transfer is from a donor site with an applied Public Use District upto a maximum of 13:1 FAR, but may not exceed any applied height restrictions.

I.2. Downtown CPIO District, Chapter I-I. Figure 1-3. Downtown Community Plan Implementation Overlay Civic Center Subarea C

Modify the Proposed Downtown CPIO District to replace Figure 1-3 with the following figure:



Figure 8. Downtown Community Benefits Program Subarea C Map

I.3. Downtown CPIO District, Chapter I-III. Section I-3. Subareas

Modify Section I-3 in the Proposed Downtown CPIO District to read as follows:

Civic Center Subarea C

The purpose of Subarea C is to regulate the amount of development across the district and allow for floor area to be transferred between City-owned properties within and in proximity to the Civic Center ~~Master Plan Area~~ to support an active and world-class Civic Center environment.

I.4. Downtown CPIO District, Chapter IV – Civic Center Subarea

Modify the Overview and the opening paragraph and Subsection A of Section V-I of Chapter IV of the Proposed Downtown CPIO District to read as follows:

Civic Center Development Standards Subarea C

Overview

The purpose of Subarea C is to regulate the amount of development across the district and allow for floor area to be transferred between City-owned properties within and in proximity to the Civic Center ~~Master Plan Area~~ to support an active and world-class Civic Center environment.

V – I. Transfer of Floor Area. Any owner(s) of a legally defined lot located within Subarea C may transfer unused permitted floor area to another legally defined lot within Subarea C, pursuant to the procedures of this section and LAMC Chapter 1A Section 9.3.5. Transfer of Development rights.

A. Floor Area. Total floor area in the Civic Center Subarea shall not exceed a ratio of 6.5:1. Individual sites within the subarea may exceed ~~a ratio of 6.5:1~~ the maximum Bonus FAR through a transfer of floor area.

J. Arts District Height Minimum

Council District 14 requested that staff study a mechanism to ensure high density development on opportunity sites in the Arts District. The Proposed Plan outlines a tailored strategy for the Arts District, considering both the collection of historic resources and the opportunity for high density hybrid industrial development near planned and newly constructed civic resources such as the 6th street bridge and park. The Council Modifications below focus on portions of the Arts District without height limitations and near civic resources, generally bounded by Alameda Street to the west, Bay Street and Violet Street to the south, Mesquit Street to the east, and E. 4th Place to the north. Additionally, these optional changes consider the need for flexibility for industrial and job producing uses that are generally of lower scale.

OPTIONAL COUNCIL MODIFICATION J.1–J.3 - ARTS DISTRICT HEIGHT MINIMUM

J.1. New Zoning Code, Article 2 Form, SEC. 2B.14.3 Mid-Rise Broad 3 (MB3)

Modify Subsection B. of Section 2B.14.3 of Article 2 of the Proposed New Zoning Code to read as follows for the purpose of including a minimum height of 10 stories for Form District MB3:

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Base FAR (max)	1.5
Height (max)	n/a
<u>Height in stories (min)</u>	<u>10</u>
Bonus FAR (max)	6
2. BUILDING MASS	Div. 2C.6.
Building width (max)	280'
Building break (min)	25'

J.2. New Zoning Code, Article 9 Community Benefit Programs, SEC. 9.3.4. Community Facilities

Modify Section 9.3.4 of Article 9 of the Proposed New Zoning Code to add subdivision 3 to Subsection D. [Incentives] to read as follows:

3. Minimum Stories

A project may be exempted from an applied Form District minimum height in stories, only as enabled and established in an applicable CPIO or Specific Plan.

J.3. Downtown CPIO District, Chapter II-III. 3. C. Community Facilities pursuant to LAMC Chapter 1A 9.3.4

Modify Subsection 3.C of Chapter II-III of the Proposed Downtown CPIO District to add subdivision 3 to read as follows:

3. For sites located in Subarea A.2, projects in which a minimum of 50% of the total Floor Area, inclusive of any bonus floor area, contains non-residential uses, excluding uses in the Eating and Drinking Establishments, Personal Services, and Retail Sales use groups, are exempt from the 10-story minimum height requirement pursuant to the Employment Incentive Area. LAMC Chapter 1A Section 9.3.4.D.3.

K. River Setback

Council District 14 requested City Planning staff to study zoning modifications to support non-traditional open space design adjacent to the Los Angeles River.

OPTIONAL COUNCIL MODIFICATION K.1–K.4 - RIVER SETBACK

K.1. New Zoning Code, Article 2 Form, SEC. 2B.7.1 Very Low-Rise Full 1 (VF1)

Modify Section 2B.7.1 of Article 2 of the New Zoning Code to read as follows for the purpose of reducing the minimum Los Angeles River setback from 20 feet to 10 feet to allow for more flexibility in open space along the Los Angeles River in the Very Low-Rise Full 1 (VF1) Form District:

1. LOT SIZE	<i>Div. 2C.1.</i>
Lot area (min)	n/a
Lot width (min)	n/a
2. COVERAGE	<i>Div. 2C.2.</i>
Building coverage (max)	25%
Building setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: river (min)	20' 10'
Special: Other (min)	0'
3. AMENITY	<i>Div. 2C.3.</i>
Lot amenity space (min)	n/a
Residential amenity space (min)	n/a

K.2. New Zoning Code, Article 2 Form SEC. 2B.11.2 Low-Rise Full 2 (LF2)

Modify Section 2B.11.2 of Article 2 of the New Zoning Code to read as follows for the purpose of reducing the minimum Los Angeles River setback from 20 feet to 10 feet to allow for more flexibility in open space along the Los Angeles River in the Low-Rise Full (LF2) Form District:

1. LOT SIZE	<i>Div. 2C.1.</i>
Lot area (min)	n/a
Lot width (min)	n/a
2. COVERAGE	<i>Div. 2C.2.</i>
Building coverage (max)	100%
Building setbacks	
Primary street (min)	0'
Side street (min)	0'
Side (min)	0'
Rear (min)	0'
Alley (min)	0'
Special: river (min)	20' <u>10'</u>
Special: Other (min)	0'
3. AMENITY	<i>Div. 2C.3.</i>
Lot amenity space (min)	n/a
Residential amenity space (min)	n/a

K.3. New Zoning Code, Article 2 Form, SEC. 2B.13.1 Mid-Rise Medium 1 (MM1), SEC. 2B.14.2 Mid-Rise Broad 2 (MB2)

Modify Section 2B.13.1 of Article 2 of the New Zoning Code to read as follows for the purpose of reducing the minimum Los Angeles River setback from 20 feet to 10 feet to allow for more flexibility in open space along the Los Angeles River in the Mid-Rise Medium 1 (MM1) Form District:

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

K.4. New Zoning Code, Article 2 Form, SEC. 2C.2.2.F Building Setbacks

Modify Subsection F of Section 2C.2.2. of Article 2 the Proposed New Zoning Code to add subdivision 3 to read as follows:

1. A deviation from a required setback along a special lot line that abuts a public right-of-way or public open space may be requested in accordance with Sec. 13B.5.1. (Alternative Compliance). In addition to the finding otherwise required by Sec. 13B.5.1. (Alternative Compliance), the Director shall also consider:
 - a. That the granting of the application will improve a site's connection with the public right-of-way or public open space.
 - b. Where a deviation from a required setback from a special river lot line is requested, that the granting of the application will improve a site's connection with the river or will improve river access.

L. Parking and Transit Hubs

Council District 14 requested City Planning staff study a pathway to count above grade parking towards FAR, to diminish a potential overconcentration of parking in transit-served areas. The following Council Modifications would update Floor Area rules of measurement to specify that above-grade parking for lots within a quarter mile of a rail station and zoned "Development Standards District 5" is counted towards a project's FAR, while active ground floor area will be discounted, and clarify that floor area exemptions for detached garages are intended for House Form Districts rather than RG use districts.

OPTIONAL COUNCIL MODIFICATION L.1 - PARKING AND TRANSIT HUBS

L.1. New Zoning Code, Article 14 General Rules, SEC. 14.1.7 Floor Area.

Modify Section 14.1.7 of Article 14 of the Proposed New Zoning Code to read as follows:

SEC. 14.1.7 Floor Area

The cumulative amount of interior floor space on a lot.

A. Measurement

1. General

a. Floor area is calculated as the sum of all interior floor space for each story of a building.

b. The following areas are included in the calculation of floor area:

i. All areas within the exterior walls of a building; and

ii. All areas within the exterior walls of any structure that is both enclosed (Sec. 14A.1.4.C.1.) and covered (Sec. 14A.1.1.B.1.).

c. The following are not included in the calculation of floor area:

i. Exterior walls.

ii. Bicycle parking areas.

iii. All interior floor space dedicated to automobile parking areas, except for ~~RL-RC Use Districts, as specified in Sec. 14.1.7.A.2.~~

~~(RG Use Districts)~~ House Form Districts (Div. 2B.3) as specified in 14.1.7.A.2. and Development Standards District 5. as specified in Sec. 14.1.7.A.3. (Development Standards District 5).

iv. Spaces with ceiling heights less than 7 feet measured from finished floor, including floored attic space.

v. Basements (Sec. 14.1.18.B.) or underground structures, such as underground parking and cellars with the exception of Indoor Storage, Self Service use areas.

vi. Stairways and elevator shafts.

vii. Mechanical equipment that is integral or incidental to the operation of on-site buildings, provided that the equipment does not serve any off-site buildings.

2. ~~RL Use Districts~~ House Form Districts (Div. 2B.3)

a. Any floor or portion of a floor with a ceiling height greater than 14 feet counts as twice the square footage of that area.

b. Up to 400 square feet of a detached garage is exempt from the calculation of floor area, provided the structure is:

i. Separated from the primary structure a minimum of 10 feet; and

ii. Located a minimum of 40 feet from a primary street lot line.

c. Up to 200 square feet of an attached garage is exempt from the calculation of floor area.

d. No more than 400 square feet of garage floor area per lot shall be exempt.

e. Detached accessory buildings that do not exceed 18 feet in height and 200 square feet in floor area are exempt from the calculation of floor area, provided that the total combined area exempted of all the detached accessory buildings on a lot does not exceed 400 square feet in floor area.

3. Development Standards District 5 (Div. 4B.5)

a. All covered, above-grade parking areas located on a lot where a portion of the lot falls within a quarter mile of a rail station are included in the calculation of floor area. Any rail station that is existing, under construction, or included in the most

recent Southern California Association of Governments (SCAG) Regional transportation Plan (RTP) is counted for the purposes of this provision.

b. For lots meeting the specifications in 14.17.A.3.a. above, active space located on the ground story is exempt from the calculation of floor area. For the purposes of exempting active space located on the ground story from the calculation of floor area, the active space shall have a minimum depth of 30-feet measured from the street facing building face. Active space includes indoor *occupiable spaces* designed and intended for General Commercial uses, Institutional uses, or Common Indoor Amenity Space.

M. Historic Protections

The Cultural Heritage Commission (CHC), in their letter addressed to the PLUM Committee, requested additional regulations to strengthen historic resource protections that were included in the CPC Recommended Draft of the Proposed Plan. Recommendations include: extending the Transfer of Development Rights program to Little Tokyo; amending the CPIO to require demolition findings for designated contributing historic resources in the California Register Historic Districts and for designated Historic-Cultural Monuments within Subarea D; and expansion of Subarea D in the CPIO to include all of the eligible Seventh Street Commercial Historic District. The following Council Modifications would support the CHC recommendations to strengthen historic preservation in the Proposed Plan.

OPTIONAL COUNCIL MODIFICATION M.1–M.3 - HISTORIC PROTECTIONS

M.1. Downtown CPIO District, Chapter II Figure 2-4. Downtown Community Benefits Program Subarea Map A.4

Modify Chapter II of the Proposed Downtown CPIO District by adding the following Figure, after Figure 2 in Chapter II, to include Little Tokyo in Subarea A.4:

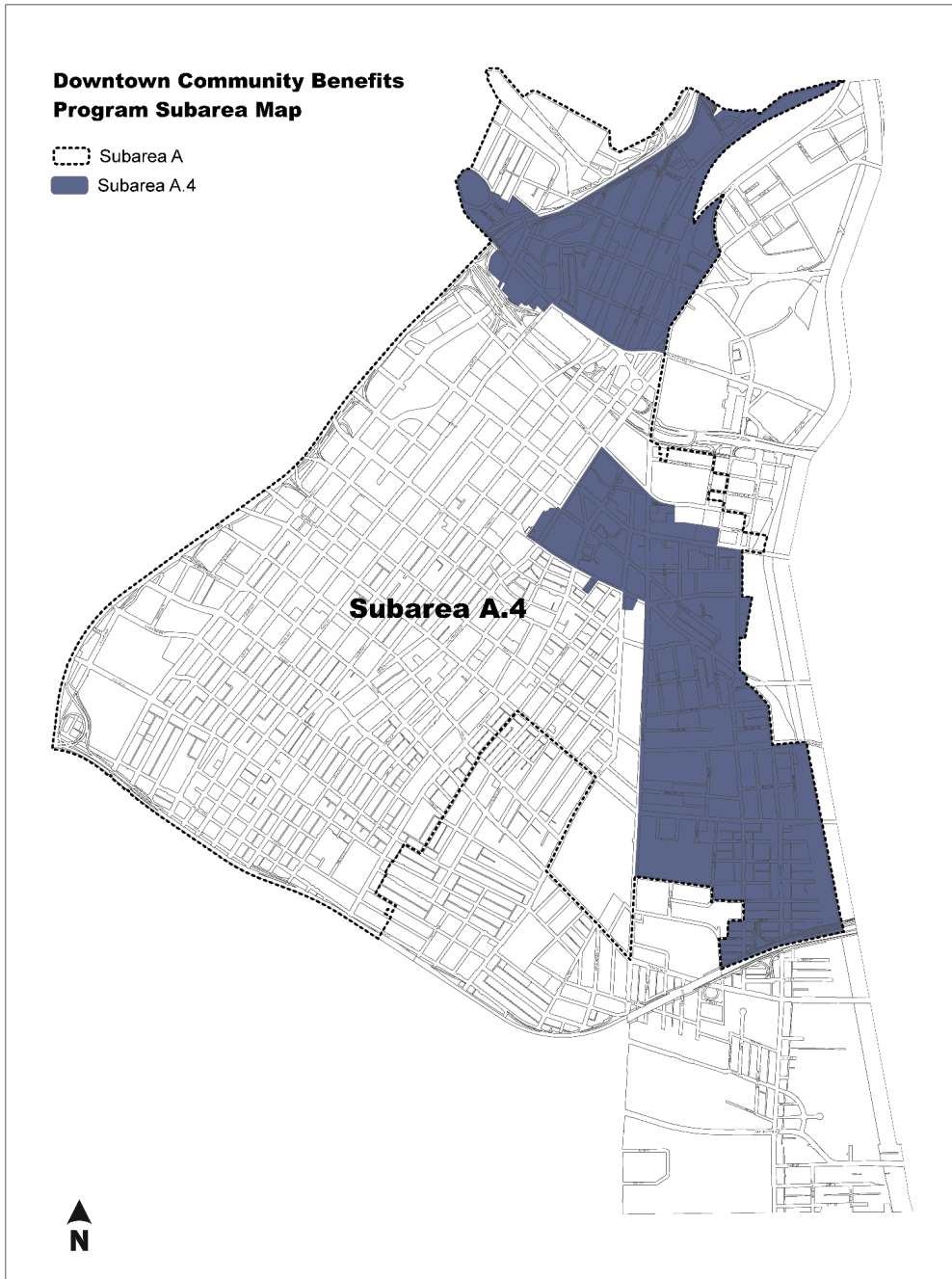


Figure 9. Downtown Community Benefits Program Subarea A.4 Map

M.2. Downtown CPIO District, Chapter V-I. B.2a

Modify paragraph a) of Subdivision 1.B.2 of Chapter V of the Proposed Downtown CPIO District to read as follows for the purpose of requiring demolition findings for projects in Subarea D that involve Historic Cultural Monuments and contributing properties to a historic district on the California Register:

- a) No Director's Determination shall be issued for Demolition or removal of any building or structure, for designated Historic Cultural Monuments and within any designated National Register Historic District and California Register Historic District, within Subarea D, that is designated as a Contributing Element, and the application shall be denied unless the Owner can demonstrate to the Director that the owner would be deprived of all economically viable use of the property.

M.3. Downtown CPIO District, Chapter I-I. Figure 1-4. Downtown Community Plan Implementation Overlay Historic Preservation Subarea D

Modify Chapter I-I of the Proposed Downtown CPIO District to replace Figure 1-4 with the following figure for the purpose of expanding Subarea D to include all of the eligible Seventh Street Commercial Historic District:

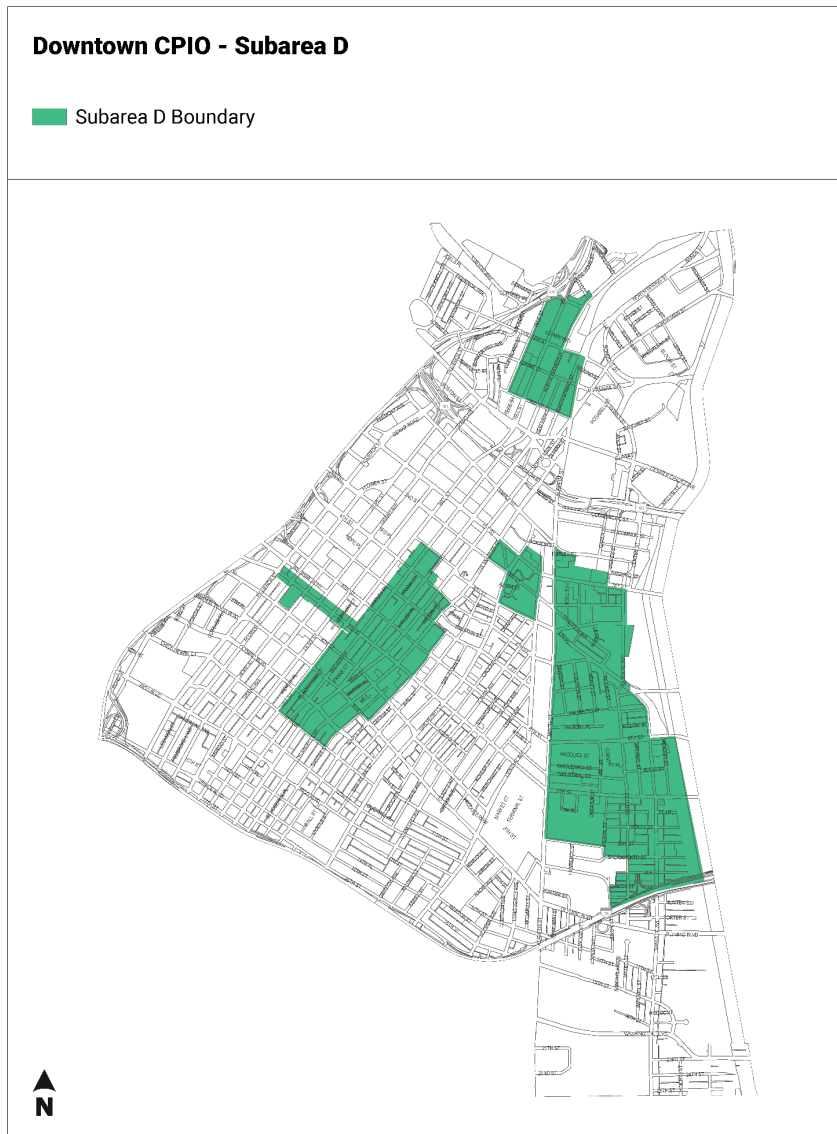


Figure 10. Downtown Community Benefits Program Subarea D Boundary Map

N. Form Districts in Chinatown and Little Tokyo

Council District 1 requested City Planning staff to study a pathway to increase base FAR for form districts applied in the commercial portions of Chinatown and allow for greater height near transit in Chinatown. The following modifications would meet this objective.

OPTIONAL COUNCIL MODIFICATION N.1–N.3 - CHINATOWN AND LITTLE TOKYO FORM DISTRICTS

N.1. New Zoning Code, Article 2 Form, Sec. 2B.12.1. MID-RISE NARROW 1 (MN1) and Sec. 2B.16.2. MODERATE-RISE MEDIUM 2 (DM2)

Modify Section 2.B.12.1 and Section 2.B.16.2 of Article 2 of the Proposed New Zoning Code to read as follows for the purpose of increasing the base FAR from 2:1 to 3:1 for Form District MID-RISE NARROW 1 (MN1) and MODERATE-RISE MEDIUM 2 (DM2):

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Base FAR (max)	2.0 <u>3.0</u>

N.2. New Zoning Code, Article 2 Form, Sec. 2B.16.5. MODERATE-RISE MEDIUM 5 (DM5)

Modify Section 2B.16.5 of Article 2 of the Proposed New Zoning Code to read as follows for the purpose of removing Base height in stories (max) and Bonus height in stories (max) for Form District MODERATE-RISE MEDIUM 5 (DM5):

B. Bulk and Mass

1. FAR & HEIGHT	Div. 2C.4.
Base FAR (max)	6.0
Base height in stories (max)	42
Bonus FAR (max)	8.5
Bonus height in stories (max)	45

N.3. New Zoning Code, Article 2 Form, Sec. 2B.12.1. MID-RISE NARROW 1 applied in Chinatown

Act to remove limitations as to story height applied in the MID-RISE NARROW 1 (MN1) Form District, as applied within Chinatown on parcels generally bounded by Bernard St. and College St. to the north, Broadway and Spring St. to the east, Alpine St. and College St. to the South, and Hil St. and Yale St. to the west.

O. Downtown Community Plan Implementation Overlay (CPIO) Clarifications

The following modifications are offered for the PLUM Committee's consideration in order to provide clarity and consistency across the Proposed Community Plan Implementation Overlay.

OPTIONAL COUNCIL MODIFICATION O.1–O.4 - DOWNTOWN CPIO CLARIFICATIONS

O.1. Downtown CPIO District, Chapter I, Section I-1. Downtown CPIO District Authority and Boundaries, Figure 1-1; Chapter II, Figures 2-1, 2-2, 2-3, and 2-4

Modify the Proposed Downtown CPIO District to modify the sub area A boundary in Figures 1-1, 2-1, 2-2, 2-3, and 2-4, which delineates the boundaries of Subarea A with the following figure for the purpose of clarifying that CPIO standards and incentives apply to all areas of the plan indicated with bonus max FAR.

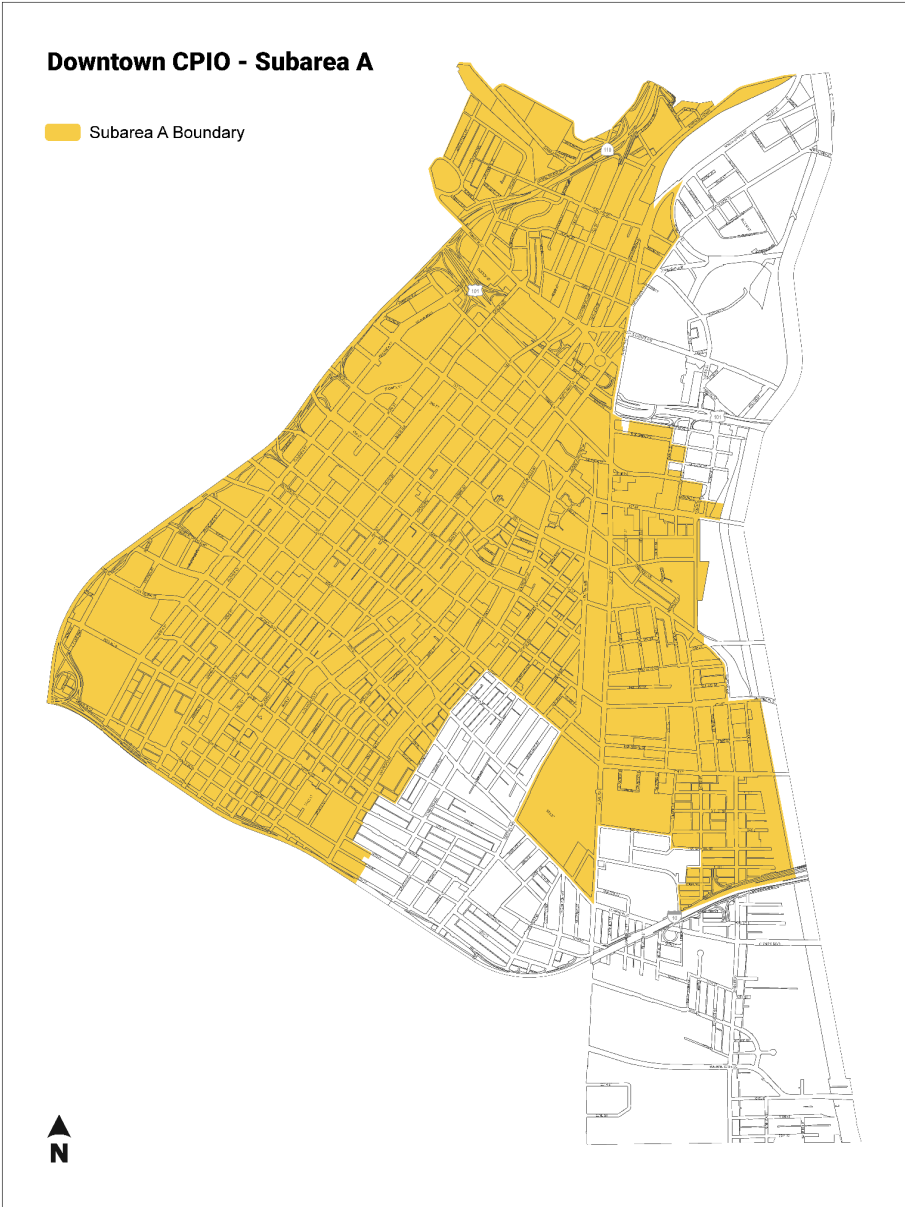


Figure 11. Downtown Community Plan Implementation Overlay District Community Benefits Program Subarea A

O.2. Downtown CPIO District, Chapter II, Figure 2-1

Modify the Proposed Downtown CPIO District to modify the sub area A.1 boundary in Figure 2-1, which delineates the boundaries of Subarea A.1 with the following figure for the purpose of clarifying that CPIO standards and incentives apply to all areas of the plan indicated with bonus max FAR.

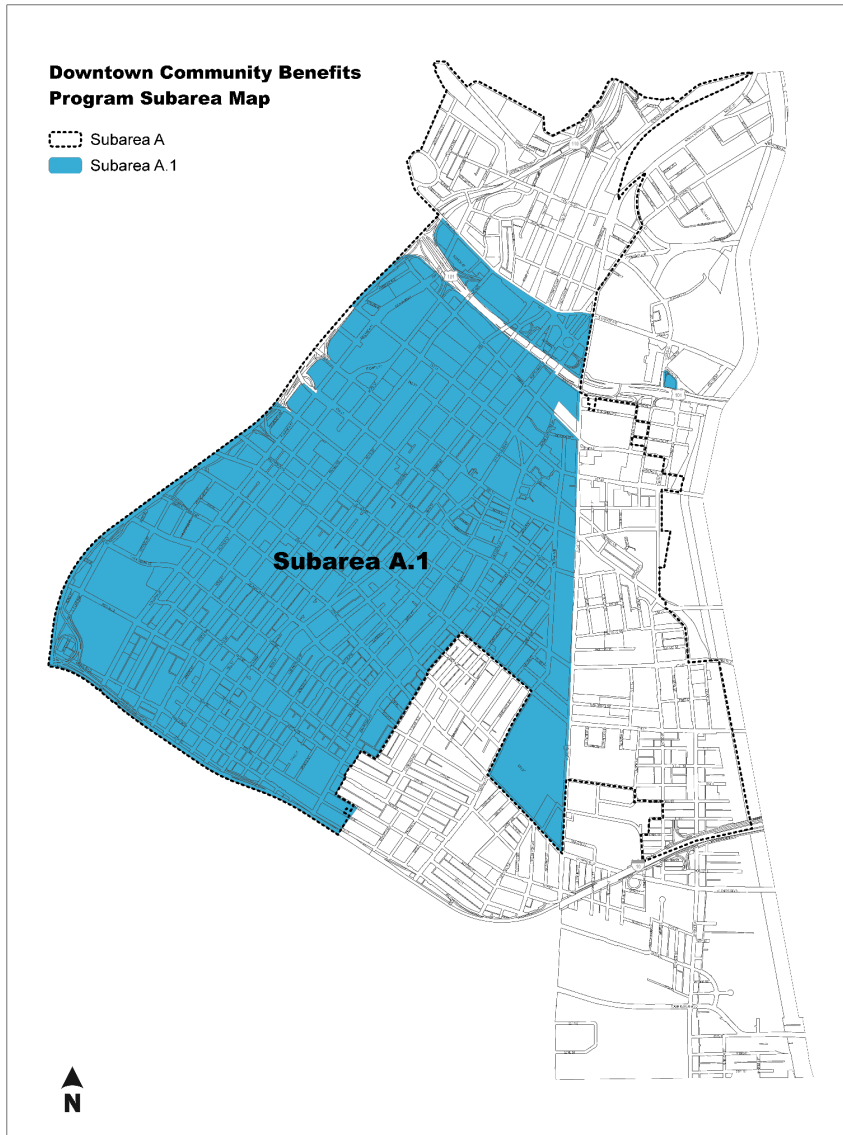


Figure 12. Downtown Community Plan Implementation Overlay District Community Benefits Program Subarea A.1

O.3. Downtown CPIO District, Chapter 1-VII, Section I-7

Modify Section I-7 in Chapter I-VIII of the Proposed Downtown CPIO to read as follows:

I - VII Section I-7. Environmental Standards Procedures

The Environmental Standards in Appendix A of this CPIO are in addition to those identified in the Environment Protection Measures Handbook (per Sec. 4A.1.2. of Chapter 1A of the LAMC). These standards are included in the Downtown CPIO District to implement the Mitigation & Monitoring Program included as part of the Downtown Community Plan update, and described reviewed in the Downtown Environmental Impact Report (Case No. ENV-2017-433-EIR), certified by the City Council. Wherever the environmental standards and applicability thresholds in Appendix A of this CPIO differ from those in the Environmental Protection Measures Handbook, the more stringent of the two shall apply.

O.4. Downtown CPIO District, Appendix A

Modify Appendix A of the Proposed CPIO to add the following language to read as follows for the purpose of incorporating the following modifications outline the mitigation measures identified in the Downtown Community Plan and New Zoning Code Final EIR and clarify the relationship between mitigation measures and Environmental Protection Measures:

Appendix A – Environmental Standards

Overview

As described in Section ~~I-8~~ I-7 of the CPIO District, these Environmental Standards are in addition to those identified in the Environment Protection Measures Handbook (per Sec. 4A.1.2. of Chapter 1A of the LAMC). These standards are included in the Downtown CPIO District to implement the Mitigation & Monitoring Program included as part of the Downtown Community Plan update, and described reviewed in the Downtown Environmental Impact Report (Case No. ENV-2017-433-EIR), certified by the City Council. Wherever the environmental standards and applicability thresholds in Appendix A of this CPIO differ from those in the Environmental Protection Measures Handbook, the more stringent of the two shall apply.

In addition to the above, to Projects in Subareas that are required to comply with these Environmental Standards, any other discretionary Discretionary projects within the boundaries of the Downtown CPIO DistrictCommunity Plan Areashall comply with may incorporate or impose the following Environmental Standards as applicable, in addition to the standards and notification requirements specified in the Environment Protection Measures Handbook. Compliance may be achieved through covenant, conditions, plan notations, or other means determined reasonably effective by the Director of Planning or the decision maker.

[MITIGATION MEASURES / ADDITIONAL ENVIRONMENTAL STANDARDS FORTHCOMING]

Mitigation Measure 4.2-3 Distribution Facility Health Risk Assessment

a. Applicability Threshold

Any project requiring discretionary permits for distribution centers within 1,000 feet of sensitive land uses and would accommodate more than 100 truck trips or 40 transport refrigeration units (TRUs) per day.

b. Standard

Health risk assessments (HRAs) prepared per SCAQMD and OEHHA guidance to identify the potential for cancer and non-cancer health risks. If cancer risks exceeding SCAQMD standards are identified, the applicant shall identify ways to reduce risks. Methods may include, but are not limited to limiting the number of trucks/TRUs, locating distribution center entry and exit points as far as possible from sensitive land uses, and routing truck traffic away from sensitive land uses.

Mitigation Measure 4.3-1(c) Elysian Park

All discretionary projects in the Downtown Plan Area that are within 200 feet of Elysian Park are required to do a preconstruction nesting bird survey of all suitable habitat within a 100-foot buffer around the construction site no more than ten days prior to the initiation of ground disturbance and vegetation removal for any grading or construction activity initiated during the bird nesting season (February 1 -August 31) and to comply with the best practices identified in BIO MM 4.3-1(b).

Mitigation Measure 4.4-2(a) Archaeological Resources Evaluation and Avoidance/Recovery

a. Applicability Threshold

Any project requiring discretionary permits and whose construction activities involve excavating previously undisturbed land or below previously excavated depths.

b. Standard

All reasonable methods shall be used to determine the potential that archaeological or tribal cultural resources are present on the project site, including thorough searches of databases and records, surveys, and/or consultation with local tribe(s) with ancestral ties to the project area. If there is a medium to high potential that resources are located on the project site and it is possible that resources will be impacted, a Qualified Archaeologist shall monitor and direct all excavation, grading or other ground disturbance activities to identify any resources and avoid potential impacts to such resources.

Mitigation Measure 4.6-6(a) Paleontological Resources

a. Applicability Threshold

Any project requiring discretionary permits and whose construction activities involve excavating the earth for two or more subterranean levels within previously undisturbed land or below previously excavated depths within native soils.

b. Standard

A determination shall be made using all reasonable methods to determine the potential that paleontological resources are present on the project site, including through searches of databases and records, and surveys. If there is a medium to high potential that paleontological resources are located on the project site and it is possible that these resources will be impacted, monitoring will be conducted for all excavation, grading or other ground disturbance activities to identify any resources and avoid potential impacts to such resources as follows:

- **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of construction, the paleontological monitor shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is(are) scientifically significant, the paleontological monitor shall complete the next two steps.
- **Fossil Salvage.** The Qualified Paleontologist or designated paleontological monitor shall recover intact fossils. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any fossils shall be handled and deposited consistent with a mitigation plan prepared by the paleontological monitor.
- **Paleontological Resource Construction Monitoring.** Additional ground disturbing construction activities (including grading, trenching, foundation work and other excavations) in undisturbed sediments, below five feet, with high paleontological sensitivity shall be monitored on a full-time basis by a Qualified Paleontologist or designated paleontological monitor during initial ground disturbance. If the paleontological monitor determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or

cease entirely. Monitoring shall be reinstated if any new or unforeseen deeper ground disturbances are required.

Mitigation Measure 4.16-1(a) Native American Consultation and Monitoring for Discretionary Projects

a. Applicability Threshold

Any project requiring discretionary permits and whose construction activities involve excavation that could extend below previously disturbed levels.

b. Standard

Notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in that area. If the potential for tribal resources exists, excavation in previously undisturbed soils shall be monitored by a qualified tribal monitor, if available, or qualified archaeological monitor.

P. Citywide Adaptive Reuse

The following modifications are offered for the PLUM Committee's consideration in order to remove mandatory affordable housing requirements for the Adaptive Reuse Program in the proposed new zoning code and clarify that adaptive reuse projects are subject to the Affordable Housing Linkage Fee.

OPTIONAL COUNCIL MODIFICATION P.1 - CITYWIDE ADAPTIVE REUSE

P.1. New Zoning Code, Article 9 Public Benefit Programs, Sec. 9.4.6. CITYWIDE ADAPTIVE REUSE PROGRAM.

Modify Section Sec. 9.4.6. of Article 9 of the Proposed New Zoning Code to read as follows:

A. Purpose

The purpose of this Section is to encourage and facilitate the conversion and retention of existing, or historically significant buildings, and conversion between uses permitted or conditionally permitted by the designated Use District of the property, ~~and to create opportunities for new affordable housing units.~~ The goal is to reduce vacant space, as well as preserve the City's architectural and cultural past, and encourage the sustainable practice of retaining the inherent energy that goes into the construction of existing buildings. This practice has demonstrated its effectiveness as a revitalization tool that encourages the use of underutilized buildings and the creation of new dwelling units.

C. Standards

1. ~~Affordable Housing Requirement~~

~~An adaptive reuse project that involves the creation of 10 or more new dwelling units shall provide the following restricted affordable housing units as established below:~~

a. ~~10 to 13 Dwelling Units~~

~~An adaptive reuse project that involves the creation of between 10 to 13 new dwelling units shall provide at least 1 unit affordable for very low income households as a restricted affordable unit.~~

b. ~~14 to 17 Dwelling Units~~

~~An adaptive reuse project that involves the creation of between 14 to 17 new dwelling units shall provide at least 1 unit affordable for moderate income households and at least 1 unit affordable for very low income households as restricted affordable units.~~

c. ~~18 or More Dwelling Units~~

~~An adaptive reuse project that involves the creation of 18 or more new dwelling units shall provide at least 10% of its units for moderate income households and at least 5% of its units affordable for very low income households as restricted affordable units. For the purposes of this Section, in calculating the required number of restricted affordable units, any number resulting in a fraction is rounded up to the next whole number.~~

d. ~~Affordable Housing Covenant~~

~~A covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 99 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program; except for:~~

e. ~~A housing development project in which one hundred percent of all dwelling units, exclusive of a manager's unit or units, are restricted affordable units, which are subject to a recorded affordability restriction of at least 55 years or utilize public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.~~

~~f. A mixed income housing development project utilizing public subsidies that are tied to a specified covenant period. At minimum, all restricted affordable units in the housing development project shall be covenanted for at least 55 years.~~

1. Affordable Housing Linkage Fee

The linkage fee, as established in Sec. 19.18. (Affordable Housing Linkage Fee) of Chapter 1 (General Provisions and Zoning) of this Code, shall continue to apply to any new floor area in the project devoted to the uses described in the linkage fee schedule, regardless of the exemptions in Subsection D. (Incentives) below.

D. Incentives

The Department of City Planning may grant some or all of the incentives established when an adaptive reuse project qualifies for them as established below. Despite any other provisions of this Zoning Code (Chapter 1A) to the contrary, adaptive reuse projects shall be entitled to the incentives set forth below. These incentives shall not apply to any new construction or additions located on the same lot as an adaptive reuse project unless otherwise stated below.

~~12. Linkage Fee Waiver~~

~~Adaptive reuse projects with 10 or more restricted affordable housing units that satisfy the requirement in Sec. 9.4.6.C.1. (Affordable Housing Requirements) shall have Linkage Fees established in Sec. 19.18. (Affordable Housing Linkage Fee) of Chapter 1 (General Provisions and Zoning) of this Code waived.~~

12. Inclusionary Housing Program

Adaptive reuse projects shall not be required to provide restricted affordable units pursuant to Sec. 5C.4.5. (Inclusionary Housing Program).

Q. Technical Modifications

The following Optional Council Modifications are offered for the PLUM Committee's consideration in order to provide clarity and consistency across the Proposed Draft of the New Zoning Code.

OPTIONAL COUNCIL MODIFICATION Q.1-Q.41 - NEW ZONING CODE TECHNICAL MODIFICATIONS

- Q.1. New Zoning Code, Article 2 Form, SEC. 2C.4.1. FLOOR AREA RATIO (FAR)**
Modify Section 2C.4.1. of Article 2 the Proposed New Zoning Code to read as follows, for the purpose of clarifying the relationship between Form District Bonus

FAR and the incentive programs in Article 9. Clarify that max bonus FAR does not limit higher FARs if a project can access them through a state program.

C. Standards

1. Base

A lot shall not exceed the maximum base floor area ratio without meeting the requirements of an incentive program outlined in Article 9 (Public Benefit Systems).

2. Bonus

A lot may exceed the base floor area ratio up to the maximum bonus floor area ratio ~~allowed in Sec. 9.1.2.C. (Maximum Bonus Floor Area) for projects participating in a community benefits program, pursuant to Div. 9.3. (Community Benefits Program). Projects participating in other incentive programs intended to implement State law, including Density Bonus (Sec. 9.2.1.), the Permanent Supportive Housing Incentive Program (Sec. 9.4.1.), or the Accessory Dwelling Unit Incentive Program (Sec. 9.5.1.), may only exceed the maximum bonus floor area of the applied Form District if they meet the eligibility and program requirements needed to qualify for additional benefits beyond the established maximum bonus floor area.~~

Q.2. New Zoning Code, Article 2 Form, SEC. 2C.4.2. HEIGHT IN FEET

Modify Section 2C.4.2. of Article 2 the Proposed New Zoning Code to read as follows, for the purpose of enabling engineering requirements for roof access elevators.

ALLOWED VERTICAL ENCROACHMENTS			
	Form District Height (max)		
	45' or less	> 45' to 75-90'	> 75-90'
Vertical Circulation (See Sec. 14.1.5.B.1.d.)			
Encroachment (max)	10'	40' <u>20'</u>	40' <u>20'</u>
Setback from roof edge (min)	5' <u>0'</u>	5' <u>0'</u>	5' <u>0'</u>

Q.3. New Zoning Code, Article 2 Form, SEC. 2C.4.3. HEIGHT IN STORIES

Modify Section 2C.4.3. of Article 2 the Proposed New Zoning Code to read as follows, for the purpose of enabling engineering requirements for roof access elevators.

ALLOWED VERTICAL ENCROACHMENTS			
	Form District Height (max)		
	3 stories or less	3 to 6 <u>7</u> stories	More than 6 <u>7</u> stories
Vertical Circulation (See Sec. 14.1.5.B.1.d.)			
Encroachment (max)	10'	40' <u>20'</u>	40' <u>20'</u>
Setback from roof edge (min)	5' <u>0'</u>	5' <u>0'</u>	5' <u>0'</u>

Q.4. New Zoning Code, Article 3 Frontage, SEC. 3A.2.2.C.2.c. Pedestrian Amenity Space-Facing Facades

Section 3A.2.2.C.2.c of Article 3 the Proposed New Zoning Code to read as follows, for the purpose of requiring frontage standards to apply to public amenity spaces, in addition to pedestrian amenity spaces.

- c. Pedestrian Amenity Space and Public Amenity Space-Facing Facades
 - i. Facades that face a pedestrian amenity space or public amenity space, see Sec. 14.1.6.C. (Pedestrian Amenity Space and Public Amenity Space-Facing Facades).
 - ii. These facades shall meet the standards specified by the applied Frontage District (Part 3B) for the frontage lot line that the pedestrian amenity space or public amenity space abuts. Where the pedestrian amenity space or public amenity space abuts multiple frontage lot lines, the standards specified for the frontage lot line that abuts the pedestrian amenity space or public amenity space for the greatest length applies.

Q.5. New Zoning Code, Article 3 Frontage, SEC. 3C.3.2. Frontage Yard Fence & Wall

Modify Section 3C.3.2. of Article 3 the Proposed New Zoning Code to read as follows, for the purpose of aligning standards with the requirements of various city CPIOs and for public safety.

- i. Fences and walls provided within the frontage yard shall not include barbed wire or concertina.

Q.6. New Zoning Code, Article 4 Development Standards, SEC. 4C.4.1.E. Exceptions

Modify Section 4C.4.1.E. of Article 4 the Proposed New Zoning Code by adding the following language, for the purpose of carrying forward the parking exception for the subdivisions of single family dwellings that exists in the current Zoning Code (Sec. 12.21.A.4(t)).

11. Conversion of Existing One-Unit Dwellings

Where the applied Development Standards district requires more than one automobile parking stall, only one automobile parking stall is required for each dwelling unit that results from the conversion of an existing building on a lot that contains only one dwelling unit, provided that the conversion meets the following requirements:

- a. The lot does not have an applied 1L Density District;
- b. The conversion is limited to the structural alteration of the existing building or the addition of not more than 250 square feet of floor area thereto;
- c. The conversion results in a total of two or more dwelling units; and
- d. All newly created dwelling units are rental units.

Q.7. New Zoning Code, Article 4 Development Standards, SEC. 4C.8.1.C.1.i. (General) [p. 4-111]

Modify Section 4C.8.1.C.1.i. of Article 4 the Proposed New Zoning Code to read as follows, for the purpose of removing prohibition on the use of chain link to meet the standards of Frontage Screens.

- i. Walls provided to meet the standards of ~~Frontage Screen 4 and 5~~ any required Frontage Screen shall not include ~~chain link~~, barbed wire, or concertina

Q.8. New Zoning Code, Article 4 Development Standards, SEC. 4C.8.1.C.1.i. (General) [p. 4-111]

Modify Section 4C.8.1.C.1.i. of Article 4 the Proposed New Zoning Code to read as follows, for the purpose of removing prohibition on the use of chain link to meet the standards of Transition Screens.

- i. Walls provided to meet the standards of ~~Frontage Screen 4 and 5~~ any required Transition Screen shall not include ~~chain-link~~, barbed wire, or concertina

Q.9. New Zoning Code, Article 4 Development Standards, SEC. 4C.11.6.C.5. Monument Sign [p. 4-157]

Modify Section 4C.11.6.C.5. of Article 4 the Proposed New Zoning Code to read as follows, adding limitations to the number of monument signs allowed in both Sign Package 1 and Sign Package 2 for the purpose of aligning the number of monument signs allowed with the existing permissions for pole signs.

	Sign Package 1	Sign Package 2
Dimensional Standards		
Combined sign area for all Monument Signs (max)		
OS, A, & RG Use Districts	n/a	n/a
All other Use Districts	1.5 SF per foot of street frontage	1.5 SF per foot of building frontage
Area of individual Monument Sign (max)		
OS, A, & RG Use Districts	9 SF per sign face	9 SF per sign face
All other Use Districts	75 SF per sign face	32 SF per sign face
<u>Total Number of Pole Signs & Monument Signs allowed (max)</u>		
OS, A, & RG Use Districts		
All other Use Districts	n/a	n/a
<u>0' to < 50' of street frontage</u>	<u>0</u>	<u>0</u>
<u>50' to ≤ 200' of street frontage</u>	<u>1</u>	<u>1</u>
<u>>200' to ≤ 400' of street frontage</u>	<u>2</u>	<u>2</u>
<u>>400' to ≤ 600' of street frontage</u>	<u>3</u>	<u>3</u>

<u>>600' of street frontage</u>	<u>+1 / 200' of street frontage</u>	<u>+1 / 200' of street frontage</u>
Height (max)		
OS, A, & RG Use Districts	6'	6'
All other Use Districts	8'	8'
Depth (max)	2'	2'

Q.10. New Zoning Code, Article 4 Development Standards, SEC. 4C.11.6.C.7. Pole Sign [p. 4-159]

Modify Section 4C.11.6.C.7. of Article 4 the Proposed New Zoning Code to read as follows, for the purpose of taking the new Monument Sign allocations into account.

Dimensional Standards	
Combined sign area for all Pole Signs (max)	
OS, A, & RG Use Districts	n/a
All other Use Districts	2 SF per foot of street frontage
Total Number of Pole Signs & Projecting <u>Monument</u> Signs allowed (max)	
OS, A, & RG Use Districts	
All other Use Districts	
0' to < 50' of street frontage	0
50' to ≤ 200' of street frontage	1
>200' to ≤ 400' of street frontage	2
>400' to ≤ 600' of street frontage	3
>600' of street frontage	+1 / 200' of street frontage
Area of individual Pole Sign (max)	
OS, A, & RG Use Districts	9 SF per sign face
All other Use Districts	400 SF per sign face

Height including pole (max)	
OS, A, & RG Use Districts	6'
All other Use Districts	
0' to < 50' of street frontage	none
50' of street frontage	25'
>50' to ≤ 100' of street frontage	35'
>100' of street frontage	42'

Q.11. New Zoning Code, Article 4 Development Standards, SEC. 4C.11.6.C.8. Projecting Sign [p. 4-160]

Modify Section 4C.11.6.C.8. of Article 4 the Proposed New Zoning Code to read as follows, for the purpose of taking the new Monument Sign allocations into account.

	Sign Package 1	Sign Package 2
Dimensional Standards		
Combined sign area for all Projecting Signs (max)	25 SF + 1.5 SF per foot of street frontage	25 SF + 1.5 SF per foot of building frontage
Total Number of Pole Signs & Projecting Signs allowed (max)		
0' to < 50' of street frontage	0	0c
50' to ≤ 200' of street frontage	1	1
>200' to ≤ 400' of street frontage	2	2
>400' to ≤ 600' of street frontage	3	3
>600' of street frontage	+1 / 200' of street frontage	+1 / 200' of street frontage
Area of individual Projecting Sign (max)	300 SF per sign face	48 SF per sign face
Projection from building face (max)	8'	5'
Clear Height (max)	8'	8'

Q.12. New Zoning Code, Article 5 Use, Part 5B. Use Districts

Modify all use tables in Part 5B of Article 5 the Proposed New Zoning Code to read as follows, adding “Residential Mixed Use Districts” for all Use Standard Specifications that read “Abutting: Sensitive Use, Residential Use District, Agricultural Use District”, for the purpose of addressing an accidental omission

Example Edits:

Use	Permission	Use Standard	Specification
		Use standard applicability	
		Abutting	<ul style="list-style-type: none"> • Sensitive Use • Agricultural Use Districts • Residential Use Districts • <u>Residential Mixed Use Districts</u>

Q.13. New Zoning Code, Article 5 Use, Part 5B. Use Districts

Modify all use tables in Part 5B of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of reflecting the establishment of “Manufacturing, Light: Garment & Accessory” as a defined use. Permission levels and standards for “Manufacturing, Light: Garment & Accessory” will be consistent with “Manufacturing, Light: Textile” in the CPC Recommended Draft, unless noted otherwise in this report. In addition, replace references “Textile and Apparel” with “Textile”.

Use	Permission
Manufacturing, Light	
<u>Garment & Accessory</u>	<i>To match “Manufacturing, Light: Textile permission level”, unless noted otherwise in this report</i>
Textile and Apparel	<i>No change in permission level unless noted otherwise in this report</i>

Q.14. New Zoning Code, Article 5 Use, Part 5B. Use Districts, DIV. 5B.5. Commercial-Mixed Districts

Modify all use tables in Div. 5B.5. of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of aligning permissions for research and

development with the permissions for regional hospital, as hospitals also often involve research and development, and to be less restrictive about a fairly desirable. Update permission levels for Research & Development from C3 to C2 in CX Use Districts.

Example use table (Apply this change to all use permission tables for all Commercial-Mixed):

Use	Permission	Use Standard	Specification
Light Industrial	*	Non-residential tenant size (max)	10,000 SF
		Relief	C2
Research & Development	C3 C2*	(see <i>Light Industrial</i>)	

Q.15. New Zoning Code, Article 5 Use, Part 5B. Use Districts, Sec. 5B.5.2. Commercial-Mixed 2 (CX2), Sec. 5B.5.3. Commercial-Mixed 3 (CX3), Sec. 5B.5.4. Commercial-Mixed 4 (CX4), Sec.5B.7.2. - Industrial-Mixed 2 (IX2), Sec.5B.7.3. - Industrial-Mixed 3 (IX3), Sec.5B.7.4. - Industrial-Mixed 4 (IX4), Sec.5B.8.1. - Industrial 1 (I1), and Sec.5B.8.2. - Industrial 2 (IX2):

Modify use tables in Sec. 5B.5.2. , Sec. 5B.5.3. , Sec. 5B.5.4., Sec.5B.7.2., Sec.5B.7.3., Sec.5B.7.4., Sec.5B.8.1., and Sec.5B.8.2. of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of adding use standards to protect residential areas. Add additional distancing requirements from Residential and Residential Mixed Use Districts, add limits to the hours of operation, and include a Class 2 CUP as relief for these new standards.

Sec.5B.5.2. - Commercial-Mixed 2 (CX2):

Use	Permission	Use Standard	Specification
General Commercial	*	Non-residential tenant size (max)	50,000 SF
		Relief	C2
Smoke & Vape Shop	P*	(see <i>General Commercial</i>)	
		<u>Use separation</u>	
		<u>Residential or Residential</u>	<u>500'</u>

		<u>Mixed Use District</u>	
		<u>Hours of operation (open/close)</u>	
		<u>Within 500' of Residential or Residential Mixed Use District</u>	<u>7AM/10PM</u>
		<u>Relief</u>	<u>C2</u>

Sec.5B.5.3. - Commercial-Mixed 3 (CX3), Sec.5B.5.4. - Commercial-Mixed 4 (CX4):

Use	Permission	Use Standard	Specification
General Commercial			
Smoke & Vape Shop	P ₋ *	<u>Use separation</u>	
		<u>Residential or Residential Mixed Use District</u>	<u>500'</u>
		<u>Hours of operation (open/close)</u>	
		<u>Within 500' of Residential or Residential Mixed Use District</u>	<u>7AM/10PM</u>
		<u>Relief</u>	<u>C2</u>

Sec.5B.7.2. - Industrial-Mixed 2 (IX2), Sec.5B.7.3. - Industrial-Mixed 3 (IX3), and Sec.5B.7.4. - Industrial-Mixed 4 (IX4):

Use	Permission	Use Standard	Specification
General Commercial			
Smoke & Vape Shop	P ₋ *	<u>Use separation</u>	
		<u>Residential or Residential Mixed Use District</u>	<u>500'</u>
		<u>Hours of operation (open/close)</u>	
		<u>Within 500' of Residential or Residential Mixed Use District</u>	<u>7AM/10PM</u>
		<u>Relief</u>	<u>C2</u>

Sec.5B.8.1. - Industrial 1 (I1), and Sec.5B.8.2. - Industrial 2 (IX2):

Use	Permission	Use Standard	Specification
General Commercial			
Smoke & Vape Shop	P*	<u>Use separation</u>	
		<u>Residential or Residential Mixed Use District</u>	<u>500'</u>
		<u>Hours of operation (open/close)</u>	
		<u>Within 500' of Residential or Residential Mixed Use District</u>	<u>7AM/10PM</u>
		<u>Relief</u>	<u>C2</u>

Q.16. New Zoning Code, Article 5 Use, Part 5B. Use Districts, DIV. 5B.5. Commercial-Mixed Districts, and DIV. 5B.7. Industrial-Mixed Districts

Modify all use tables in Div. 5B.5. And Div. 5B.7. of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of aligning standards with the permissions established by the City's Backyard Beekeeping Ordinance. Permit the Animal Keeping, Bees use in all Commercial-Mixed (CX) Use Districts and all Industrial-Mixed (IX) with same use standards as applied to the Animal Keeping, Bees use in the Residential-Mixed 1 (RX1) Use District.

Example use table (Apply this change to all use permission tables for all Commercial-Mixed and Industrial-Mixed Use Districts.):

Use	Permission	Use Standard	Specification
Animal Keeping:			
Bees	-P*	<u>Accessory to:</u>	<u>Dwelling</u>
		<u>Lot Area (min):</u>	
		<u>Per beehive:</u>	<u>2,500 SF</u>
		<u>Location</u>	

		<u>Frontage yard</u>	<u>Prohibited</u>
		<u>Use Setback (min)</u>	
		<u>Side, rear, and alley lot lines</u>	<u>5'</u>
		<u>Screening</u>	
		<u>Transition screen</u>	<u>T-Screen 1</u>
		<u>Exception</u>	<u>Rooftop location</u>
		<u>Supplemental standards</u>	<u>Sec. 5B.x.x.C.x.*</u>

*update reference to line up with each respective Use District code section

Add the following Supplemental Standard language to subsection C. (Supplemental Standards) of each respective Use District code section:

1. Animal Keeping, Bees

- a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.
- b. A water source for bees shall be provided at all times on the lot where the bees are kept.

Q.17. New Zoning Code, Article 5 Use, SEC. 5B.5.1. Commercial-Mixed 1 (CX1)

Modify the use table in Sec. 5B.5.1. of Article 5 the Proposed New Zoning Code to read as follows, adding the “Firearms” use back into the Allowed Uses & Use limitations table for the CX1 Use District, for the purpose of reflecting the use permissions published in previous draft versions. This use was deleted from the use table in error.

Use	Permission	Use Standard	Specification
Retail			
<u>Firearms</u>	<u>C2*</u>	<u>Supplemental Procedures</u>	<u>Sec. 5B.5.1. D.4.</u>

Add the following language under Supplemental Procedures (Sec. 5B.5.1.D):

4. In addition to the findings otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

Q.18. New Zoning Code, Article 5 Use, SEC. 5B.5.1. Commercial-Mixed 1 (CX1)

Modify the use table in Sec. 5B.5.1. of Article 5 the Proposed New Zoning Code to read as follows, adding the “Instructional Services” use back into the Allowed Uses & Use limitations table for the CX1 Use District, for the purpose of reflecting the use permissions published in previous draft versions. This use was deleted from the use table in error.

Use	Permission	Use Standard	Specification
General Commercial	*	Non-residential tenant size (max)	10,000 SF
		Relief	C2
<u>Instructional Services</u>	<u>P*</u>	<u>(See General Commercial)</u>	

Q.19. New Zoning Code, Article 5 Use, SEC. 5B.5.1. Commercial-Mixed 1 (CX1)

Modify the use table in Sec. 5B.5.1. of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of increasing the flexibility and viability of commercial recreation. Remove upper-story location prohibition for the Indoor Recreation, Commercial use and Outdoor Recreation, Commercial uses.

Use	Permission	Use Standard	Specification
Open Space & Recreation			
Indoor Recreation, Commercial	P*	Non-residential tenant size (max)	10,000 SF
		Relief	
		Upper story location	Prohibited
Outdoor Recreation, Commercial			
General	P*	Non-residential tenant size	10,000 SF

		(max)	
		Relief	
		Upper-story location	Prohibited

Q.20. New Zoning Code, Article 5 Use, SEC. 5B.5.2. Commercial-Mixed 2 (CX2)

Modify the use table in Sec. 5B.5.2. of Article 5 the Proposed New Zoning Code to read as follows, adding the “Instructional Services” use back into the Allowed Uses & Use limitations table for the CX2 Use District, for the purpose of reflecting the use permissions published in previous draft versions. This use was deleted from the use table in error.

Use	Permission	Use Standard	Specification
Retail			
<u>Firearms</u>	<u>C2*</u>	<u>Supplemental Procedures</u>	<u>Sec. 5B.5.2. D.4.</u>

Add the following language under Supplemental Procedures (Sec. 5B.5.2.D):

4. In addition to the findings otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

Q.21. New Zoning Code, Article 5 Use, SEC. 5B.5.2. Commercial-Mixed 2 (CX2)

Modify the use table in Sec. 5B.5.2. of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of increasing the flexibility and viability of commercial recreation. Remove upper-story location prohibition for the Indoor Recreation, Commercial use and Outdoor Recreation, Commercial uses.

Use	Permission	Use Standard	Specification
Open Space & Recreation			
Indoor Recreation, Commercial	P*	Non-residential tenant size (max)	10,000 SF
		Relief	
		Upper-story location	Prohibited

Outdoor Recreation, Commercial			
General	P*	Non-residential tenant size (max)	10,000 SF
		Relief	
		Upper story location	Prohibited

Q.22. New Zoning Code, Article 5 Use, SEC. 5B.5.3. Commercial-Mixed 2 (CX3)

Modify the use table in Sec. 5B.5.2. of Article 5 the Proposed New Zoning Code to read as follows, Add additional use standards to the Storage, Indoor, Self-Storage Facility in order to ensure more active commercial areas, while still permitting needed self-storage facilities.

Use	Permission	Use Standard	Specification
Storage, Indoor			
Self-Service Facility	C2 P*	<u>In conjunction with</u>	<u>Other allowed use</u>
		<u>Floor area (min)</u>	<u>0.1 FAR</u>
		<u>Use separation (min)</u>	
		<u>Other self-service facility</u>	<u>500'</u>
		<u>Relief</u>	<u>C2</u>
		<u>Supplemental Procedures</u>	<u>Sec. 5B.5.3.D.8.</u>

Add the following supplemental procedure language to subsection D. (Supplemental Procedures) for the Storage, Indoor, Self-Service Facility use:

8. Storage, Indoor, Self-Service Facility

In addition to the findings otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall also consider:

- a. That the granting of the application will not significantly detract from the intent of the use district, including supporting quality employment and productive industries.
- b. That the granting of the application will not significantly detract from any applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

Q.23. New Zoning Code, Article 5 Use, SEC. 5B.5.3. Commercial-Mixed 3 (CX3)

Modify the use table in Sec. 5B.5.3. of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of providing flexibility for the full range of services often provided with the Motor Vehicle Sales & Rental uses. Permit the Motor Vehicle Services, General use when Incidental To uses in the Motor Vehicle Sales & Rental Use Group.

Use	Permission	Use Standard	Specification
Motor Vehicle Services			
General	-P*	<u>Incidental To</u>	<u>Motor Vehicle Sales & Rental use group</u>

Q.24. New Zoning Code, Article 5 Use, SEC. 5B.5.4. Commercial-Mixed 4 (CX4)

Modify the use table in Sec. 5B.5.4. of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of providing flexibility for the full range of services often provided with the Motor Vehicle Sales & Rental uses. Permit the Motor Vehicle Services, General use when Incidental To uses in the Motor Vehicle Sales & Rental Use Group.

Use	Permission	Use Standard	Specification
Motor Vehicle Services			
General	-P*	<u>Incidental To</u>	<u>Motor Vehicle Sales & Rental use group</u>

Car Wash	-P*		
Commercial Vehicle	-	<u>Incidental To</u>	<u>Motor Vehicle Sales & Rental use group</u>
Fueling Station	-P*	<u>Incidental To</u>	<u>Motor Vehicle Sales & Rental use group</u>

Q.25. New Zoning Code, Article 5 Use, Part 5B. Use Districts, Sec. 5B.7.1. Industrial-Mixed 1 (IX1), Sec.5B.7.2. - Industrial-Mixed 2 (IX2), Sec.5B.7.3. - Industrial-Mixed 3 (IX3), and Sec.5B.7.4. - Industrial-Mixed 4 (IX4):

Modify the use tables in Sec. 5B.7.1., Sec.5B.7.2, Sec.5B.7.3. , and Sec.5B.7.4 of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of removing redundant relief mechanisms and maintaining consistency in the Industrial Mixed Use Districts. Remove the C2 relief option under the Use Separation Use Standard.

Sec.5B.7.1. - Industrial-Mixed 1 (IX1):

Use	Permission	Use Standard	Specification
Heavy Commercial			
Motor Vehicle Services			
General	P*	Use separation	
		Sensitive Use	200'
		Agricultural, Residential or Agricultural, or Residential <u>Mixed Use District</u>	200'
		Relief	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late <u>open/close</u>)	7AM/7PM

		Service hours (early/late <u>open/close</u>)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	<i>Sec. 5B.7.1.C.3.</i>
		Relief	C2

Sec.5B.7.2. - Industrial-Mixed 2 (IX2):

Use	Permission	Use Standard	Specification
Heavy Commercial			
Motor Vehicle Services			
General	P*	Use separation	
		Sensitive Use	200'
		Agricultural, Residential or Agricultural, or Residential <u>Mixed Use District</u>	200'
		<u>Relief</u>	C2
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late <u>open/close</u>)	7AM/7PM
		Service hours (early/late <u>open/close</u>)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	<i>Sec. 5B.7.1.C.2.</i>
		<u>Relief</u>	<u>C2</u>

Car Wash	P*	Use separation	
		Sensitive Use	200'
		Agricultural, Residential or Agricultural, or Residential Mixed Use District	200'
		Relief	C2
		Use enclosure	
		Car Wash, mechanized	Fully indoor
		Car Wash, self-service	Covered
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late <u>open/close</u>)	7AM/7PM
		Service hours (early/late <u>open/close</u>)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.7.1.C.3.
		Relief	C2
Commercial Vehicle	--		
Fueling Station	P*	Use separation	
		Sensitive Use	200'
		Agricultural, Residential or Agricultural, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3

		Transition screen	T-Screen 1
		Service hours (early/late <u>open/close</u>)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.7.2.C.4.
		<u>Relief</u>	<u>C2</u>

Sec.5B.7.3. - Industrial-Mixed 3 (IX3):

Use	Permission	Use Standard	Specification
Heavy Commercial			
Motor Vehicle Services			
General	P*	Use separation	
		Sensitive Use	200'
		Agricultural, Residential or Agricultural, or Residential <u>Mixed Use District</u>	200'
		<u>Relief</u>	<u>C2</u>
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late <u>open/close</u>)	7AM/7PM
		Service hours (early/late <u>open/close</u>)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.7.3.C.5.

		<u>Relief</u>	<u>C2</u>
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Sec.5B.7.4. - Industrial-Mixed 4 (IX4):

Use	Permission	Use Standard	Specification
Heavy Commercial			
Motor Vehicle Services			
General	P*	Use separation	
		Sensitive Use	200'
		Agricultural, Residential or Agricultural, or Residential <u>Mixed Use District</u>	200'
		<u>Relief</u>	<u>C2</u>
		Use enclosure	Fully indoors
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Hours of operation (early/late <u>open/close</u>)	7AM/7PM
		Service hours (early/late <u>open/close</u>)	7AM/7PM
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.7.3.C.5.
		<u>Relief</u>	<u>C2</u>

Q.26. New Zoning Code, Article 5 Use, Part 5B. Use Districts, Sec. 5B.7.1. Industrial-Mixed 1 (IX1), Sec.5B.7.2. - Industrial-Mixed 2 (IX2), Sec.5B.7.3. - Industrial-Mixed 3 (IX3), and Sec.5B.7.4. - Industrial-Mixed 4 (IX4):

Modify the use tables in Sec. 5B.7.1., Sec.5B.7.2, Sec.5B.7.3. , and Sec.5B.7.4 of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of fixing the applicability of screening standards for Light Industrial uses in the Industrial Mixed Use Districts and ensuring that the standards are applied as intended to include lots separated by a public right-of-way. Change "abutting" to "adjoining" for all use district standards that trigger a Frontage Screen based on an abutting use (see the example edit below).

Example Edit:

Use	Permission	Use Standard	Specification
Light Industrial	*	Use standard applicability	
		Abutting <u>Adjoining</u>	<ul style="list-style-type: none"> • Sensitive Use • Agricultural Use Districts • Residential Use Districts • <u>Residential Mixed Use Districts</u>
		Screening	
		Frontage Screen	F-Screen
		Transition Screen	T-Screen
		Use enclosure	Fully Indoor

Q.27. New Zoning Code, Article 5 Use, SEC. 5B.7.4. Industrial-Mixed 4 (IX4)

Modify the use table in Sec. 5B.7.4. of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of clarifying that dwelling units are permitted in adaptive reuse projects and that adaptive reuse projects are exempt from the requirement to provide 100% restricted affordable units.

Use	Permission	Use Standard	Specification
Dwelling	P*	Restricted affordable units	100% of dwelling units
		<u>Exception</u>	<u>Adaptive reuse projects</u>

Use	Permission	Use Standard	Specification
Live/Work	P*	(see Residential)	
		Unit size (min avg.)	1,000 SF
		Designated work space	
		Work space area (min/max)	48%/50%
		Work space dimensions (min)	10' x 15'
		Workspace uses	<ul style="list-style-type: none"> Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal • <u>Manufacturing, Light: Garment & Accessory</u>
		Open plan area (min)	70%
		In conjunction with:	<ul style="list-style-type: none"> Office • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal • <u>Manufacturing, Light: Garment & Accessory</u>
		Floor area (min)	1.5 FAR
		Exception	<p style="text-align: center;">Adaptive-reuse projects</p> <p style="text-align: center;">400% Restricted affordable units</p>
		Supplemental standards	Sec 5B.7.4.C.2

Q.28. New Zoning Code, Article 5 Use, Part 5C Use Rules

Add additional, more nuanced relief provisions to various use standards throughout Part 5C (Use Rules) of Article 5 of the Proposed New Zoning Code for the purpose of providing necessary flexibility in implementation. See *Appendix A: Use Standard Relief* for full recommended text edits.

Q.29. New Zoning Code, Article 5 Use, Part 5C Use Rules, Sec. 5C.1.1.A. (Dwelling)

Modify Sec. 5C.1.1.A. of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of adding more specificity for implementation purposes and read as follows:

Housing accommodations serving as a primary residency or having a tenancy of 30 consecutive days or greater. Includes household dwelling unit, efficiency dwelling unit, accessory dwelling unit, junior accessory dwelling unit.

Q.30. New Zoning Code, Article 5 Use, Part 5C Use Rules, Sec. 5C.1.2.B. (Civic Facility)

Modify Sec. 5C.1.2.B. of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of improving implementation, basing the threshold for Civic Facility, Local and Civic Facility, Regional off of square footage rather than parking.

B. Civic Facility

Any publicly-accessible facility that primarily provides essential, educational or cultural services and is owned by a governmental or community organization. Includes post office, civic center, community center, museum, and library (places for the public to congregate as opposed to an employee workplace).

1. Local

A publicly-accessible facility that provides essential or cultural services to a city or town and is owned by a governmental or community organization. May not be larger than 50,000 square feet ~~include no more than 75 parking stalls to be considered~~ consider a Civic, Local use. Includes post office, civic center, community center, and branch library. For similar uses that are larger than 50,000 square feet ~~that include more than 75 parking stalls~~, see civic facility, regional (Sec. 5C.1.2.B.2.). For similar uses that are not publicly accessible see office (Sec. 5C.1.5.J.).

2. Regional

A publicly-accessible facility that provides essential or cultural services to a region and for display, preservation, or enjoyment of heritage, history, and the arts, or any municipal building which is owned by a governmental or community organization and are larger than 50,000 square feet ~~includes more than 75 parking stalls~~. Includes city hall, cultural center, main library, museum, and observatory. For similar uses that are 50,000 square feet or less ~~include fewer than 75 parking stalls~~, see civic facility, local (Sec. 5C.1.2.B.1.). For similar uses that are not publicly accessible, see office (Sec. 5C.1.5.I.).

Q.31. New Zoning Code, Article 5 Use, Part 5C Use Rules, Sec. 5C.1.6.C.1. (General)

Modify Sec. 5C.1.6.C.1. (Indoor Storage) of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of adding more specificity for implementation.

Any indoor storage use, excluding self-service indoor storage, that is incidental to another use. For indoor storage that functions as the primary use on a lot and is not incidental to another use, see wholesale trade & warehousing (Sec. 5C.1.7.F).

Q.32. New Zoning Code, Article 5 Use, Part 5C Use Rules, Sec. 5C.1.6.D.1. (General)

Modify Sec. 5C.1.6.D.1. (Outdoor Storage) of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of adding more specificity for implementation.

Any outdoor storage use that is in conjunction with another use and does not involve the keeping of empty cargo containers (Sec.5C.1.6.D.2.), inactive commercial vehicles (Sec.5C.1.6.D.3.), towing and storage for official motor vehicle impound (Sec. 5C.1.6.D.4.), or inactive standard vehicles (Sec. 5C.1.6.D.5).

Q.33. New Zoning Code, Article 5 Use, Part 5C Use Rules, Sec. 5C.1.7.C.2. (Alcoholic Beverage)

Modify Sec. 5C.1.7.C.2. (Alcoholic Beverage) of Article 5 the Proposed New Zoning Code to read as follows, for the purpose of adding more specificity for implementation.

Any light manufacturing use where beer, wine, or other alcoholic beverages are processed or prepared for consumption and sold on a wholesale basis.

Q.34. New Zoning Code, Article 5 Use, Part 5C Use Rules, Sec. 5C.1.8.D.2. (Donation Bin)

Modify all use tables in Part 5B and Sec. 5C.1.8.D.2. of Article 5 of the Proposed new Zoning Code, for the purpose of avoiding prohibiting housing within 50' of an existing donation bin. IX districts prohibit housing within 50' of a heavy industrial use, and donation bins are currently listed as a heavy industrial use. To avoid this conflict, move donation bins to Sec. 5C.1.7. (Light Industrial Uses) as its own Subsection G. and make all of the necessary edits to all of the Use District tables to reflect this edit without changing the use permissions or standards listed in the last released New Code draft.

Q.35. New Zoning Code, Article 9 Public Benefits Systems

Modify Article 9 of the Proposed New Zoning Code to replace all mentions of the “Deeply Low” income level with “Acutely Low” for the purpose of aligning terminology with the Acutely Low income category recently introduced by the California Department of Housing and Community Development.

Q.36. New Zoning Code, Article 14 General Rules, SEC. 14.1.6.B. Lot-Line Facing Facade

Modify 14.1.6.B. of Article 14 of the Proposed New Zoning Code to read as follows, for the purpose of clarifying that a fence or wall between a facade and a lot line does not affect the facade’s lot line-facing status.

Sec. 14.1.6.B. 2. (Exceptions)

- a. Portions of a facade that would otherwise be considered to be lot line-facing that meet the following conditions are exempt from any requirements of lot line-facing facades:
 - i. Facades set back 50 feet greater than the facade nearest to the lot line, are not included, provided they are less than 50% of the total building width.
 - ii. Facades that are located entirely above the 6th story and are stepped-back more than 25 feet from the exterior perimeter of the story below are not included.
- b. Portions of a frontage applicable facade (Sec. 3A.2.2.C.2.) having an allowable fence or wall, per the applied Frontage District (Part 3B), located between the building facade and a street lot line or special lot line are still considered lot line-facing facades and are not exempt from the requirements of lot line-facing facades.

Q.37. New Zoning Code, Article 14 General Rules, SEC. 14.1.6.C. Pedestrian Amenity-Facing Facade

Modify 14.1.6.C. of Article 14 of the Proposed New Zoning Code to read as follows, for the purpose of ensuring that facades that face public amenity spaces must also meet the standards required by the applied Frontage District:

C. Pedestrian Amenity and Public Amenity-Facing Facade

The portions of any frontage applicable facade (Sec. 3A.1.2.B.2.) having no permanent structure located between the building facade and a pedestrian amenity space or public amenity space.

- 1. Measurement

- a. All portions of a facade visible from the three required building elevations below are considered pedestrian amenity or public amenity-facing.
 - i. A building elevation from the pedestrian amenity space or public amenity space projected parallel to the frontage lot line,
 - ii. A building elevation from the pedestrian amenity space or public amenity space projected perpendicular to the frontage lot line oriented to the right of the frontage lot line, and
 - iii. A building elevation from the pedestrian amenity space or public amenity space projected perpendicular to the frontage lot line oriented to the left of the frontage lot line.
- b. For building elevations along curved or complex frontage lot lines, see *Sec. 14.1.14. (Parallel or Perpendicular to Irregular Lot line)*.

2. Exceptions

Portions of a facade that would otherwise be considered to be pedestrian amenity or public amenity space-facing that meet the following conditions are exempt from any requirements of pedestrian amenity or public amenity space-facing facades:

- a. Facades set back 50 feet greater than the facade nearest to the lot line, are not included, provided they are less than 50% of the total width of the pedestrian amenity space or public amenity space.
- b. Facades that are located entirely above the 6th story and are stepped-back more than 25 feet from the exterior perimeter of the story below are not included.

Q.38. New Zoning Code, Article 14 General Rules, SEC. 14.1.15. Project Activities

Modify Sec.14.1.15. of Article 14 of the Proposed New Zoning Code to read as follows, for the purpose of clarifying the applicability of of the commercial change of use parking exemption (Sec. 4C.4.1.E.3. Change of Use, Commercial Tenant Size).

6. Use Modification

A change in use or a modification of the area designed and intended for a specific use from the previously approved uses and use areas.

a. Change of Use

~~Use modification includes a change in the permanent use of any portion of a building or lot from one of the uses defined in Div. 5C.1. (Use Definitions) to another.~~

- i. Work that includes a change in the permanent use of any portion of an existing building or lot from one use defined in Div. 5C.1. (Use Definitions) to any other use defined in Div. 5C.1. (Use Definitions).

- ii. ~~Use modification~~ Change of use does not include any temporary uses requiring event-based permission from the City. For these uses, see *Sec. 14.1.15.7. (Temporary Use)*.

b. Intensification/Expansion of Use

- i. ~~Use modification~~ Work that includes the expansion of floor area or lot area dedicated to a use defined in *{Div. 5C.1.(Use Definitions)}* or an increase in the intensity of a use, such as an increase in seating capacity or the number of persons in care.

Q.39. New Zoning Code, Article 14 General Rules, SEC. 14.1.16. Yards

Modify Section 14.1.16. of Article 14 of the Proposed New Zoning Code to read as follows, for the purpose of simplifying and clarifying the rules for frontage yard determinations, including front yards, special yards, and side street yards.

~~1. Front Yard~~

~~All portions of a lot between a primary street lot line and a principal structure facing a primary street lot line extending the full width of the lot.~~

- ~~a. No less than 80% of the width of each primary street-facing principal structure shall abut the front yard. Only portions of a building set back at least 15 feet behind the facade nearest the primary street lot line are not required to abut the front yard.~~
- ~~b. Portions of a lot that meet the criteria for front yard designation shall not be designated as any other yard.~~

~~2. Special Yard~~

~~All portions of a lot between a special lot line and a principal structure facing a special lot line extending the full width of the lot.~~

- ~~a. Special yards include yards abutting a special lot line including but not limited to special river and special alley lot lines.~~
- ~~b. No less than 80% of the length of each special lot line facing principal structure shall abut the special yard. Only portions of a building set back at least 15 feet behind the facade nearest the special lot line are not required to abut the special yard.~~
- ~~c. For portions of the lot width where no principal structure abuts the special lot line, the special yard includes only portions of the lot included in the special lot line setback as specified by Frontage District (Part 3B).~~
- ~~d. Portions of a lot that meet the criteria for special yard designation shall not be designated as a side street yard, rear yard, or side yard.~~

~~3. Side Street Yard~~

~~The portions of a lot between a side street lot line and a principal structure facing a side street lot line~~

- ~~a. No less than 80% of the width of each side street-facing principal structure shall abut the side street yard. Only portions of a building set back at least 15 feet behind the facade nearest the side street lot line are not required to abut the front yard.~~

- ~~b. For portions of the lot width where no principal structure abuts the side street yard, the side street yard includes only portions of the lot included in the side street setback.~~
- ~~c. Portions of a lot that meet the criteria for side street yard designation shall not be designated as a rear yard or side yard.~~

1. Front Yard

The area between a primary street lot line and a line running parallel to the primary street lot line, drawn 15' back from the primary street lot line-facing facade nearest to the primary street lot line, measured perpendicularly to the lot line.

- a. Only yards abutting a primary street lot line shall be designated as front yards
- b. Portions of a lot that meet the criteria for front yard designation shall not be designated as any other yard.

2. Special Yard

The area between a special lot line and a line running parallel to the special lot line, drawn 15' back from the special lot line-facing facade nearest to the primary street lot line, measured perpendicularly to the lot line.

- a. Special yards include yards abutting a special lot line, including but not limited to special river and special alley lot lines.
- b. Portions of a lot that meet the criteria for special yard designation shall not be designated as a side street yard, rear yard, or side yard. Portions of a lot that meet the criteria for side street yard designation but also meet the criteria for front yard designation shall be designated as front yard.

3. Side Street Yard

The area between a side street lot line and a line running parallel to the side street lot line, drawn 15' back from the side street lot line-facing facade nearest to the side street lot line, measured perpendicularly to the lot line.

- a. Only yards abutting a side street lot line shall be designated as side street yards.
- b. Portions of a lot that meet the criteria for side street yard designation shall not be designated as a rear yard or side yard. Portions of a lot that meet the criteria for side street yard designation but also meet the criteria for special yard or front yard designation shall be designated as special yard or front yard respectively.

Q.40. New Zoning Code, Article 14 General Rules, SEC. 14.1.17. Public Access Easements

For the purpose of providing clarity and consistency for how to measure various standards throughout the New Code when a significant public access easement is present on a lot, create a new Public Access Easement Map and add a new section to Article 14 (General Rules) regarding the treatment of public access easements. Also include references to the new rules in Article 14 within each affected standard section throughout the Code. Optional Council Modifications are provided in *Appendix B: Public Access Easements*.

Q.41. New Zoning Code, Article 14 General Rules, DIV. 14.2. Glossary, Household Dwelling Unit

Modify Div.14.2. of Article 14 of the Proposed New Zoning Code to read as follows, for the purpose of clarifying definition of household dwelling unit to specify that it refers to a tenancy of 30 consecutive days.

Household Dwelling Unit. A dwelling unit serving as a primary residency or having a tenancy of 30 consecutive days or greater, and includes a full kitchen or kitchenette.

Qi. Technical Modifications - Appendix A: Use Standard Relief

The following Optional Council Modifications are provided to add additional, more nuanced relief provisions to various use standards throughout Part 5C (Use Rules) in order to provide necessary flexibility in implementation.

OPTIONAL COUNCIL MODIFICATION Qi.1 - NEW ZONING CODE TECHNICAL MODIFICATIONS

Qi.1. New Zoning Code, Article 5 Use, Part 5C Use Rules

Modify Part 5C (Use Rules) of the Proposed New Zoning Code for sections listed below to read as follows, for the purpose of clarifying relief options for various use standards:

Sec 5C.3.1.E Accessory To

E. Relief

1. Up to a 20% square footage increase for the allowable accessory use may be requested in accordance with Sec 13B.5.2. (Adjustments).

2. See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.2.E Adaptive Reuse Project

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.3.E Area

E. Relief

1. Up to a 20% square footage increase or decrease for the area standard use may be requested in accordance with Sec 13B.5.2. (Adjustments).
2. See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.4.E Beds

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.5.E Building Separation

E. Relief

1. Up to a 20% reduction to the total required distance of building separation may be requested in accordance with Sec. 13B.5.2. (Adjustment).
2. A reduction of the total required distance of building separation may be requested in accordance with Sec. 13B.5.3. (Variance).
3. See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.6.E Clients Per Hour

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.7.E Non-Residential Tenant Size

E. Relief

1. Up to a 20% increase in the maximum non-residential tenant size specified by the Use District may be requested in accordance with Sec 13B.5.2. (Adjustments).

2. See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.8.E Designated Work Space Area

E. Relief

1. Up to a 20% reduction in the minimum work space size required by the Use District may be requested in accordance with Sec 13B.5.2. (Adjustments).

2. See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.9.E Designated Work Space Dimensions

E. Relief

1. Up to a 20% reduction in the minimum work space size required by the Use District may be requested in accordance with Sec 13B.5.2. (Adjustments).

2. See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.10.E Designated Work Space Uses

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.11.E Government Owned

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.12.E Hours of Operation

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.13.E In Conjunction with

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.14.E Incidental to

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.15.E Minimum Floor Area

E. Relief

1. Up to a 20% reduction in floor area for the specified subject use specified by the Use District may be requested in accordance with Sec 13B.5.2 (Adjustments).
2. See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.16.E Open Plan Area

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.17.E Operating Days Per Week

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.18.E Outdoor Sound System

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.19.E Persons in Care

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.20.E Restricted Affordable Units

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.21.E Screening

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.22.E Seating Capacity

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.23.E Service Hours

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.24.E Size

E. Relief

1. Up to a 20% increase in the dimensions for the total size of the use specified by the Use District may be requested in accordance with Sec 13B.5.2 (Adjustments).
2. An increase in the dimensions for the total size of the use specified by the Use District may be requested in accordance with Sec 13B.5.3 (Variance).
3. See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.25.E Supplemental Procedures

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.26.E Supplemental Standards

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.27.E Unit Size

E. Relief

1. Up to a 20% reduction in average dwelling unit size specified by the Use District may be requested in accordance with Sec 13B.5.2 (Adjustments).
2. See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.28.E Upper Story Location

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.29.E Use Enclosure

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.30.E Use Separation

E. Relief

1. Up to a 20% reduction in required distance away from any specified use, Use District, or lot line may be requested in accordance with Sec 13B.5.2 (Adjustments).

2. See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.31.E Use Setback

E. Relief

1. Up to a 20% reduction in the minimum distance away from any specified lot line may be requested in accordance with Sec 13B.5.2 (Adjustments).

2. See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.32.E Use Standard Applicability

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Sec 5C.3.33.E Lot Eligibility

E. Relief

See the allowed uses and use limitations of the applied Use District (Part 5B.) for any additional relief options.

Qii. Technical Modifications - Appendix B: Public Access Easements

In order to provide clarity and consistency for how to measure various standards throughout the New Code when a significant public access easement is present on a lot, Optional Council Modifications are provided to create a new Public Access Easement Map and add a new section to Article 14 (General Rules) regarding the treatment of public access easements; and to include references to the new rules in Article 14 within each affected standard section throughout the Code as follows.

OPTIONAL COUNCIL MODIFICATION Qii.1–Qii.5 - NEW ZONING CODE TECHNICAL MODIFICATIONS

Qii.1. New Zoning Code, Article 14 General Standards and Measurements SEC. 14.1.17. Public Access

Add a new Section 14.1.17. of Article 14 of the Proposed New Zoning Code, which reads as follows, for the purpose of outlining how standards throughout the code should be measured in respect to a public access easement:

Sec.14.1.17. Public Access Easements

A Public Access Easement is an easement, established between a lot owner or owners and the City of Los Angeles, as found on the Public Access Easement Map, affecting a lot or lots for the purpose of ensuring public access to the portions of the lot covered by the easement.

- A. Public Access Easements affecting a lot shall be considered a part of the whole lot for the purposes of any standard or calculation which pertains to lot area or lot dimensions, unless stated otherwise as a condition of the easement. See Section 14.1.11.F for the definition of a lot.
- B. No structures may be constructed within a Public Access Easement.
- C. When determining yard area, the yard area shall be measured from the interior edge of the easement rather than lot line.
- D. Measurements
 - 1. Building Setback

Buildings or structures to be constructed on a lot affected by a mapped Public Access Easement shall measure the nearest required yard setback from the interior edge of the Public Access Easement.

- 2. Lot Amenity Space

All portions of the Public Access Easement area on a lot or lots may be calculated as part of the Lot Amenity Space. When the Public Access Easement is counted as Lot Amenity Space, an accessway from the development on the lot must be ensured to the easement area. The required accessway must meet the minimum standards as established in Section 4C.1.1.C.2.A.i.

3. Build-to depth

Where a lot includes a Public Access Easement that abuts the frontage lot line, the build-to depth shall be measured to the front yard setback. The front yard setback is measured from the interior edge of the easement as established in Section 14.1.17.D.1.

4. Pedestrian Amenity Allowance

Where a lot includes a Public Access Easement that abuts the frontage lot line, the Pedestrian Amenity shall be measured to the front yard setback. The front yard setback is measured from the interior edge of the easement as established in Section 14.1.17.D.1.

5. Parking Setback

Where a lot includes a Public Access Easement that abuts the frontage lot line, the Parking Setback shall be measured to the front yard setback. The front yard setback is measured from the interior edge of the easement as established in Section 14.1.17.D.1.

6. Frontage Planting Area

Area within the Public Access Easement may not be used to meet planting area required by a Frontage Planting Area (Sec. 3C.3.1), Frontage Screen (Sec. 4C.8.1), or Transition Screen (Sec. 4C.8.2).

7. Frontage Yard Fence & Wall

Where a lot includes a Public Access Easement, fences and walls allowed by the applied Frontage District may be constructed and maintained on the interior edge of the Public Access Easement, but may not be constructed within the easement area nor on any lot line or portion of a lot line affected by the easement. A fence or wall may not be constructed in a manner which obstructs public access to the easement area.

8. Frontage Screens and Transition Screens

Where a lot includes a Public Access Easement, any required Frontage Screens and Transition Screens may be constructed and maintained on the interior edge of the Public Access Easement, but may not be constructed within the easement area nor on any lot line or portion of a lot line affected by the easement. A Frontage Screen or Transition

Screen may not be constructed in a manner which obstructs public access to the easement area.

Qii.2. New Zoning Code, Article 1 Introductory Provisions, SEC. 1.5.11. Public Access Easement Map

Add a new Section 1.5.11 of Article 1 of the Proposed New Zoning Code, which reads as follows, for the purpose of creating and referencing a new Public Access Easement Map, as well as directing the reader to the new 14.1.17 for standards and measurements pertaining to lots affected by a Public Access Easement.

Sec. 1.5.11 PUBLIC ACCESS EASEMENT MAP

A. Applicability

The Public Access Easement Map identifies lots in the City of Los Angeles that are affected by the Public Access Easement standards established in Sec. 14.1.17.

B. Boundaries

The Public Access Easement Map is composed of line segments, based on lot lines and easement lines established in the Department of Public Works, Bureau of Engineering land base dataset, designated as a Public Access Easement.

C. Amendments

At the direction of City Council, pursuant to Sec. 13B.1.3 (Zoning Code Amendment), the Director of Planning is authorized to revise the Public Access Easement Map. No unauthorized person may alter or modify the Public Access Easement Map.

Qii.3. New Zoning Code, Article 2 Form SEC. 2C.2.2.D. (Building Setbacks - Measurement) and SEC 2C.3.1.D (Lot Amenity Area - Measurement)

Modify Section 2C.2.2.D and Section 2C.3.1.D. of Article 2 of the Proposed New Zoning Code to add the following language, for the purpose of referring the user to new Section 14.1.17 for relevant standards/measurements pertaining to lots affected by a Public Access Easement.

Building Setbacks 2C.2.2.D.8:

For measurement on a lot affected by a Public Access Easement, see Sec. 14.1.17.E.1

Lot Amenity Space 2C.3.1.D.5:

For calculation of Lot Amenity Area on a lot affected by a Public Access Easement, see Sec. 14.1.17.E.2

Qii.4. New Zoning Code, Article 3 Frontage SEC. 3C.1.2.D. (Build-to Depth - Measurement) and 3C.1.4.D. (Pedestrian Amenity Allowance - Measurement) and 3C.2.1.D. (Parking - Measurement) and 3C.3.1.D. (Frontage Planting Area - Measurement) and 3C.3.2.D. (Frontage Yard Fence & Wall - Measurement)

Modify Section 3C.1.2.D., Section 3C.1.4.D., Section 3C.2.1.D., and Section 3C.3.2.D. of Article 3 of the Proposed New Zoning Code to add the following language, for the purpose of referring the user to new Section 14.1.17 for relevant standards/measurements pertaining to lots affected by a Public Access Easement.

Build-to Depth 3C.1.2.D.2:

For a lot affected by a Public Access Easement, see Sec 14.1.17.E.3.

Pedestrian Amenity Allowance 3C.1.4.D.3:

For a lot affected by a Public Access Easement, see Sec 14.1.17.E.4.

Parking 3C.2.1.D.3:

For a lot affected by a Public Access Easement, see Sec 14.1.17.E.5.

Frontage Planting Area 3C.3.1.D.3:

For a lot affected by a Public Access Easement, see Sec. 14.1.17.E.6.

Frontage Yard Fence & Wall 3C.3.2.D.5:

For a lot affected by a Public Access Easement, see Sec. 14.1.17.E.7.

**Qii.5. New Zoning Code, Article 4 Development Standards SEC. 4C.8.1.C.1.
(Frontage Screens and Transition Screens - Measurement)**

Modify Section 4C.8.1.C.1. of Article 4 of the Proposed New Zoning Code to add the following language, for the purpose of referring the user to new Section 14.1.17 for relevant standards/measurements pertaining to lots affected by a Public Access Easement.

Frontage Screens 4C.8.1.C.1.j:

For a lot affected by a Public Access Easement, see Sec. 14.1.17.E.8.

Transition Screens 4C.8.2.C.1.j:

For a lot affected by a Public Access Easement, see Sec. 14.1.17.E.8.

Sincerely,

Shana MM Bonstin
Deputy Director



Signatory
Title

SMMB:XXX:xxx

Enclosures

Tab (It is not required that you list the enclosures)

c: Tab (Name, Title, Department (If other than Planning Department))

Appendix R

Bracketed Public Comments Received for the Draft EIR

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
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www.dot.ca.gov



*Making Conservation
a California Way of Life.*

December 1, 2020

Brittany Arceneaux, City Planner
City of Los Angeles
200 N. Spring Street, Room 667
Los Angeles, California 90012

RE: Downtown Community Plan Update - Draft
Environmental Impact Report (DEIR)
SCH# 2017021024
GTS# 07-LA-2017-03335
Vic. LA Multiple

Dear Brittany Arceneaux,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project proposes updates to the Central City and Central City North Community Plans, adoption of the New Zoning Code, and the adoption of necessary revisions and any other amendments necessary to implement the above, including amendments to other General Plan elements (such as, Mobility and Framework), the Los Angeles Municipal Code, specific plans, and other ordinances to implement those updates.

The nearest State facilities to the proposed project are US 101, Interstate 110 and Interstate 10. After reviewing the DEIR, Caltrans has the following comments:

The size and scope of the proposed Community Plans provides a unique opportunity for the various communities in Downtown Los Angeles to identify their needs and provide feedback for the type of public realm they want when making their daily trips. Caltrans requests that the Central City and Central City North Community Plans clearly identify all locations where improvements can be made for people walking, biking, rolling or taking transit along, across, or adjacent to State facilities within the Plan area. Please be specific on the locations within Caltrans right-of-way where improvements are desired and what type of infrastructure is preferred. Some examples include protected Class IV bikeways, wider sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, reduced crossing distances, roadway narrowing, pedestrian and bicycle signage, flashing beacons, and refreshed or new crosswalks. Plans that incorporate public engagement, like the one proposed, are used to identify and develop future State transportation projects.

1

Future car volumes and speeds at individual off-ramps in and near the Downtown Plan Area cannot be predicted with any degree of certainty at this time because it is not known how conditions may change over time and what the City and Caltrans may implement to address any accessibility or safety issues that may arise. Therefore, any detailed analysis of potential future impacts related to off ramps would be speculative. Nevertheless, Safety is paramount for the City of Los Angeles and Caltrans. The growth in housing, business, and population, as projected in the DEIR, will require diligence in order to meet Statewide VMT reduction targets and LA's Vision Zero goals. This is why Caltrans is requesting a location-specific list of barriers, and the preferred infrastructure solutions to those barriers, be included in the Community Plans, so that people walking, riding bikes, or using transit within State Right-of-Way can be safely accommodated. This can help Caltrans and LA City identify the appropriate infrastructure when developing projects within the Plan area.

2

Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way. Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note that the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure and that the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

3

Considering that a new Zoning Code is being adopted alongside the Community Plans, Caltrans also recommends significantly reducing or eliminating car parking requirements. Research looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose public transit and active modes of transportation. For any community or city to better support all modes of transportation and reduce vehicle miles traveled, we recommend the implementation of a TDM ordinance, as discussed on page 3-49, as an alternative to requiring car parking.

4

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2017-03335.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: August 27, 2020

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning

Attn: Brittany Arceneaux, City Planner
Department of City Planning

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment



**SUBJECT: DOWNTOWN COMMUNITY PLAN UPDATE - NOTICE OF
AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT**

This is in response to your Notice of Availability of Draft Environmental Impact Report on Downtown Community Plan Update/New Zoning Code for Downtown Community Plan. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification on August 6, 2020. At this stage, your project description lacks sufficient detail for us to conduct a thorough capacity analysis as descriptions for individual proposed developments are needed to assess sewage generation. Please notify our office in the instance additional information for environmental review is available for this project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

CD/AP: al

c: Shahram Kharaghani, LASAN
Michael Scaduto, LASAN
Wing Tam, LASAN
Christopher DeMonbrun, LASAN



United Neighborhoods for Los Angeles

www.un4la.com

UN4LA Board

***Casey Maddren, President
Cherilyn Smith, Treasurer
Richard Platkin, Secretary
Annie Gagen
Jack Humphreville
Kim Lamorie
Gina Thornburg
Grace Yoo***

December 4, 2020

Brittany Arceneaux, City Planner
Los Angeles Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012
brittany.arceneaux@lacity.org

Re: DEIR Comments
Downtown Community Plan Update/New Zoning Code
Case No.: ENV-2017-433-EIR

Dear Ms. Arceneaux,

United Neighborhoods for Los Angeles (UN4LA) is a community group formed to foster better planning and better government within the County of Los Angeles, and all cities and unincorporated areas contained within the County's borders. UN4LA's primary areas of focus are planning, development, budget/finance, environment/open space, and ethics.

We have reviewed the DEIR for the Downtown Community Plan Update and the New Zoning Code and we have a number of significant concerns. We would like to submit the following comments, which include a number of questions regarding the information presented in the DEIR, and in some cases the DEIR's lack of information. We look forward to the release of the FEIR in the hope that the City's responses will answer some of these questions.



Please add UN4LA to the distribution list for further communications regarding the Downtown Community Plan and the New Zoning Code. Our physical address is:

*United Neighborhoods for Los Angeles
2141 Cahuenga Blvd., Apt. 17, Los Angeles, CA 90068*

E-mail address and phone number are below.

Sincerely,
Casey Maddren, President
United Neighborhoods for Los Angeles

[REDACTED]
[REDACTED]

1, cont.

DOWNTOWN COMMUNITY PLAN UPDATE & NEW ZONING CODE DEIR

COMMENTS

GENERAL

Combined Environmental Review of Downtown Community Plan and New Zoning Code

We object to the City's decision to combine environmental review of the Downtown Community Plan Update and the New Zoning Code. These are two separate processes, and should have been pursued separately. The City says that the NZC will only be applied to the DCPU at this point, and will only be applied to other community plans as they are updated, but the City apparently plans to apply one part of the NZC, the proposed Processes & Procedures Ordinance, on a citywide basis.

2

The adoption of the New Zoning Code should be a stand-alone project, with communication and outreach designed to reach out to the entire city. It should not be combined with a community plan update for one area. The current approach, where one chapter of the NZC will be applied citywide, while the remaining chapters will be applied as community plans are updated, is unnecessarily complicated and confusing. We believe it has likely prevented informed public engagement, and works to thwart real transparency.

Notice of Preparation (NOP)

NOP/NZC Modules

We are concerned about what appears to be a significant discrepancy in the way the New Zoning Code (NZC) is presented in the NOP and the way it's presented in the EIR. The NOP outlines the following modules:

3

- Context
- Form District

- Frontage
- Use District

But the EIR Project Description offers a different set of modules:

- Form
- Frontage
- Development Standards
- Use
- Density districts

The removal of Context and the addition of Development Standards and Density Districts seems to be a significant change in the proposed framework. We believe that if the NOP had included the current list of modules, it could well have elicited very different responses from the public during the scoping process, and therefore changed the scope of the EIR. We believe this change between the release of the NOP and the release of the DEIR has prevented the public from fully engaging in the scoping process and may be a violation of CEQA.

NOP/New Zoning Code

The NOP says:

Some elements of the New Zoning Ordinance that will be applicable citywide will need to be adopted to use the New Zoning Ordinance anywhere. These elements include definitions, administrative rules, and development standards. These elements will be adopted before or simultaneously with the first ordinance to implement the New Zoning Ordinance zone classifications.

3, cont.

This appears to refer to the proposed Processes & Procedures Ordinance, but we find the lack of clarity disturbing. We are also bothered by the City's decision to combine environmental review and approval of the Downtown Plan with the New Zoning Code, while withholding the text of the Processes & Procedures Ordinance through most of the process. This piecemeal approach has certainly been confusing for us, and we believe has probably also caused confusion for the general public. We have to wonder if the DCP's process complies with the information disclosure requirements of CEQA.

NOP/Project Description

The NOP Project Description says:

The proposed Project includes the updates to the Downtown Plans, adoption of the Downtown Zoning Code, and the adoption of necessary revisions and any other amendments necessary to implement the above, including amendments to other General Plan elements (such as, Mobility and Framework), the LAMC, specific plans, and other ordinances to implement those updates.

Here the NOP states that there will be revisions to the General Plan, including the Framework Element and the Mobility Plan, but offers no information as to what those revisions will be. This is completely unacceptable. If the City is proposing revisions to the General Plan as part of this process, those revisions need to be explained up front

and in detail. This not only violates the information disclosure provisions of CEQA but flies in the face of generally accepted principles of transparency and accountability.

3, cont.

Downtown Community Plan Implementation Overlay (CPIO)

Why Was the CPIO Published Only as an Appendix to the DEIR?

We are concerned that the Downtown CPIO does not seem to have been published as a separate document, and only appears in the appendices to the DEIR. We are also concerned that the DEIR does not seem to refer to the CPIO or make any effort to assess its impacts. We believe the segregation of the CPIO in the appendices, the failure to publish and disseminate information about the CPIO, and the failure to assess its impacts, constitute a violation of CEQA’s information disclosure requirements.

4

CPIO/Director’s Administrative Clearance

We are extremely concerned about the following language from page 7 of the CPIO:

a. Director Approval. The Director shall grant an Administrative Clearance after reviewing the Project and finding that it is in compliance with all applicable provisions of the Downtown CPIO District as indicated by a plan stamped by the Department of City Planning.

5

b. Non-Appealable Ministerial Approval. The approval of an Administrative Clearance is not subject to appeal and is not discretionary for purposes of CEQA Guidelines Sections 15060(c)(1) and 15268.

We strongly object to the attempt to remove the public from the approval process through a so-called Administrative Clearance, and we question the legality of declaring that such Administrative Clearances are not discretionary and not appealable.

CPIO/Environmental Standards Procedures

On page 10 of the CPIO we find a section entitled I –VIII. Section I-8. ENVIRONMENTAL STANDARDS PROCEDURES which contains the following language:

Any Discretionary Project within the CPIO Boundaries shall comply with all applicable Environmental Standards as set forth in Appendix A, subject to the following rules.

6

Bewilderingly, when we took a looked at Appendix A, we found that it does not contain any environmental standards. It ends with the following text:

[MITIGATION MEASURES / ADDITIONAL ENVIRONMENTAL STANDARDS FORTHCOMING]

Draft Environmental Impact Report

Project Description/Population

7

In the chapter entitled Project Description, Table 3-3 shows that the Existing Population (2017) for the plan area is 76,000 and that SCAG's 2040 Project Population is 189,000. The source cited is the 2016-2040 SCAG RTP/SCS. However, we have searched the SCAG RTP/SCS and have been unable to find any population figures for the Downtown Plan Area. In fact, the only population figures we found in the RTP/SCS were for counties within the SCAG region. We ask that the authors please indicate where these figures cited in Table 3-3 can be found in the RTP/SCS.

7, cont.

We also note that Table 3-4 again refers to the RTP/SCS as the source for its population and employment figures. Again, we must ask the authors to indicate where these figures can be found in the RTP/SCS.

Greenhouse Gas Emissions

On pages 4.7-29,30, the EIR states:

As illustrated in Table 4.7-4, per capita GHG emissions are estimated at 29.9 MT CO₂e in 2017 and 11.3 MT CO₂e in 2040 with implementation of the Downtown Plan. This change represents a 62 percent drop in per capita emissions, which can be attributed to a combination of state-mandated GHG emission reduction strategies and the fact that implementation of the Downtown Plan would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use such transportation modes as transit, bicycling, and walking. By guiding development near transit corridors and encouraging creative mixed land uses, the Downtown Plan creates an efficient strategy for reasonably foreseeable development in the region, consistent with AB 32, SB 32 and the 2016-2040 RTP/SCS.

8

The claimed 62% reduction in per capita emissions due to the implementation of the Downtown Plan is frankly absurd. We ask that the City present the calculations that were used to arrive at this conclusion. While the State will undoubtedly continue to press for GHG emission reductions, the results so far have been mixed. GHG emissions from power generation have fallen substantially, but emissions related to transportation remain stubbornly high. The City of LA has failed miserably to produce results with its efforts at Transit-Oriented Development (TOD). Ridership on Metro lines has fallen from 430,212,003 in 1988 to 390,933,379 in 2018, in spite of the fact that LA County (the area served by Metro) added over a million people during that period. (Source: PRA Request to Metro) LADOT's DASH system has also seen steep declines, as shown in the figures below:

2013	26,619,776	Annual Unlinked Trips
2014	25,584,956	Annual Unlinked Trips
2015	23,895,017	Annual Unlinked Trips
2016	21,536,305	Annual Unlinked Trips
2017	19,734,177	Annual Unlinked Trips
2018	18,394,160	Annual Unlinked Trips

9

(Source: Federal Transit Administration Transit Agency Profiles for LADOT)

The loss of 8,225,616 Annual Unlinked Trips from 2013 to 2018 represents a 30% decline. This shows that DASH ridership has declined steadily even as the City added thousands of new units near transit stops and transit corridors.

In addition, while the EIR also claims that the Downtown Plan will achieve reductions in VMT through an increase in active transportation, the City offers absolutely no data to support this claim. The Mobility Plan does direct City agencies to collect data on biking and walking and to present annual reports, but it does not appear that the City has ever actually followed through on this. We have never been able to obtain any reports from the City documenting the extent of active transportation.

9, cont.

On page 4.7-45, under New Zoning Code Impact, the EIR says:

Adoption of the New Zoning Code would not directly or indirectly generate an increase in GHG emissions. The New Zoning Code would provide options for a variety of density districts with many different levels of density, ranging from a district with no maximum density to a district which restricts density to one unit. Due to the modular structure of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time.

It is the stated goal of the City of LA to increase density in the Downtown Plan Area, and the New Zoning Code is clearly structured to promote greater density. Almost every Form District included in the New Zoning Code offers generous density bonuses with regard to FAR and height. While it may not be possible to assess future GHG emissions with absolute accuracy, it is not acceptable for the EIR to simply avoid making any projections of impacts resulting from the application of the New Zoning Code in the Downtown Area. The authors clearly feel confident projecting future growth with regard to population and jobs, and they predict strong growth in the Downtown Area. The New Zoning Code is intended to support that growth. Therefore, even if the City can't project future GHG emissions with absolute accuracy, it is crucial for the public's understanding of possible impacts for the EIR to estimate future GHG emissions based on growth in population and employment, in conjunction with realistic assumptions about transit use and emission reduction policies.

10

Hydrology

The following text appears on page 4.9-1 of the EIR:

ENVIRONMENTAL SETTING

Los Angeles has a mild climate with an annual average temperature of 63.8 degrees Fahrenheit with an average high temperature of approximately 71.7 degrees Fahrenheit and an average low temperature of approximately 55.9 degrees Fahrenheit. Average annual precipitation of the region averages approximately 18.67 inches. Precipitation occurs during the months of October through April, averaging approximately 2.6 inches per month (US Climate Data 2017).

11

We must ask the authors to present their source for this data. The citation “US Climate Data 2017” does not refer to any specific agency, and the data presented appears to be false. It conflicts with a number of other sources we have consulted:

- *According to the LA Almanac, which presents data obtained from the National Weather Service, average precipitation for the Downtown Area from 1877 through 2020 is calculated as 14.73 inches annually.*
- *Page ES-7 of LA’s 2015 Urban Water Management Plan (UWMP) states that the LA area’s average annual precipitation is 14.25 inches. It also states that the average maximum temperature is 75 degrees.*
- *The report “An Overview of Los Angeles Climate” by meteorologist Todd Morris of the National Weather Service [https://www.wrh.noaa.gov/lox/archive/LAclimate_text.pdf] states that “Average annual precipitation for the Los Angeles area is highly variable and terrain-dependent, ranging from twelve inches at the ocean to about twice that in the foothills. At downtown Los Angeles, the average seasonal rainfall is 14.77 inches. The annual average high temperature for the city is 75• °F, while the average low is 57• °F.”*

11, cont.

We find it disturbing that the EIR significantly overstates average annual precipitation, while also understating average maximum temperatures. These misstatements of the facts are misleading and we fear they are deliberate attempts to avoid discussions of two unavoidable problems: 1) All of the water resources that the City of LA relies on are declining; and 2) LA is already warming, and further development will increase this trend.

We will leave the discussion of whether LA has adequate water resources to support projected growth to the chapter on Utilities. It is important, though, to briefly discuss the hydrology of the Downtown Area. Almost the entire Downtown Plan Area is covered with impervious surfaces. Neither the Downtown Plan Update nor the New Zoning Code will change that. Vague promises of increased parks/open space and more trees are meaningless since the proposed Downtown Plan requires very little in this respect and there is no existing plan that will make a meaningful difference. The Downtown Plan will continue the trend toward high-density development, and the New Zoning Code, which in most cases allows for zero setbacks, promises to maintain the status quo in terms of impervious surfaces. For these reasons, we should expect a reduction in the current negligible level of groundwater recharge in the Downtown Area, and average maximum temperatures will continue to rise.

Public Services/Police

Page 4.13-17 of the EIR presents the following excerpt from the California Constitution:

California Constitution, Article XIII, Section 35
Section 35 of Article III of the California Constitution at subdivision (a)(2) provides: “The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.”

12

Table 4.13-7, Relevant General Plan Police Protection Goals, Objectives and Policies, includes the following goals/objectives:

Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.

Monitor and forecast demand for existing and projected police service and facilities.

In January 2016 the LA Downtown News published the following article, which discusses soaring crime rates in the Downtown Area:

Violent, Property Crime Soar in Downtown L.A.
By Eddie Kim Jan 11, 2016 Updated Jan 11, 2016
http://www.ladowntownnews.com/news/violent-property-crime-soar-in-downtown-l-a/article_35f3f508-b663-11e5-a5e0-97795ff5ab58.html

The following article, published in November of this year by CBS LA, discusses budget cuts and the reduction of LAPD staff and services:

LAPD To Move More Officers To Patrol, Downsize Air Support, Robbery/Homicide Divisions
By CBSLA Staff November 7, 2020 at 12:12 pm
<https://losangeles.cbslocal.com/2020/11/07/lapd-to-move-more-officers-to-patrol-downsize-air-support-robbery-homicide-divisions/>

Obviously, given the current debate surrounding law enforcement, providing “adequate public safety services” has become more complex and difficult. A large segment of the public is demanding that funds currently directed toward existing law enforcement agencies be redirected to other services. The LAPD has faced increasing pressure to re-examine the actions of its officers and to rethink its policies.

In this context, providing services to ensure the safety of Downtown residents has certainly become more challenging. A full discussion of this topic is beyond the scope of this EIR. However, it is important to note some important facts about the current crime rate in the Downtown Area....

The EIR offers 2016 COMPSTAT crime statistics for the three divisions that are included in the Downtown Plan Area. The Central Division serves the majority of the Downtown Plan Area, while portions of Northeast and Newton Divisions also fall within the Plan Area. We appreciate that the EIR offers an accurate account of crime stats, but we feel it’s important to also look at per capita crime rates in order to understand the reality of the situation. Based on COMPSTAT and population data for 2016, we offer the following comparison of per capita crime rates in the Downtown Area.

Citywide Per Capita Crime Rate: 0.031

Central Per Capita Crime Rate: 0.151

Northeast Per Capita Crime Rate: 0.024

Newton Per Capita Crime Rate: 0.042

While the per capita crime rate in Newton is well above the citywide rate, and the per capita crime rate in Northeast is well below, we feel it's important to emphasize that the per capita crime rate within the Central Division is almost five times higher than the citywide rate.

UN4LA is glad to see signs of revitalization in the Downtown Area, and we are also pleased to see significant growth in the residential population as people come to appreciate the many benefits that Downtown has to offer. At the same time, we feel that the alarming spike in the per capita crime rate shows that the City has failed to adequately plan for Downtown's growth. We are concerned that the adoption of the Downtown Community Plan and the New Zoning Code promise will accelerate growth in the area, without addressing significant public safety concerns.

While the threshold of significance for impacts under Public Services/Police only recognize impacts related to the construction of new facilities and infrastructure, under Mandatory Findings of Significance CEQA requires the lead agency to assess whether....

(4) The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

It is clear looking at the per capita crime rate for Central Division that Downtown residents are already dealing with unacceptable levels of crime that threaten their safety. The Downtown Community Plan Update projects significant further growth which will make the challenge of protecting public safety even more daunting. The New Zoning Code, which offers significant incentives for development in the form of density bonuses, certainly has the potential to increase the Downtown population. But given the extremely high per capita crime rate in Central Division, it is clear that the City is unable to adequately protect the safety of Downtown residents, including those who belong to the area's large unhoused population.

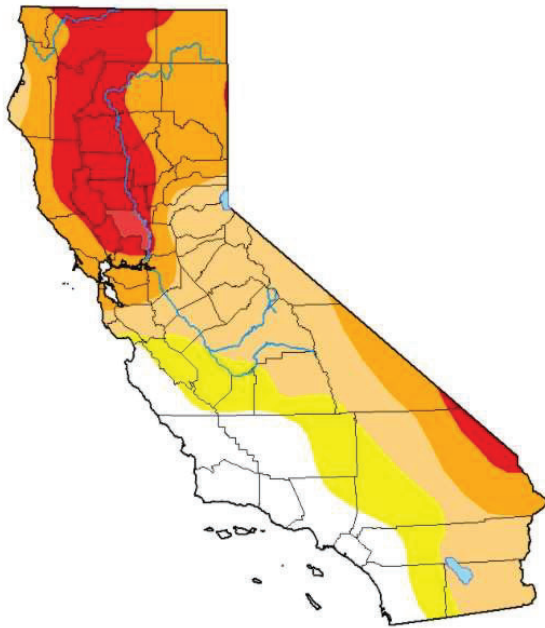
Because the proposed Downtown Community Plan project significant population growth, and the New Zoning Code incentivizes increased residential density, it is certainly likely that an increasing crime rate could cause "substantial adverse effects on human beings". There is no assessment of these impacts in the EIR.

Preparing the EIR three years ago, the authors could not anticipate the swift groundswell of support for a re-evaluation of law enforcement services. But because of the current uncertainty about funding for law enforcement services and the current efforts to restructure the LAPD, UN4LA believes the best course of action is to withdraw the Public Services/Police section of the EIR at this time. The section needs to be rewritten to: 1) acknowledge the extremely high crime rates in Central Division; 2) also to acknowledge the current law enforcement challenges in this area; 3) assess potential adverse impacts to area residents as a result of adoption of the Downtown Community Plan and the New Zoning Code; and 4) propose reasonable mitigation measures to reduce impacts to public safety. The Public Services/Police section can then be recirculated, once it has been revised to accurately reflect the current context.

Utilities/Water Supply

As stated above in our discussion of the Hydrology section, all of the water resources LA relies on are declining. While the EIR projects increases in deliveries due to the completion of the Owens Lake Master Project, we find this projection overly optimistic. It does not fully take into account the increasing effects of climate change in the Owens Valley and throughout the region.

In order to discuss likely future deliveries of water to LA from the State Water Project and the Colorado River, we would like to present the following maps that show current drought conditions in California and in the Western US.



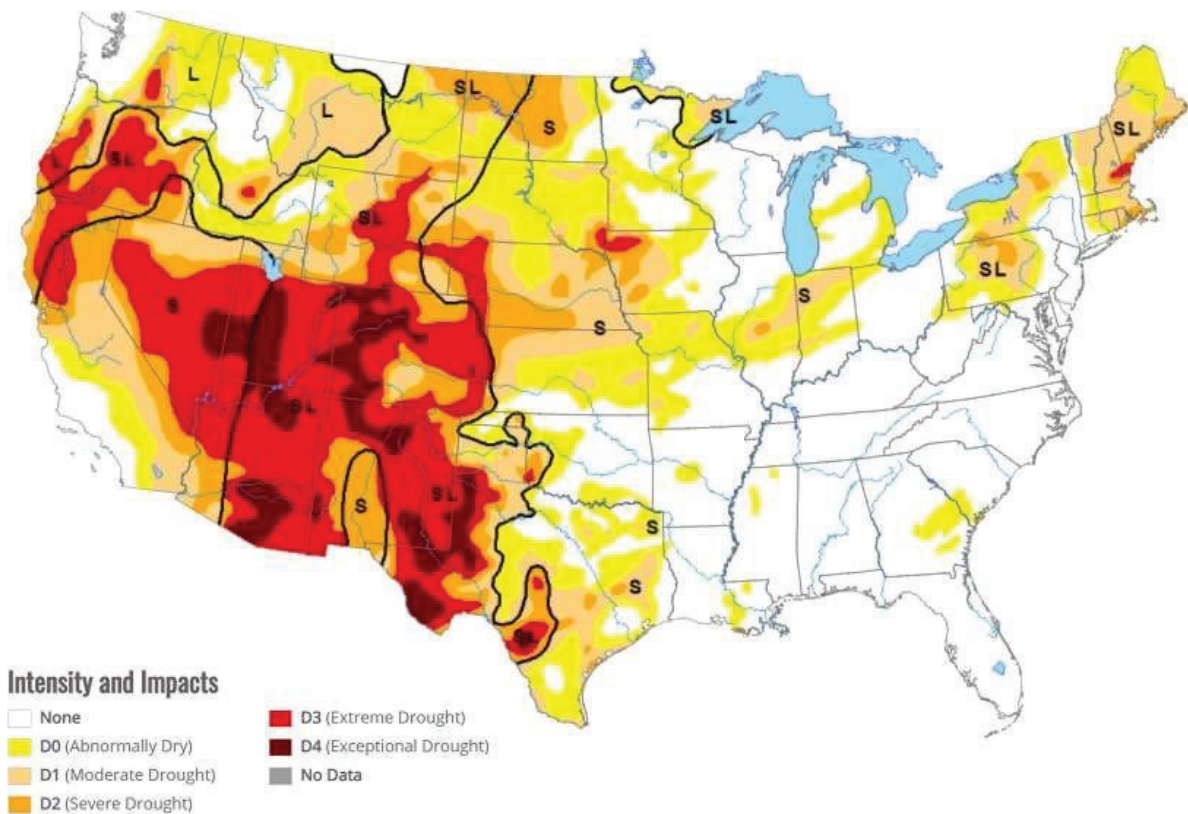
Map released: Thurs. November 12, 2020

Data valid: November 10, 2020 at 7 a.m. EST

Intensity:

- None
- D0 (Abnormally Dry)
- D1 (Moderate Drought)
- D2 (Severe Drought)
- D3 (Extreme Drought)
- D4 (Exceptional Drought)
- No Data





Source: United States Drought Monitor, <https://droughtmonitor.unl.edu/>

13, cont.

Looking at this map, it should be clear that we're in trouble. In recent years, California snowpacks have seen marked decline, and climatologists predict that the decline will continue with the increased effects of climate change. It is highly likely that the State Water Project will continue to reduce its deliveries to the Metropolitan Water District. The proposed Delta Tunnel faces significant opposition from environmental groups, and the possibility of increasingly dry conditions in the Delta region raise the question of whether the North can realistically divert more of its water resources to the South. As for deliveries from the Colorado River, we refer to this quote from an interview with Jeffrey Kightlinger, General Manager of the Metropolitan Water District, published in the June, 2019 issue of the Planning Report:

The drought contingency plan is, in many respects, just a tourniquet; we're basically bleeding out on the Colorado River.

TPR Interview with Jeffrey Kightlinger

<https://www.planningreport.com/2019/06/13/mwd-achieves-consensus-colorado-river-drought-contingency-plan#:~:text=Jeffrey%20Kightlinger%3A%20The%20Colorado%20River,it%20woke%20up%20the%20state.&text=In%202007%2C%20with%20California%20claiming,Arizona%20absorbed%20all%20the%20shortages.>



As the EIR reports, contamination has impacted significant portions of LA's groundwater resources. While work to remediate the contamination is ongoing, at this point the degree of success is difficult to predict.

The two options LA must increasingly take advantage of are, 1) reducing water consumption; and 2) recycling. While the EIR discusses LA's efforts in these areas, we believe the projections regarding future water resources are extremely dubious. It's true that Angelenos have made significant progress in reducing their water consumption, and we hope that progress will continue to be made in this area. But the more reductions we make in water consumption, the more difficult it is to make further reductions. The EIR's projections in this respect are not supported by substantial evidence. As for recycling, significant progress has been made in this area, and we hope that progress will continue. But again, the EIR's projections in this area are not supported by substantial evidence.

Page 4.17-16 of the EIR states:

The 2015 UWMP projects that LADWP's reliance on the MWD water supplies will be reduced significantly, from the five-year average of 57 percent of total demand to 11 percent under average weather conditions by 2040 (LADWP 2016a).

This projection is based on data from more than five years ago, and we do not believe it is realistic based on the changes in California's climate since then. When the 2015 UWMP was written, the expectation was that the severe drought the region was experiencing at that time would end and that LA's hydrology would return to something like the historical norm. There is growing evidence that this is not the case, and that climate change has brought about a permanent change in the region's hydrology. Please see the following article from the LA Times:

Is California headed back into drought, or did we never really leave one?
By PAUL DUGINSKI, LA Times, FEB. 15, 2020 6:18 PM
<https://www.latimes.com/california/story/2020-02-15/is-california-headed-back-into-drought-or-did-we-never-really-leave-one>

While it is impossible to predict with certainty how LA's hydrology will evolve over time, there is increasing evidence that the area will continue to grow drier and warmer. While many climatologists believe that average precipitation will remain about the same, because much of LA is covered with impervious surfaces, the rain that falls on the City will continue to be flushed out to the ocean. And even if snowfall remains more or less consistent, the Sierra Nevada and Rocky Mountain snowpacks are melting more quickly and we are losing more water to evaporation.

Also, at this point we'd like to refer to our comments above on the Hydrology section, which show that the figure given for average annual precipitation in the area is significantly higher than the figures calculated by the National Weather Service and the LADWP. The EIR also appears to err on the low side in the figure it offers for average maximum temperature. These errors cast doubt on the authors' ability to accurately assess the impacts of the Downtown Plan and the New Zoning Code with regard to water resources.

Under Project Impacts, the EIR asks if the Downtown Area will....

Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (Threshold 4.17-5)

Given the fact that the data from the 2015 UWMP is five years old and does not reflect current conditions, and that the EIR overstates average precipitation while also understating average maximum temperatures, we believe the EIR does not adequately assess whether the Downtown Area will have sufficient water supplies if the Downtown Plan and the New Zoning Code are adopted. As previously stated, the adoption of both are likely to result in significant increases in Downtown's residential population. With all of LA's water resources declining, and the lack of certainty about future success of conservation and recycling efforts, it seems unlikely that the City will be able to supply adequate water to support projected growth.

13, cont.

Utilities/Solid Waste

On page 4.17-29 the EIR states:

As of 2012, the City achieved a diversion rate of 76.4 percent (LADPW 2013b). As discussed further under Regulatory Framework, per the Solid Waste Integrated Resources Plan (SWIRP), landfill solid waste disposal for the City of Los Angeles totaled 2,849,237 annual tons in 2010. Assuming no additional programs are implemented to reduce waste and that the City maintains its 2010 baseline diversion rate (72 percent), citywide disposal is projected to increase by 10 percent to 3,121,937 annual tons by 2030 (LADPW 2013a).

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In fact, the City is nowhere near the claimed 76.4% rate of diversion to recycling. Most of the Downtown Area will be served by RecycLA, the citywide program which serves all commercial and large multi-family residential structures. Since 2012, significant changes have occurred with regard to solid waste production and disposal. Up until 2018, the City had been shipping most of its recyclable materials to China, but China has largely closed its doors to imported waste. Because of China's refusal to take our recyclables, at the beginning of 2019 the City revised its contracts for the RecycLA program and revised its diversion target for 2023 down to 35%. This should make it clear that the City is currently NOT diverting 50% of solid waste collected and will be struggling to reach that goal over the next decade, and therefore the City is not complying with the requirements of AB 939. The EIR offers no current data on rates of diversion to recycling.

Adoption of the Downtown Community Plan and the New Zoning Code are likely to bring about significant new growth in the Downtown Area, and therefore a significant increase in solid waste. Because the EIR bases its recycling claims on data from 2012, and because the claimed rate is more than twice the current actual recycling rate, the EIR fails to accurately assess impacts from the production of solid waste. Simply falling back on the claim that there is adequate landfill capacity to absorb additional waste is not enough. The EIR fails to state that the City is well out of compliance with AB 939, which requires California cities to divert 50% of their solid waste to recycling. Also, landfills are a significant source of GHG emissions, and the numbers used in the EIR to calculate emissions from this source are based on the assumption of a much higher recycling rate.

15

The EIR fails to adequately assess the impacts of the Downtown Plan and the New Zoning Code with regard to solid waste.



December 4, 2020

Attn: Brittany Arceneaux, City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012-2601
Via email to brittany.arceneaux@lacity.org

RE: Draft Environmental Impact Report for Downtown Community Plan Update/New Zoning Code for Downtown Community Plan (Case No. *ENV-2017-433-EIR, CPC-2017-432-CPU, CPC-2014-1582-CA*)

Dear Ms. Arceneaux,

On behalf of the Central City United Coalition (CCU) – a coalition led by Downtown neighborhood stakeholders Los Angeles Community Action Network (LA CAN), Little Tokyo Service Center (LTSC), Southeast Asian Community Alliance (SEACA), along with Public Counsel – we submit these comments on the Draft Environmental Impact Report (DEIR) for the Draft Downtown Community Plan Update (hereinafter the “Downtown Community Plan”, “Draft Plan”, or “Plan”).

This comment letter identifies several areas in which the DEIR lacks sufficient, or fails entirely to include, baseline information and required analysis; fails to consider and include feasible mitigation measures which would lessen significant impacts of the Plan; and makes conclusions not supported by substantial evidence in violation of the California Environmental Quality Act¹ (CEQA). To date, CCU has submitted a number of comments, including policy and zoning recommendations, on various iterations of the Draft Plan itself along with CCU’s People’s Plan². These recommendations are incorporated into this comment letter to the extent they lessen the Plan’s environmental impacts.³

1

Procedural Comments

In addition to the substantive CEQA comments below, there are a number of procedural issues with the Draft Plan, DEIR release and public comment process.

2

¹ Cal. Pub. Res. Code § 21000 *et seq.*

² See Appendix A: CCU People’s Plan; also available at <https://www.centralcityunited.org/peoples-plan>.

³ See Appendix B: December 2019 Central City United Proposed Amendments to July 2019 Draft DTLA Community Plan Policy Text; Appendix C: January 27, 2020 Central City United Proposed Amendments to DTLA Community Plan; Appendix D: October 15, 2020 Central City United Feedback on Community Benefits Fund.

First, the City has not translated a single page of the over 900-page (not including Appendices) DEIR into any non-English language, let alone the full array of languages⁴ regularly spoken by residents of Chinatown, Little Tokyo and Skid Row. The Department of City Planning's (DCP) Environmental Impact Reports webpage, including the home page for the Downtown Community Plan Update/New Zoning Code for the Downtown Community Plan, is embedded with the Google translate feature and allows for translation of the text on that page. However, the DEIR itself is only available via download and there are no downloadable .pdf's available in any other language.

It is well-established that public participation is a fundamental component of properly understanding, mitigating and avoiding a project's potential impacts.⁵ Furthermore, earlier this year DCP released a message and commitment to equity⁶ where it pledged to "intentionally and authentically deepen our efforts to serve all communities of Los Angeles in a manner that promotes equity and inclusivity. We will do this in partnership with the many dedicated stakeholders, community-based organizations, and allies that continue to do their tireless and transformative work on a daily basis. We aim to chart a new course towards inclusive planning for all communities in Los Angeles. This is a huge undertaking that we hope will honor the countless people who have lost their lives unjustly and empower those who have been marginalized by the planning practices of the past." Especially in a city like Los Angeles, acknowledging and addressing the needs of limited English proficiency communities is essential to meaningful participation by affected Downtown residents in Chinatown, Little Tokyo and Skid Row; it is also one of the many ways DCP can and should promote equity and inclusivity, empowering those who have been marginalized by the planning practices of the past. The City must ensure that all planning documents are adequately translated into all languages necessary to ensure equitable access and participation of the Downtown community. At minimum, translation of documents should be in Japanese, Spanish, Korean, simplified and traditional Chinese, and Vietnamese, while meetings and public hearings should include professional interpreters in Japanese, Spanish, Korean, Cantonese, Chiu Chow, and Vietnamese.

2, cont.

Second, the DEIR was released for public review and comment on August 6, 2020. At this time, DCP had released a Draft Downtown Community Plan most recently updated on the same date – August 6, 2020. This Draft Plan is the "proposed project" for CEQA purposes. Therefore, it logically follows that the August 2020 DEIR engages in the required CEQA environmental impact analysis of this version of the Draft Plan. As such, the public – including CCU and the Downtown residents it works with – undertook its review of the DEIR, analysis of the DEIR relative to the August 6 Draft Plan and began drafting its comments on the same. However, three weeks before the December 4, 2020 DEIR public comment period deadline, DCP released a new updated Draft Downtown Community Plan (November 12, 2020). The City's process of releasing updates on the Draft Plan after the DEIR was completed and released for public comment is not only confusing but inappropriate. The DEIR has been rendered obsolete by the release of an updated "proposed project," i.e. Draft Plan, since the August 2020 DEIR did not and could not engage in complete analysis of the impacts of this new November 2020 Draft Plan. Attempting to rush the process along by releasing a DEIR before the Draft Plan is complete is

3

⁴ Japanese, Korean, Spanish, Mandarin, Cantonese, Toisan, Chiu Chow, and Vietnamese.

⁵ 14 CCR § 15201.

⁶ See <https://planning.lacity.org/resources/message-city-planning>.

improper, to say the least. CCU, and the rest of the public, had only three weeks to review the November 2020 Draft Plan and attempt to incorporate new DEIR comments relative to this updated version of the Plan for purposes of getting all arguments on the record.

3, cont.

Air Quality and Greenhouse Gas Emissions Comments

I. The DEIR’s Air Quality and Greenhouse Gas Emissions Sections Are Inadequate and Must Be Supplemented with Additional Analyses and Mitigation Measures

A. The DEIR Must Analyze the Emissions Resulting from the Direct and Indirect Impacts of the Plan on Displacement of Low-Income Residents, and Must Provide Mitigation

The DEIR’s failure to analyze emissions resulting from the direct and indirect displacement of low-income residents violates CEQA’s mandate to evaluate the physical impacts of a project. If a project has an economic or social effect which in turn causes a physical change, such as an impact on air quality or greenhouse gas (GHG) emissions, that physical change may be a significant environmental impact.⁷ Low-income people are the vast majority of riders of public transit, with Chinatown and Little Tokyo in particular having among the highest rates of zero emission commuters in the city,⁸ and studies show that when low-income residents are supplanted by wealthier residents in transit oriented development (TOD) areas, vehicle miles driven increase.⁹ Thus, displacement of low-income residents in areas near public transit hubs foreseeably leads to degraded air quality and increased GHG emissions, a physical impact of the Draft Plan which must be analyzed and addressed.

4

In addition, the physical change resulting from a project may rise to a significant level if that change has substantial adverse economic or social effects on people.¹⁰ As explained in CEQA Guidelines Section 15131(b), “Economic or social effects of a project may be used to determine the significance of physical changes caused by the project. For example, if the construction of a new freeway or rail line divides an existing community, the construction would be the physical change, but the social effect on the community would be the basis for determining that the effect

⁷ *Bakersfield Citizens for Local Control v. City of Bakersfield*, 124 Cal. App. 4th 1184, 1205 (2004) (finding that construction of shopping centers would lead to the closure of smaller businesses in the area, which could lead to physical urban decay, a significant environmental impact); see also CEQA Guidelines § 15064(e); *El Dorado Union High Sch. Dist. v. City of Placerville* (1983) 144 Cal. App. 3d 123, 132 (1983) (potential for overcrowding in school could lead to construction of new facilities elsewhere).

⁸ 2018 American Community Survey.

⁹ Stephanie Pollack, Barry Bluestone & Chase Billingham, Dukakis Center for Urban and Regional Policy at Northeastern University, “Maintaining Diversity In America’s Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change” (Oct. 2010), available at http://www.northeastern.edu/dukakiscenter/wp-content/uploads/2011/12/TRN_Equity_final.pdf; Alliance for Community Transit-Los Angeles, “Transit for All: Achieving Equity in Transit-Oriented Development” (2015), available at <http://www.allianceforcommunitytransit.org/wp-content/uploads/2015/02/ACT-LA-Transit-for-All-Achieving-Equity-in-Transit-Oriented-Development.pdf>.

¹⁰ CEQA Guidelines § 15064(e) (“If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.”).

would be significant.” In this case, the social and economic effects stemming from the physical displacement of low-income residents caused by the Draft Plan must be assessed, as residents’ dislocation, and associated negative health outcomes and social disruption, could render the displacement effects significant. Therefore, the DEIR should also assess the health impacts of displacement resulting from the Plan.

By failing to conduct a complete analysis of direct and indirect displacement, the DEIR also impermissibly ignored the potential impacts of displacement on air quality and greenhouse gas emissions. Studies are readily available that evaluate this effect, including a 2010 study conducted by the Dukakis Center for Urban and Regional Policy at Northeastern University, and a 2015 study conducted by the Alliance for Community Transit-Los Angeles.¹¹ In addition, TransForm’s Green TRIP Connect tool calculates the impact of affordable housing on lowering greenhouse gas emissions from residential development.¹²

4, cont.

The City should conduct a full analysis in order to understand the true effects of the Draft Plan on displacement of low-income residents, greenhouse gasses, air quality and vehicle miles travelled (VMT) or driven. After conducting this analysis, the City should require mitigation measures to reduce such impacts to a less than significant level.

B. The Conclusion that the Plan Is Consistent with the AQMP Is Not Supported By Substantial Evidence

The analysis of whether the Plan is consistent with the South Coast Air Quality Management District’s (the District) 2016 Air Quality Management Plan (AQMP), and thus whether the project conforms to the California State Implementation Plan required under the federal Clean Air Act, is conclusory. Consistency with the AQMP is crucial given that the district is in a nonattainment area for the federal ozone standards, and that the district has *never* met a federal ozone standard, even though the first standards were promulgated in 1979. The importance of compliance is heightened by the elevated rates of asthma and lung cancer, as well as vulnerable populations including one of the largest populations of houseless individuals in the United States, a significant number of children under the age of 10-years and elderly residents, over the age of 65-years, in the Plan Area.

5

The DEIR finds that the total daily VMT will *increase* as a result of the Plan, both as compared to existing conditions and as compared to future conditions with no Plan.¹³ Increasing vehicle miles driven will impede the District’s progress towards National Ambient Air Quality Standards (NAAQS) attainment, and thus interfere with the goals of the AQMP. The DEIR argues that daily regional emissions under the Plan will actually decrease despite the fact that more vehicle

¹¹ Stephanie Pollack, Barry Bluestone & Chase Billingham, Dukakis Center for Urban and Regional Policy at Northeastern University, “Maintaining Diversity In America’s Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change” (Oct. 2010), available at http://www.northeastern.edu/dukakiscenter/wp-content/uploads/2011/12/TRN_Equity_final.pdf; Alliance for Community Transit-Los Angeles, “Transit for All: Achieving Equity in Transit-Oriented Development” (2015), available at <http://www.allianceforcommunitytransit.org/wp-content/uploads/2015/02/ACT-LA-Transit-for-All-Achieving-Equity-in-Transit-Oriented-Development.pdf>.

¹² TransForm, Green TRIP Connect, <http://connect.greentrip.org/>.

¹³ DEIR at p. 4.2-24.

trips will occur, based on the assumption that better technology will result in more efficient fuels and fewer emissions.¹⁴ These engine improvements would occur with or without the presence of the Plan. The DEIR must separately analyze the impact of the Plan on transportation use – and do so factoring in income and displacement – in order to demonstrate whether it will be effective in encouraging bicycling, walking, and public transit usage. Since the Plan is expected to increase vehicle miles driven over what would occur without the presence of the Plan, regardless of expected improvements in technology the Plan will lead to increased sources of mobile emissions on the road, interfering with the Basin’s ability to meet the air quality standards. The DEIR must include mitigation measures to mitigate the interference with the AQMP.

5, cont.

C. The Conclusion that the Project Is Consistent with State and Local GHG Emission Reduction Policies Is Not Supported by Substantial Evidence

According to the DEIR and Appendix G of the CEQA Guidelines, the Plan would have a significant effect on the environment if they “conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.”¹⁵ But the analysis of how the Plan will result in emissions reductions is inadequate. For example, the DEIR states that “despite the overall increase in GHG emissions generated in the Downtown Plan Area, per capita GHG emissions would decrease.”¹⁶ However, as described elsewhere, the analysis supporting this conclusion fails to fully account for the VMT, emissions, and other impacts from direct and indirect displacement from the Plan, meaning these per capita emissions reductions may not be achieved. This fuller analysis is essential to determining whether, and to what degree, the Plan will be effective in accommodating growth at various income levels and access to public transit for residents in the Plan Area.

6

A plan that increases VMT and the number of cars on the road will make it more difficult for the City and State to meet the ambitious reductions required under the policies listed. As such, the Plan impedes progress towards AB 32, and must include additional mitigation measures; reductions in vehicle trips and miles traveled are critical to achieve the required reductions under AB 32. Mitigation measures focused on making these reductions must be included in the current Plan instead of being deferred to an unspecified future date.

II. The DEIR Should Have Analyzed the Environmental Justice Impacts of the Plan and Included Mitigation for those Impacts

The California Office of Attorney General (OAG) encourages lead agencies to include an environmental justice analysis in their environmental impact reports.¹⁷ The OAG also recognizes that “specific provisions of CEQA and its Guidelines require that local lead agencies consider how the environmental and public health burdens of a project might specially affect certain communities.”¹⁸ According to CalEnviroScreen 3.0, CalEPA’s screening tool that ranks each

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¹⁴ DEIR at p. 4.2-25.

¹⁵ DEIR at p. 4.7-24.

¹⁶ DEIR at p. 4.7-29.

¹⁷ Office of the California Attorney General, “Environmental Justice at the Local and Regional Level” (2012), p. 3, available at https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej_fact_sheet.pdf.

¹⁸ Office of the California Attorney General, “Environmental Justice at the Local and Regional Level” (2012), p. 3, available at https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej_fact_sheet.pdf.

census tract in the state for “pollution burden” and vulnerability, the proposed 2040 Plan covers numerous environmental justice neighborhoods. Plan Area residents in Chinatown, Little Tokyo and Skid Row are currently in the highest percentile of burden, overburdened with environmental and health risks, exposure to poor air quality, a shortage of affordable housing, overcrowding, and ever-increasing rent burdens. Given that the DEIR finds that there will be significant and unavoidable environmental impacts on communities that are already overburdened with health risks, and who may have limited access to health services that are affordable and culturally and linguistically appropriate, a separate environmental justice analysis is warranted to discuss holistic solutions.

Projects resulting in physical changes that have socioeconomic impacts are environmental justice concerns. CEQA requires lead agencies to assess social and economic impacts of projects where those impacts comprise a physical effect (such as where a project results in local business closures and urban decay),¹⁹ and where a physical change to the environment is rendered significant because of its social or economic impact (such as where a railroad divides a community).²⁰ The Plan covers communities where residents are currently facing a housing crisis, overcrowded conditions, and the loss of community assets including local businesses (such as grocery stores and community oriented health care providers). An environmental justice analysis of gentrification and displacement should have been conducted to determine whether displacement resulting from the Plan rises to the level of a physical impact on the environment, or if the social and economic ramifications make the Plan’s physical changes significant. The CEQA Guidelines support the need for lead agencies to carry out such an examination, requiring environmental analyses to take into account impacts on population distribution and associated physical and health-related effects.²¹

The DEIR also should have included additional mitigation measures that focus on environmental justice communities. According to the OAG, “[w]here a local agency has determined that a project may cause significant impacts to a particular community or sensitive subgroup, the alternative and mitigation analyses should address ways to reduce or eliminate the project’s impacts to that community or subgroup.”²² The DEIR finds that even after mitigation measures are implemented, the Plan will have significant and unavoidable impacts on Air Quality (Exceedance of Criteria Pollutants—Construction and Operations, and Exposure of Sensitive Receptors to Toxic Air Contaminants— Operations); Cultural Resources (Historical Resources);

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¹⁹ Office of the California Attorney General, “Environmental Justice at the Local and Regional Level” (2012), p. 4, available at https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej_fact_sheet.pdf (citing *Citizens for Quality Growth v. City of Mt. Shasta* (1988) 198 Cal.App.3d 433, 466).

²⁰ *Id.* at p. 4; see also CEQA Guidelines §§ 15131(b), 15382.

²¹ “Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause by bringing development and people into the area affected.” CEQA Guidelines § 15126.2 (a).

²² Office of the California Attorney General, “Environmental Justice at the Local and Regional Level” (2012), p. 4, available at https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/ej_fact_sheet.pdf; see also CEQA Guidelines, 15041 (a).

Noise (Construction Noise and Vibration); Recreation (Park Deterioration); Transportation (Highway Off-Ramp Safety). Additional impacts not analyzed in the DEIR will particularly affect low-income residents with the effects of gentrification on raising rents and displacing local businesses. Because all of these impacts will affect communities that are disproportionately people of color and of low-income, those who are already overburdened with pollution and health risks, mitigations should be included that addresses environmental justice concerns for each affected subgroup.

Finally, municipalities are directed to incorporate environmental justice analyses into General Plan updates. SB 1000 requires an environmental justice element to be incorporated into General Plans updated on or after January 1, 2018. According to this law, all elements of General Plans – including Land Use Elements like the City’s Community Plans – should incorporate environmental justice goals. The DEIR should acknowledge this and incorporate environmental justice analysis in anticipation of its implementation and the need for consistency with the General Plan.²³

In addition, the Governor’s Office of Planning and Research (OPR) recommends that local agencies directly address environmental justice when adopting plans, and ensure that the plans analyze and mitigate environmental justice, sustainable development, and transit-oriented development concerns.²⁴ The OAG also recommends that environmental justice should be considered by planners, stating that “[b]ecause CEQA requires that environmental impacts must be considered in context, cities and counties should pay special attention to whether a project might cause additional impacts to communities that already are affected by, or particularly vulnerable to, environmental impacts like air and water pollution.”²⁵

We urge the City to address all of the above comments and make all of the above mentioned changes to the Air Quality and Greenhouse Gas Sections in the Final Environmental Impact Report (FEIR).

²³ SB 1000, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1000 (“The bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities, as specified, identify objectives and policies to promote civil engagement in the public decisionmaking process, and identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities. The bill would require the environmental justice element, or the environmental justice goals, policies, and objectives in other elements, to be adopted or reviewed upon the adoption or next revision of 2 or more elements concurrently on or after January 1, 2018.”).

²⁴ Office of Planning and Research (OPR), General Plan Guidelines, 20, available at http://opr.ca.gov/docs/General_Plan_Guidelines_2003.pdf.

²⁵ Office of Attorney General. CEQA and General Planning, <http://oag.ca.gov/environment/ceqa/planning>, accessed Jan. 3, 2017.

Land Use Comments²⁶

I. The DEIR Fails to Assess the Potential for the Plan to Physically Divide Downtown Neighborhoods and Fails to Evaluate the Plan’s Consistency with Relevant General Plan and Land Use Policies and Regulations

Appendix G of the CEQA Guidelines provides that a project would have a significant impact related to land use and planning if it would: physically divide an established community;²⁷ or cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.²⁸ The CEQA Guidelines also require an EIR to identify any inconsistencies between the Proposed Project and the applicable general, specific or regional plans.²⁹

As described below, the DEIR fails to assess the Plan’s potential to physically divide certain neighborhoods, does not evaluate consistency with several relevant General Plan objectives, and does not evaluate consistency with several other relevant land use plans, policies, and regulations. Although unevaluated in the DEIR, it is apparent that the current Draft Plan may be inconsistent with some of these unevaluated plans and policies, potentially resulting in significant environmental impacts. These potential significant impacts could be eliminated or mitigated with several key changes to the Plan’s policies and zoning standards. We urge the City to make changes to the Plan as described below and then evaluate consistency with these plans, policies and regulations in the FEIR.

A. The DEIR Fails to Assess the Plan’s Potential to Physically Divide the Skid Row Community

CEQA Guidelines Threshold 4.10-1 provides that a project would have a significant impact related to land use and planning if it would physically divide an established community. The DEIR concludes that the Plan would have no impact related to the physical division of an established community, but it reaches this conclusion without evaluating the risk of physically dividing the Skid Row community with proposed zone changes.

Skid Row is home to the highest concentration of unsheltered individuals anywhere in the nation. On any given night, over 4,600 people in Skid Row are houseless and over 2,000 people are unsheltered.³⁰ This community is highly vulnerable to displacement and would become physically divided by the Plan if mitigation measures are not included. The Plan would allow new residential uses, with no affordable housing requirement, in areas in and around Skid Row that do not currently allow any residential use. For example, the blocks south of East 3rd Street would be rezoned from M2 to CX2, allowing market-rate residential development. And many

²⁶ These comments are in response to the updated Plan draft released on Nov. 12, 2020. To the extent that the adopted Plan differs from the Nov. 12th draft, we reserve the right to submit additional comments regarding the sufficiency of the environmental review.

²⁷ Threshold 4.10-1.

²⁸ Threshold 4.10-2.

²⁹ CEQA Guidelines § 15125(d).

³⁰ 2020 Greater Los Angeles Homeless County – Skid Row Data Summary, <https://www.lahsa.org/documents?id=4700-2020-greater-los-angeles-homeless-count-skid-row>.



parcels in the blocks east of San Pedro between East 7th and 8th Street would be rezoned from M2 to IX3 and CX2, allowing market-rate residential use without an affordable housing requirement. Only a portion of the Skid Row neighborhood is covered by the IX1 use zone restricting residential uses to 100% affordable housing.

The DEIR simply describes the Draft Plan as accommodating “future development [that] would occur in a manner consistent with existing neighborhood characteristics [...]”³¹ However, the Draft Plan would allow new, unaffordable, market-rate residential development in the Skid Row neighborhood that is inconsistent with neighborhood needs. Skid Row has historically been home to one of the most diverse communities in the City of Los Angeles. The community was built through policy interventions, community organizing, and straight will power. This has only been possible through investment in housing preservation over the last 30 years where old residential hotels have been upgraded to ensure a higher standard of living. The current Plan, does away with those ideas, limits the space where only affordable housing is allowed, and opens the majority of the community up to more market-rate housing. This change in policy is not consistent with the current neighborhood characteristics and could result in a drastic change, similar to what can already be seen in the current Historic Core, which over ten years ago was included in Skid Row. New high-rent, market-rate residential development threatens to displace and divide the current Skid Row community both through direct destruction of affordable housing and through increased physical presence of police and private security who target unhoused residents, particularly those who sleep on the sidewalks.³² The Draft Plan zone changes could cause this division by continuing to allow, and expanding the number of parcels permitted for, entirely market-rate residential use in the Skid Row area. Residents who are displaced from Skid Row will likely be unable to afford housing in a nearby neighborhood and will be physically separated from their community by a considerable distance. Because the Plan’s land use and zoning changes in the Skid Row area will result in “radically different land use patterns that can physically divide a neighborhood by creating a new street pattern that impedes access from one area to another,”³³ the Plan should include mitigation measures. To mitigate this potential impact, the Plan should be amended to:

1. Expand the area covered by the IX1 use limitation restricting residential use to 100% affordable housing. The covered area should include all of the area bounded by Main Street, 3rd Street, Central Avenue, and 8th Street; and
2. Include a requirement for on-site affordable housing to mitigate indirect displacement from new, predominantly market-rate housing wherever zone changes on parcels near this area permit multi-family residential use where previously prohibited.

The FEIR must then evaluate the potential for the proposed zone changes in and near the Skid Row community to physically divide the community.

³¹ DEIR at p. 4.10-27.

³² See Harold Stolper, *New Neighbors and the Over-Policing of Communities of Color*, Community Service Society (Jan. 6, 2019), <https://www.cssny.org/news/entry/New-Neighbors> (linking increased police presence in gentrifying neighborhoods to increase in new development in New York City).

³³ DEIR at p. 4.10-18.

B. The DEIR Omits Key Analysis Related to the Plan’s Consistency with Several General Plan Policies

CEQA Guidelines Threshold 4.10-2 provides that a project would have a significant impact related to land use and planning if it would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. In addition, CEQA Guidelines Section 15125(d) requires an EIR to identify any inconsistencies between the Proposed Project and the applicable general, specific or regional plans. The DEIR does not evaluate the Plan’s consistency with several applicable General Plan objectives and fails to identify certain potential inconsistencies created by current Draft Plan provisions.

1. Housing Element

The DEIR evaluates consistency with just three Housing Element objectives. The Housing Element contains many other objectives and numerous other policies and programs that are directly relevant to the Community Plan update process, and which go completely unanalyzed in the DEIR. These include, but are not limited to the following.

Housing Element Program 58 calls for the City to “[m]aintain a public database of population, employment, income, and housing within the City and within each Community Plan Area to enable the ongoing evaluation of citywide and local housing needs.” This requirement is similar to the provision in Measure JJJ³⁴ that requires new Community Plans to include a program to establish and monitor an inventory of affordable housing within the Community Plan Areas (CPAs).

The Draft Plan should be revised to establish a program to create and monitor an inventory of existing affordable housing assets in the CPAs, consistent with Housing Element Program 58 and Measure JJJ. The FEIR should then evaluate consistency with Program 58, and other relevant Housing Element programs and policies.

Housing Element Program 73 calls for Community Plan updates to establish mixes of housing types and levels of affordability in transit areas and directs that “when building envelopes are increased, take care not to undermine the density bonus program. Aim to attach community benefits, including affordable housing, to significant bonuses in floor area and density.” Similarly, Housing Element Program 101 directs the City to, “[w]ith each major community planning effort, establish a goal for the development of affordable housing units based on the current Regional Housing Needs Assessment (RHNA) allocation for the City and Housing Element objectives and policies. Through adoption of Community Plans ... provide incentives for inclusion of affordable housing in residential development and/or other mechanisms that address impacts on the provision or retention of affordable housing units and need. Take care to not undermine the density bonus program by providing significant land-use incentives without an affordable housing provision.”

³⁴ City of Los Angeles Initiative Ordinance JJJ (2016).

Although not evaluated in the DEIR, the Draft Plan may undermine the Density Bonus and other existing housing incentive programs in several ways.

First, the Draft Community Benefits Program (Draft CB Program) incentivizes moderate- and above moderate-income (150% AMI) units, in conflict with State Density Bonus law and inconsistent with the greatest need. The Draft CB Program appears to provide that a housing development may receive a 35% density increase (Level 1) by providing “Set E” affordability standards, which includes an option to provide 40% moderate-income (120% AMI) units. The Draft CB Program further provides that a housing development may exceed this initial 35% density increase by providing an additional 2.5% increase in moderate-income or above moderate-income units.

This proposed incentive structure is inconsistent with State Density Bonus law and undermines efforts to prioritize affordable housing for those most in need. State Density Bonus law very plainly restricts the provision of a moderate-income incentive only to for-sale Common Interest Development projects. The City’s own TOC does not offer any moderate-income incentive for for-sale or rental projects. Therefore, by allowing rental housing developments a density increase for moderate-income units, the Draft CB Program would be inconsistent with both state law standards and local programs. Moreover, there is no incentive whatsoever in State Density Bonus law or the TOC for so-called “Above Moderate-Income” units. But the Draft CB Program would reward the provision of such units with the exact same bonus as it provides to projects that include additional low-income units in Level 2. This deviates from, and is fundamentally inconsistent with, the structure of the TOC and State Density Bonus law.

Second, the Draft CB Program allows affordable housing obligations to be satisfied with off-site units or in-lieu fees, which is inconsistent with density bonus and other existing incentive programs and would intensify exclusionary development Downtown.

The Draft CB Program should be a tool to promote inclusive development. Allowing developers to satisfy affordable housing obligations through off-site construction or an in-lieu fee undermines this goal by separating the residents of new market-rate construction from the residents of affordable housing, and exacerbates segregated development patterns and exclusively luxury enclaves to the detriment of a diverse and dynamic community. Including in-lieu and off-site options is also inconsistent with tried-and-true value capture policies, such as State Density Bonus law and the TOC, neither of which permit projects to access density incentives without on-site affordable housing. Aligning FAR bonuses with on-site affordable housing is the simplest way to ensure that the required affordable housing is built in the areas affected by new market-rate construction, and is built simultaneously and of comparable quality to the market-rate units. The Draft CB Program should remove options that allow developers to meet affordable housing requirements through off-site construction or payment of a fee.

Lastly, the affordable housing percentages in the Draft CB Program should be evaluated to ensure they do not fall below the Density Bonus or other affordable housing incentive programs. For example, the “Set E” standards allow a 35% density increase in exchange for 5% deeply low-income housing. While we support the inclusion of incentives for deeply low-income housing, the 5% percent amount should be evaluated to ensure it is financially equivalent to, and

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does not undermine, the affordability options under the Density Bonus, Measure JJJ and TOC incentive structures.

In addition to the aforementioned programs, there are many other relevant Housing Element policies that are not evaluated, including but not limited to those outlined in Table 1 below.

Table 1. Housing Element Objectives and Policies Missing from DEIR Land Use Analysis³⁵

Housing Element Objectives and Policies	Comments
<p>Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.</p> <p>Policies</p> <p>1.1.1 Expand affordable home ownership opportunities and support current homeowners in retaining their homeowner status</p> <p>1.1.2 Expand affordable rental housing for all income groups that need assistance</p> <p>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</p> <p>1.1.4 Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards</p> <p>1.1.5 Develop financial resources for new construction of affordable housing</p> <p>1.1.6 Facilitate innovative models that reduce the costs of housing production</p> <p>1.1.7 Strengthen the capacity of the development community to development affordable housing</p>	<p>This objective and corresponding policies concerning the production of an adequate supply of housing to meet current and projected needs are incredibly relevant to the purpose of the Plan, and should be evaluated in the EIR. In particular, the Plan must prioritize the creation of deeply affordable housing in order to meet existing and projected needs, and the adequacy of the Plan’s incentives programs should be evaluated for consistency with this objective.</p>
<p>Objective 2.1 Promote safety and health within neighborhoods</p> <p>Policies</p>	<p>This objective and related policies are especially relevant in today’s heightened racial tensions with police, community calls for reimagining public safety and policing</p>

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³⁵ Some of these policies appear to be listed in the DEIR Population, Housing, and Employment chapter as relevant objectives and policies, but there does not appear to be any evaluation of consistency or conflict with these policies and objectives pursuant to CEQA Guidelines Threshold 4.10-2.

<p>2.1.1 Establish development standards and policing practices that reduce the likelihood of crime</p> <p>2.1.2 Establish development standards and other measures that promote and implement positive health outcomes</p>	<p>practices, and the ongoing global pandemic where intersection of land use, public safety and health is being confronted more than ever. The City and DCP have made verbal commitments to advance equity and to “intentionally and authentically deepen [its] efforts to serve all communities of Los Angeles in a manner that promotes equity and inclusivity.” It is, therefore, expected that the City would be discussing racial equity – required or not by CEQA – in all of its analysis of land use policies and plans, especially a Community Plan Update.</p>
<p>Objective 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.</p> <p>Policies</p> <p>2.2.1 Provide incentives to encourage the integration of housing with other compatible land uses.</p> <p>2.2.2 Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General Plan Framework element, as reflected in Map ES.1.</p> <p>2.2.3 Promote and facilitate a jobs/housing balance at a citywide level.</p> <p>2.2.4 Educate the public to understand and support the benefits of mixed-use and mixed-income communities to accommodate projected growth.</p> <p>2.2.5 Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.</p>	<p>This objective and corresponding policies concerning the creation of mixed-income housing and jobs/housing balance are incredibly relevant to the purpose of the Plan, and should be evaluated in the EIR. In particular, the Plan must prioritize the creation of deeply affordable housing in order to meet existing and projected needs, and the adequacy of the Plan’s incentives programs should be evaluated for consistency with this objective.</p>
<p>Objective 4.1 Provide an adequate supply of short-term and permanent housing and services throughout the City that are appropriate and meet the specific needs of all</p>	<p>It is especially concerning that given the City’s continued homelessness crisis and the fact that Skid Row is included in the Plan Area that the DEIR makes no mention</p>

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<p>persons who are homeless or at risk of homelessness</p> <p><i>Policies</i></p> <p>4.1.1 Ensure an adequate supply of emergency and temporary housing for people who are homeless or are at a risk of becoming homeless, including people with disabilities</p> <p>4.1.5 Plan for emergency housing needs that will result from natural or man-made disasters</p> <p>4.1.6 Provide housing facilities and supportive services for the homeless and special needs populations throughout the City, and reduce zoning and other regulatory barriers to their placement and operation in appropriate locations</p>	<p>whatsoever of the objectives or policies from Goal 4: Ending and Preventing Homelessness.</p>
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The Draft Plan, including the Draft CB Program, should be revised to:

1. Avoid increases in base FAR unless affordable housing requirements are attached.
2. Eliminate incentives for moderate-income rental units and all above moderate-income units;
3. Eliminate in-lieu fee options for Level 1 and 2, requiring on-site affordability; and
4. Replace the TFAR program with a comprehensive, targeted Community Benefits Fund that directs resources to housing justice programs, community resources, and inclusive economic development consistent with CCU’s recommendations dated October 15, 2020.³⁶

The FEIR must then evaluate the Plan’s consistency with these and other relevant Housing Element programs, objectives, and policies.

2. *Health and Wellness Element*

The DEIR evaluates consistency with a number of Health and Wellness Element objectives. However, several key objectives and policies are missing from this analysis, including the following.

Objective 1.7 Displacement and Health calls for the City to “reduce the harmful health impacts of displacement on individuals, families, and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents;

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³⁶ See Appendix D.

preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.”

Corresponding Implementation Program P86 Displacement calls on the City “to mitigate displacement, leverage government resources (including land) to preserve the social, cultural and economic diversity of the city. Evaluate best practices to develop criteria to assess the displacement potential of low-income and vulnerable populations; identify and implement an array of mitigation tools that can preserve existing small businesses and affordable housing for low-income households; and create opportunities for low-income and vulnerable populations to access the benefits created by new development and investment in their neighborhoods.”

Although unevaluated in the DEIR, the Draft Plan should include stronger policies, programs and zoning standards sufficient to prevent displacement of low-income residents. The Draft Plan should be revised to address displacement risks head-on and include Goals, Policies and Programs that create real tools to minimize displacement and promote community stability, including but not limited to adding an explicit goal of preventing displacement of current residents, adding policies and programs to strengthen and enforce tenant protections, adding policies and programs to preserve rent stabilized units and affordable housing covenants, restricting residential conversions and demolitions, and ensuring no-net-loss of affordable or rent stabilized housing in the Downtown Plan Area. The Plan must also be very careful about where and how development incentives are applied. DCP should carefully study and disclose the location of existing rent-stabilized units and units occupied by lower-income residents throughout the community plan area, and assess how the proposed zone changes and Draft CB Program will affect these tenants and housing stock. Based on this analysis, the Draft CB Program and Draft CPIO should be amended to include policies and restrictions to ensure the preservation of existing rent-stabilized units and prevent the eviction or displacement of current tenants. The FEIR must then evaluate the Plan’s consistency with the Displacement and Health objective of the Health and Wellness Element.

Objective 2.1 Access to Goods and Services calls for the City to “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... Prioritizing access to healthy goods and services will enhance Angelenos’ ability to make healthy choices and live healthy lives. The ongoing engagement of community members in identifying desired goods and services will be critical to informing the development and implementation of community plans, the Safe Routes to Schools Strategic Plan, transit neighborhood plans, and economic development initiatives that can incentivize and promote a greater provision of health-promoting amenities, with a special focus in underserved neighborhoods that face the greatest burden of unhealthy goods and services.”

Corresponding Implementation Program P3 Land Use Incentives calls on the City to “as part of re:code LA update, remove barriers and create land use incentives to encourage the provision of healthy goods and services (healthy neighborhood markets, farmers markets, full service grocery stores, full service restaurants, federally qualified health clinics, mental health services, affordable housing, wellness centers, daycare centers, preschools, community gardens, multi-purpose community centers, and the like) in underserved communities.”

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Although unevaluated in the DEIR, the Draft Plan does not yet include policies, programs and zoning standards sufficient to increase the availability of and access to affordable goods and services that promote health and healthy environments in low-income neighborhoods. To be consistent with Objective 2.1, the Draft Plan, including the Draft CB Program, should be revised to include all of the following:

1. Replace the TFAR program with a comprehensive, targeted Community Benefits Fund that directs resources to community resources, and inclusive economic development consistent with CCU’s recommendations dated October 15, 2020;³⁷
2. Adopt a definition of “Community Serving Small Business” consistent with the recommendation in the CCU People’s Plan³⁸ and include incentives to support such businesses;
3. Adopt policies and programs to increase opportunities for low-income microentrepreneurs to establish business and contribute to the Downtown economy;
4. Expand the community facilities that are incentivized in the Draft CB Program, to include: *Reduced Rent Community-Serving Small Businesses, Publicly Accessible Open Space, Adult Day Care facilities, and Sidewalk Vendor Commissaries*; and
5. Adjust use standards in Chinatown, Little Tokyo and Skid Row to reflect community needs and priorities to encourage the provision of healthy goods and services and prohibit harmful, unhealthy uses, consistent with the recommendations in the CCU People’s Plan.

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The FEIR must then evaluate the Plan’s consistency with the Displacement and Health objective of the Health and Wellness Element.

3. Framework Element

The DEIR evaluates consistency with a number of Framework Element objectives. However, several relevant Framework Element policies and programs are unevaluated, including those listed in Table 2 of this letter. The FEIR must evaluate the Plan’s consistency with those Framework Element Objectives and Policies listed in Table 2, below.

C. The DEIR Fails to Evaluate the Plan’s Consistency with Relevant Policies and Regulations Adopted for the Purposes of Avoiding Environmental Impact

CEQA Guidelines Threshold 4.10-2 provides that a project would have a significant impact related to land use and planning if it would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As described below, the DEIR does not evaluate the Draft Plan’s consistency or conflict with several key plans, policies or regulations intended to avoid negative environmental effects.

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³⁷ See Appendix D.

³⁸ See Appendix A.

1. Measure JJJ/TOC

The DEIR does not evaluate the Draft Plan’s consistency with several relevant land use policies established pursuant to Measure JJJ.

Measure JJJ was approved by voters in the November 8, 2016 election and the provisions of the initiative went into effect on December 13, 2016. Measure JJJ resulted in several amendments to the Los Angeles Municipal Code (LAMC) governing legislative land use approvals, affordable housing incentives, and, specifically, the Community Plan update process.

With respect to Community Plan updates, prior to approval the City must now make a finding that the new Community Plans will 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[.]³⁹ In addition, new Community Plans must now include: “[...] a program to create and monitor an inventory of units within the Community Plan Area that are: subject to a recorded covenant, ordinance or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the City Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households.”⁴⁰

Moreover, Measure JJJ required DCP to create Guidelines to implement a Transit Oriented Communities (TOC) Affordable Housing Incentive Program.⁴¹ These TOC Guidelines were released in September, 2017, and provide incentives ranging from 50% to 80% density increases in exchange for certain levels of on-site affordable housing. Measure JJJ provides that “the TOC Incentives and the required percentages for On-Site Restricted Affordable Units may be adjusted for an Individual TOC Affordable Housing Incentive Area through a Community Plan Update, *provided that the required percentages for On-Site Restricted Affordable Units may not be reduced below the percentages set forth in subdivision (b).*”⁴² (emphasis added)

The Measure JJJ Findings specifically refer to policy objectives of promoting “healthy, safe, walkable, and sustainable spaces at all economic levels,” and promoting sustainable neighborhoods with mixed-income housing.⁴³ Because Measure JJJ is intended to avoid or mitigate negative environmental effects by promoting affordability near transit, it should be evaluated in the EIR.

Although unevaluated in the DEIR, the Draft Plan may not meet the requirements of Measure JJJ. First, the draft zoning map appears to increase the base FAR above the current zoning without requiring a corresponding community benefit in several areas. For example, the base FAR for several blocks immediately west of the Skid Row and Little Tokyo neighborhoods would appear to be increased from 6.0 to 9.0 with no corresponding community benefits. By increasing the residential development capacity of a site without requiring affordable housing,

³⁹ Measure JJJ, Section 4 (amending LAMC § 11.5.8).

⁴⁰ *Id.*

⁴¹ Measure JJJ, Section 6 (adding a new Subdivision 31 to Subsection A of Section 12.22 of the LAMC).

⁴² Measure JJJ, Section 6 (new subdivision (d)).

⁴³ Measure JJJ, Section 2.

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the Draft Plan is undermining existing affordable housing incentives and its own community benefit program. Increasing the base FAR on sites would effectively increase allowable density without any corresponding affordability contribution, which reduces the capacity for affordable housing creation and directly undermines State Density Bonus law in violation of Measure JJJ and LAMC Section 11.5.8.A.1.

Second, where there is an incentive structure, the affordable housing percentages in the Draft CB Program should be evaluated to ensure they do not fall below the Measure JJJ/TOC standards, thereby further threatening to reduce the capacity for creation and preservation of affordable housing and undermining the TOC. We appreciate the changes to the most recent November 2020 Draft Plan that increased many of the affordable housing incentives to meet or exceed TOC standards, however, the “Set E” standards allow a 35% density increase in exchange for 5% deeply low-income housing. While we support the inclusion of incentives for deeply low-income housing, the 5% percent amount should be evaluated to ensure it is financially equivalent to, and does not undermine, Measure JJJ and TOC affordability standards.

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In addition, the Draft Plan also provides incentives for moderate- and above moderate-income units and in-lieu options that are wholly inconsistent with the Measure JJJ and TOC standards, as described previously in this letter.

The Draft Plan, including the Draft CB Program, should be revised to:

1. Avoid increases in base FAR unless affordable housing requirements are attached;
2. Eliminate incentives for moderate-income rental units and above moderate-income units;
3. Eliminate in-lieu fee options for Level 1 and 2, requiring on-site affordability; and
4. Replace the TFAR program with a comprehensive, targeted Community Benefits Fund that directs resources to housing justice programs, community resources, and inclusive economic development consistent with CCU’s recommendations dated October 15, 2020.⁴⁴

The FEIR must then properly analyze the Plan’s consistency with all relevant provisions of Measure JJJ.

2. *Assessment of Fair Housing*

The DEIR does not evaluate the Draft Plan’s consistency with the City’s Assessment of Fair Housing (AFH), adopted by the City Council on October 25, 2017.

The AFH “provides an overview of demographic data, examines fair housing issues, evaluates contributing factors for each issue, and outlines meaningful goals as well as strategies to implement in order to achieve positive change and overcome those fair housing issues and contributing factors.”⁴⁵ The AFH analyzes a variety of fair housing issues including, specifically,

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⁴⁴ See Appendix D.

⁴⁵ City of Los Angeles & the Housing Authority of the City of Los Angeles, Assessment of Fair Housing Plan 2018-2023 (hereafter, AFH), 16, available at <https://hcidla2.lacity.org/residents/assessment-of-fair-housing>.

environmental health. In addition, numerous fair housing strategies outlined in the AFH are focused on addressing environmental factors in disadvantaged communities, reducing environmental hazard burdens, and improving environmental outcomes. Because the AFH is clearly a local plan that is, in part, intended to avoid negative environmental effects, it should be evaluated in the EIR. Further, pursuant to AB 686 (effective January 1, 2019), the City must administer its programs and activities related to housing and community development in a way that affirmatively furthers fair housing.⁴⁶ AB 686 also prohibits cities from taking actions materially inconsistent with their obligation to affirmatively further fair housing. Although unevaluated in the DEIR, there are numerous provisions in the AFH that should be considered in the adoption of the Plan and corresponding FEIR. In providing a comprehensive fair housing analysis, the AFH provides a wealth of data and historical context that is directly relevant to the development of the Plan, including but not limited to:

- The AFH considers the potential for “green” displacement in and around Downtown, stating that “[p]reviously disinvested neighborhoods that are experiencing environmental restoration and enhanced livability, and, as a result, new investments could exasperate [*sic*] economic pressures for low-income residents, who disproportionately are racial and ethnic minorities (Map 18). Riverside neighborhoods north of Downtown, such as Elysian Valley, Elysian Park, and Cypress Park include large shares of Hispanic and Asian residents, and more than half of all households are renters and particularly vulnerable to displacement. As neighboring areas in Central LA, such as Downtown, experience an uptick in Ellis Act evictions, revitalization efforts focusing on ecology and waterways can propel displacement in adjacent neighborhoods.”⁴⁷
- The AFH identifies the ongoing threat of gentrification Downtown, stating “[i]n 2010, the overall population was 3,778,861, a modest increase over 2000 of 88,482 or 2.4%. The diversity of the population slightly increased. At the same time, gentrification began to take hold in Downtown and other areas of the city.”⁴⁸
- The AFH warns of the need to mitigate renter displacement impacts, stating “unless additional steps are taken to mitigate the effects of development on low-income renters of color, the City’s development strategy could have unintended consequences. For example, a disproportionate share of the City’s new permitting has been concentrated in areas near Downtown and in transit corridors, areas that have limited though increasing overlap with high opportunity areas.”⁴⁹
- The AFH acknowledges the role of Community Plans in implementing Measure JJJ no net loss requirements, stating “[a]s part of Measure JJJ’s community plan requirement, the plan must ensure that there is no loss of affordable housing units through transit oriented development investments. The implementation of this planning requirement will be important to efforts to reduce the loss of affordable housing.”⁵⁰
- The AFH also notes the lack of affordability Downtown, stating “[h]ousing cost burden is extremely high in Downtown, the neighborhoods to the West of Downtown, and the

12, cont.

⁴⁶ Assembly Bill 686, text available at https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB686.

⁴⁷ AFH at p. 233.

⁴⁸ AFH at p. 52.

⁴⁹ AFH at p. 114.

⁵⁰ AFH at p. 121.

Hollywood flatlands. These neighborhoods, with the exception of the Hollywood flatlands, also include several R/ECAPs.”⁵¹

In addition to a comprehensive fair housing assessment, the AFH also provides a number of goals and strategies to address the fair housing issues affecting people of color, large families with children, and persons with disabilities.⁵² Many of these goals and strategies are directly relevant to the Plan, including but not limited to:

- Goal 1: Increase the stock of affordable housing throughout the city, particularly in neighborhoods of opportunity.
 - Identify and allocate city-owned land for affordable housing, particularly in current and emerging high-opportunity areas.
 - Remove barriers to producing affordable housing by streamlining the development process, including in high opportunity neighborhoods to decrease segregation and increase integration of protected classes (e.g., people with disabilities).
 - Increase the stock of affordable housing for people experiencing homelessness using the following tools/resources: Measure HHH; TOC Program; Updated Density Bonus; Unpermitted Dwelling Unit Ordinance; Shallow Subsidy Program; Comprehensive Homeless Strategy.
- Goal 2: Preserve the existing stock of affordable rental housing and rent stabilized housing.
 - Develop a citywide no-net-loss of affordable housing policy that is included in land-use plans, local laws, community plans, and Requests for Proposals for funding for affordable housing...In addition to “no net loss” on a parcel-specific basis, the City will begin to examine the feasibility of designating “no net loss” zones on an areawide basis.
 - Strengthen and expand education and outreach to tenants and owners of affordable rental housing at risk of conversion to market rents that include options for nonprofits and/or tenants to purchase expiring properties.
- Goal 3: Prevent displacement of low- and moderate-income residents.
 - Expand and strengthen support against unjust evictions, including just cause evictions and rent control policies.
 - Develop and implement an acquisition and rehabilitation loan program for small multi-family properties located in areas experiencing displacement pressures. Use a set of identified metrics to help determine impacted areas in the City.
 - Use best practice models for meaningful community engagement in planning and development decisions.
- Goal 4: Ensure equal access to housing for persons with protected characteristics, lower-income, and homeless residents.
- Goal 5: Expand access to opportunity for protected classes.
 - Implement Equitable Transit-Oriented Development utilizing Measure JJJ and TOC.

12, cont.

⁵¹ AFH at p. 334.

⁵² AFH Section V at p. 382.

- Implement developer incentives to promote increased local hiring preferences on all housing projects.
- Target workforce development resources in Racially or Ethnically Concentrated Areas of Poverty (R/ECAPs) to improve economic mobility.
- Goal 6: Increase community integration for persons with disabilities.
 - Require at least 10% of total units in all multi-family developments receiving public funds or funded with multifamily mortgage revenue bonds to be accessible to persons with mobility disabilities and at least 4% of total units to be accessible for persons with hearing and/or vision disabilities.
 - Require at least 10% and no more than 25% of units in all special needs developments or permanent supportive housing developments receiving public funds to be set aside for persons with disabilities, including individuals transitioning from institutional settings and individuals who are at risk of institutionalization.

12, cont.

These goals and strategies are intended to inform City decisions that have a fair housing impact. Clearly, the Downtown Community Plan will have enormous fair housing implications. As such, the City should take great care to ensure the Plan will advance the goals and strategies of the AFH. The CCU policy recommendations, if incorporated into the Plan, will help the City make tremendous progress in achieving consistency with the AFH. The Plan should be amended, as necessary, to achieve consistency with the AFH, especially as it relates to affordable housing creation and tenant protections. The FEIR should then assess the Plan’s consistency with the AFH.

3. *ILUP*

The DEIR does not evaluate the Draft Plan’s consistency or conflict with the City’s Industrial Land Use Policy (ILUP).

The ILUP is a comprehensive assessment of the City’s existing portfolio of industrial land uses and corresponding policy guidance to DCP.⁵³ The ILUP includes numerous provisions that are directly relevant to Community Plan updates. For example, in certain “Employment Protection Districts,” the DCP is directed to “identify through the Community Plan update process the capital and infrastructure needs and the actions necessary to assure the long-term viability of these areas for jobs and industry.”⁵⁴ In several other identified areas, the DCP is instructed to “incorporate in the Community Plan updates measures or Community Benefits [defined in the ILUP Directive to include on-site affordable housing] to address the loss of employment lands and the need to provide amenities in areas that have not previously been planned for non-industrial use.”⁵⁵ The ILUP contains numerous other directives relating to the Community Plan update process.⁵⁶ Because the ILUP provides guidance on the implementation of a variety of

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⁵³ ILUP documents available at, http://planning.lacity.org/Code_Studies/LanduseProj/TOC_IndustrialLUPProj.htm.

⁵⁴ City of Los Angeles, STAFF DIRECTION REGARDING INDUSTRIAL LAND USE AND POTENTIAL CONVERSION TO RESIDENTIAL OR OTHER USES (hereafter, “ILUP Staff Directive”), 4, available at, https://planning.lacity.org/Code_Studies/LanduseProj/Industrial_Files/StaffDirections.pdf.

⁵⁵ ILUP Staff Directive at pp. 5, 6.

⁵⁶ See *Id.* at pp. 1,3,5,6,7,10.

industrial land use policies intended to mitigate the environmental and health impacts of conflicting land uses, it should be evaluated in the DEIR.

The Plan will undoubtedly have impacts on industrial land use. Many sites are slated for transition from industrial use to “Hybrid Industrial,” or other new designations that support commercial or residential development. The Plan would result in an overall net loss of industrial zoned land.⁵⁷ The DEIR and Draft Plan present various arguments in favor of this industrial conversion. Yet, despite these significant proposed changes to the City’s stock of industrial land uses, the DEIR does not evaluate consistency with the City’s industrial land use policy. As a result of this omission, the DEIR fails to account for the guidance the ILUP provides to DCP in preparing Community Plan updates, and omits any reference to the standards for industrial conversions that are supposed to be embedded in Community Plan updates.

13, cont.

The FEIR should assess the Plan’s consistency with the entire ILUP, including a careful analysis of consistency with the various community benefits provisions contained therein.

4. CRA

The DEIR does not adequately evaluate the Draft Plan’s consistency with the Redevelopment Plans. The Downtown Plan Area contains three active redevelopment plans. All three plans include replacement housing requirements for dwelling units destroyed within the plan areas.⁵⁸ In contrast, the Draft Plan would not require all projects that destroy dwelling units to comply with a replacement requirement. Furthermore, the Redevelopment Plans include review and approval procedures that may implicate additional replacement obligations under Government Code Section 66300. The DEIR does not evaluate the significance of these potential inconsistencies. To address this potential inconsistency, the Plan should be revised to require all projects to replace any rent stabilized dwelling units or units affordable to or occupied by lower-income households that are destroyed by the project.

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5. Wiggins Settlement

The Wiggins Settlement Agreement and Development Guidelines and Controls for Single Room Occupancy (SRO) Residential Hotels must be implemented and enforced Downtown in order to preserve existing affordable housing in SROs and ensure that any SRO proposed for conversion or demolition guarantees a one-for-one replacement. Together, the Agreement, Guidelines, and the City Residential Hotel Ordinance provide a vital plan for the preservation of deeply affordable housing. The Downtown Community Plan needs to ensure proactive enforcement of these requirements, and consistency with these requirements should be evaluated in the EIR.

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⁵⁷ DEIR, Tables 4.10-1 and 4.10-2.

⁵⁸ See Section 532, Chinatown Redevelopment Plan. Section 409.3, City Center Redevelopment Plan, Section 409.3, Central Industrial Redevelopment Plan.

6. Racial Equity Analysis

DCP is embarking on the necessary process of confronting the myriad ways that planning and zoning decisions have created and continue to intensify disinvestment, racial segregation, and environmental injustice.

Los Angeles' history is full of racist and discriminatory land use practices where certain populations and neighborhoods prospered at the expense of others. As we described in the CCU People's Plan, "racial covenants, single-family zoning, and urban renewal are just a few examples of both explicit and masked efforts to protect white homeowners from others. In fact, each of our three neighborhoods – Chinatown, Little Tokyo, and Skid Row – were originally created to specifically segregate low-income immigrant and houseless residents from the rest of the City. In turn, many of the community organizations that work in these communities were established specifically to mitigate the harms caused by these place based policies. In more recent years, much has been made of the 'revitalization' or 'resurgence' of Downtown. But in too many instances, the policies and practices driving this 'resurgence' have caused more harm than benefit to low-income Downtown residents, including increased criminalization of unhoused residents and gentrification-fueled displacement and destabilization of low-income and immigrant communities – disproportionately harming communities of color."⁵⁹

We appreciate DCP's recognition that it must not only reflect on the role of planning in driving racial injustice, but it must also forcefully act to dismantle racist structures and systems and advance racially equitable practices.⁶⁰ Pursuant to the Mayor's Executive Order No. 27, the Department has named a Chief Equity Officer and has begun developing a Racial Equity Action Plan. We applaud these steps, but more can and must be done. Critical to crafting policy and investment strategies to achieve equity is an understanding of existing disparities and their historical origins. So we urge DCP to conduct a Racial Equity Analysis of the Draft Plan, similar to what the cities of Seattle⁶¹ and Oakland⁶² have done with their land use planning efforts. This must include but should not be limited to evaluating the following questions:

- Is the intensity of expected growth in Downtown likely to have an impact on displacement of traditionally excluded populations? Excluded populations are those that have been historically oppressed and continue to deal with oppressive and discriminatory forces because of factors such as race, sex, gender, age, and/or status. Examples include but are not limited to persons and communities of color, immigrants and refugees, English language learners, and low-income residents.

⁵⁹ Central City United, "People's Plan" at p. 3.

<https://static1.squarespace.com/static/5e2f9c1251bedc373bccf0fa/t/5e334c9e74383164f98c2bd9/1580420261516/CUPP2020-Download-FINAL.pdf>.

⁶⁰ Los Angeles Department of City Planning, Press Release, "Largest U.S. Planning Department Stewards Its First Chief Equity Officer Appointment," August 10, 2020. https://planning.lacity.org/odocument/bb80dfec-e843-4bf0-8774-1e917ef68e04/202008_ChiefEquityOfficer-PressRelease-English.pdf.

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<http://www.seattle.gov/documents/departments/opcd/ongoinginitiatives/seattlescomprehensiveplan/finalgrowthandequityanalysis.pdf>.

⁶² <https://data.oaklandca.gov/stories/s/Neighborhood-and-Civic-Life/efqn-hnnk>.

- Is the intensity of expected growth in Downtown likely to have an impact on traditionally excluded populations’ access to key determinants of physical, social, and economic well-being?
- Will the Plan’s impacts disproportionately affect traditionally excluded populations?
- What strategies and levels of investment are necessary to mitigate the impacts of expected growth and to maximize opportunities for equitable outcomes?

Additionally, the analysis must incorporate a detailed and nuanced understanding of the diversity within individual communities and how the Plan’s impacts on traditionally excluded communities are compounded for those facing multiple challenges.

Lastly, the analysis must also include a binding implementation plan outlining all of the programs, policies, and zoning standards specifically designed to create community stability and economic mobility for current residents, workers, and community serving small businesses in areas where new development could lead to displacement and where traditionally excluded populations currently lack access to opportunity. The analysis should be a standalone analysis, available for public review and comment, but also included in the FEIR.

Population, Housing & Employment Comments

I. The DEIR Population, Housing, and Employment Baseline Information is Insufficient and Inadequate to Conduct the Required CEQA Impact Analysis

A. The DEIR Fails to Account for the Current Public Health Pandemic

While “[g]enerally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published, ... [w]here existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project’s impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence.”⁶³

Therefore, while 2017 is the appropriate baseline for this DEIR, the City has been in the midst of a public health pandemic for the last nine months. This is one of those rare times where it is absolutely necessary, to provide an accurate picture of the Plan’s possible impacts, to define existing conditions beyond the 2017 baseline. The failure of the DEIR to mention – let alone engage in any level of analysis of – the current public health context is not only tone-deaf but also poor planning practice, especially in light of the fact that land use policies have the ability to impact neighborhood conditions that can increase or decrease infection risk, conditions such as rates of overcrowding, access to open space, and the loss of public health resources such as medical clinics and grocery stores due to rezoning and redevelopment. Even more problematic, the Draft Plan itself fails to make any mention of COVID-19 and the continued pandemic which will undoubtedly impact Downtown (and beyond). Therefore, we urge the City to supplement its 2017 baseline conditions with the addition of any available population, housing, and employment data points available at the time of drafting the FEIR and properly contextualize that data in light

⁶³ 14 CCR § 15125(a)(1).

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cont.

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of the ongoing pandemic, especially the increase in risk of housing instability, eviction and homelessness due to loss of income, loss of employment, loss of childcare, contraction of COVID-19, need to take care of a household or family member with COVID-19, lack of access to healthcare, etc. Additionally, the FEIR should also do an assessment of resident access to vital public health infrastructure such as grocery stores, medical clinics, and pharmacies utilizing the 10 minute walk metric used to describe access to parks and open space. The assessment should also analyze access to stores that accept CalFresh and WIC, health providers that accept Medi-Cal, and health providers that offer translation and interpretation services in threshold languages as defined by federal and state Civil Rights laws.

17, cont.

B. The DEIR Contains Incomplete Baseline Population Data

The DEIR omits relevant baseline population data. The DEIR accounts for the incarcerated population in Men’s Central Jail and Twin Towers Correctional Facility.⁶⁴ However, the DEIR does not include the Metropolitan Detention Center, a United States federal prison also located within the Plan Area. The FEIR should properly account for this omitted population.

The DEIR also fails to discuss the City’s own [Index of Neighborhood Change](#) and [Index of Displacement Pressure](#), both of which are relevant to the Threshold 4.12.2 impact analysis. Of particular interest to CCU are the Downtown neighborhoods of Chinatown, Little Tokyo and Skid Row. Under both of these indexes all three of these neighborhoods score in the High to Very High tiers of risk. The determination of these risk levels are a result of analysis of a number of data points relevant to this section of the DEIR, including, but not limited to, median household income, percent renter, RSO units, occupied units, rent burden. The FEIR should include analysis of both the underlying relevant data points and the aggregated risk levels and the impact of the Draft Plan on these population, housing and employment indicators.

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C. The DEIR Contains Incomplete Baseline Housing Data

1. Vacancy Baseline

The DEIR baseline housing inventory for the Plan Area relies on faulty and myopic logic. The housing baseline for 2017 is 34,000 units and “assumes no vacant units and all forecasted units are occupied.”⁶⁵ While this may be a relevant and conservative approach for forecasting *future housing needs* by assuming new housing needs will need to be met by new – not existing – housing units, it is not an appropriate methodology for accounting for the full breadth of potential housing impacts, including displacement impacts. For example, by not establishing an actual and accurate baseline of Downtown’s housing vacancy, any displacement analysis will be skewed. Vacancy can be a precursor and/or indicator of housing stock at risk of demolition or conversion and therefore is relevant information for analyzing whether the Plan will displace substantial numbers of housing units and people, directly or indirectly, and necessitate construction of replacement housing elsewhere. The FEIR should present and account for *actual* Downtown vacancy rates.

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⁶⁴ DEIR at p. 4.12-2.

⁶⁵ DEIR, Table 4.12-2 at p. 4.12-2.

2. *Housing Baseline*

Furthermore, the DEIR’s housing baseline is also incomplete because it fails to include comprehensive housing data necessary for conducting the required CEQA impact analysis.

The three relevant factors to the determination of significance related to displacement Threshold 4.12.2. are:

- “The total number of residential units to be demolished, converted to market-rate, or removed through other means as a result of the Proposed Project, in terms of net loss of market-rate and affordable units;
- The current and anticipated housing demand and supply of market-rate and affordable housing units in the area;
- The land use and demographic characteristics of the area and the appropriateness of housing in the area.”⁶⁶

The only housing data presented in the DEIR is:

- Historical (2010) and Baseline (2017) housing inventory.⁶⁷
- Extrapolation of number of households based on this housing inventory.⁶⁸
- Generalization of housing preferences by age group, e.g. young adults (20-34 years old) tend to occupy apartments and smaller single-family units, whereas the 35-65 year old population tends to occupy a range of housing types.⁶⁹
- Housing development projections with and without the Draft Plan.⁷⁰

However, the total number of residential units to be demolished, converted to market-rate, or removed through other means as a result of the Plan, in terms of net loss of both market-rate and affordable units requires the analysis of such data as actual vacancy rates, age of housing stock, expiring affordability covenants, base land use and zoning changes that could incentivize change in use, housing subject to REAP, etc. Similarly, the current and anticipated housing demand and supply of market-rate and affordable housing units in the area requires the analysis of housing tenure, housing affordability levels, population-specific housing, housing size relative to population data like household income, size, rent burden and overcrowding, etc. Lastly, the third factor explicitly mentions “land use and demographic characteristics of the area” – which is not included whatsoever in this section’s analysis and needs to be included; as well as the appropriateness of housing in the area, which requires many of the above mentioned data points as well as short-term rental housing data and its impacts on the total permanent housing stock Downtown.

Therefore, the FEIR should include all of the following additional baseline housing data and engage in adequate analysis of such data consistent with the Threshold requirements:

⁶⁶ DEIR at p. 4.12-14.

⁶⁷ DEIR at p. 4.12-2.

⁶⁸ *Id.*

⁶⁹ DEIR at p. 4.12-3.

⁷⁰ DEIR at p. 4.12-16 to p. 4.12-17.

19, cont.



- Actual Downtown vacancy rate;
- Age of housing stock;
- Number/percentage of units used for AirBnB and/or other short-term rental in Downtown;
- Downtown housing tenure;
- Downtown housing affordability, including RSO housing, housing with affordability covenants, their level of affordability (i.e., low-income, very low-income, extremely low-income), and any population requirements (e.g., special needs, TAY, veterans, senior);
- Downtown housing size, by bedroom-size;
- Downtown housing subject to the City’s REAP;
- Downtown household overcrowding;
- Downtown household rent burden; and
- Downtown household size.

Additionally, Measure JJJ requires the City to make an assessment considering whether the Plan amendment will “reduce the capacity for creation and preservation of affordable housing and *access to local jobs*.”⁷¹ However, the DEIR does nothing more than reference Measure JJJ in the Regulatory Framework subsection. While this Measure JJJ requirement is not a CEQA requirement, it is relevant to the analysis presented in the DEIR and is more than appropriate to expect the City to either include this assessment in the Draft Plan’s DEIR or incorporated and reference the assessment, if done elsewhere. No such assessment is included in the Draft Plan itself and CCU is not aware of the City completing this assessment at all to date. The Los Angeles Municipal Code requires DCP to complete this assessment and for the City Planning Commission to receive and vote to accept or reject proposed amendments.⁷² It is appropriate to request that DCP engage in this assessment as soon as possible and include it in the Plan and/or its FEIR prior to the City Planning Commission’s formal review of the Plan and FEIR.

19, cont.

D. The DEIR Contains Incomplete Baseline Jobs Data

As discussed above under Baseline General Comments, the lack of any mention or analysis of the current pandemic fails to provide an accurate picture of the current context – this includes data on unemployment, underemployment, sectors hardest hit by the pandemic (including both sectors that have been economically impacted as well as sectors at highest risk of transmission), etc. This baseline data is critical to the subsequent impact analysis. Under CEQA, as discussed in the Air Quality and GHG Section above, displacement (including jobs displacement) that leads to increased vehicle miles travelled has an indirect impact on increased GHG emissions and is a physical impact which must be analyzed and addressed. Beyond CEQA, Measure JJJ also requires a jobs assessment be conducted. That requirement is discussed in more detail above.

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⁷¹ DEIR at p. 4.12-10, emphasis added; *see also* LAMC § 11.5.8.A.

⁷² LAMC § 11.5.8.B.

II. The DEIR Population, Housing, and Employment Regulatory Framework Is Incomplete

The DEIR fails to include a complete presentation of all applicable local and state regulations. First, the DEIR fails to include mention and discussion of the Housing Accountability Act.⁷³ Distinct from State Housing Element Law⁷⁴, the Housing Accountability Act prohibits local agencies from disapproving or conditioning approval of affordable housing or emergency shelters unless the local agency makes specified written findings. The DEIR should be revised to include discussion and analysis of this state law.

Second, whether the Draft Plan is consistent with adopted City and regional housing policies requires the discussion and analysis of the Framework and Housing Elements (discussed more below), HUD Consolidated Plan and CHAS policies, the adopted Redevelopment Plans, Rent Stabilization Ordinance, and the RTP/SCS. The DEIR does not include any mention or analysis of the City’s Consolidated Plan and CHAS policies in the Project Impacts analysis starting at page 4.12-19. Therefore, the FEIR should include this omitted information.

Third, the DEIR is incomplete in its discussion of relevant housing, population, and jobs General Plan Framework and Housing Element objectives and policies; and fails altogether to engage in any analysis whatsoever of the Draft Plan’s consistency with these objectives and policies. The comments provided in this section serve to supplement the Land Use Section comments also found in this comment letter given that the DEIR mentions objectives and policies here (Population, Housing, and Employment) that were not mentioned in its Land Use Section. The table (Table 2) below outlines all of the relevant population, housing, and jobs General Plan Framework and Housing Element objectives and policies not included in the DEIR. These omissions must be addressed and analyzed for consistency with the Draft Plan in the FEIR.

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Table 2. General Plan Objectives and Policies Missing from DEIR Analysis

General Plan Framework Objectives & Policies missing from DEIR analysis	Comment
Land Use	
<i>Policy 3.1.1</i> Identify areas...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, education, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	
<i>Objective 3.7</i> Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents’ quality of life can be maintained or improved	
<i>Policy 3.7.1</i> Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.	
<i>NOTE: changes to Zoning Code, discussion of need to update/rectify any discrepancies.</i>	

⁷³ See Cal. Gov’t. Code § 65589.5.

⁷⁴ Cal. Gov’t. Code § 65580 et seq.

Policy 3.7.2 Consider decreasing the permitted densities, by amendments to the community plan, of areas designated for multi-family residential where there is a mix of existing unit types and density and/or built densities are below the maximum permitted. When determining whether to reduce these densities, consider the following criteria:

- a. There is inadequate public infrastructure or services to provide for the needs of existing or future residents for which the cost of improvements would result in an undue burden on the community or are infeasible;
- b. The quality of life of the area’s residents has been adversely impacted by the density of development (crime, noise, pollution, etc.);
- c. The neighborhood is physically and functionally stable;
- d. Existing housing units are structurally sound or can be upgraded without undue costs;
- e. There is a desire of the residents to preserve existing housing and neighborhood qualities; and/or
- f. Adequate housing potential exists or can be provided in nearby areas, including those designated for mixed-use development, in order to offset the loss of any potential units due to the reduced densities.

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

Housing

Policies

4.1.1 Provide sufficient land use and density of very low- and low-income housing developments in City subregions by providing incentives for scattered site development citywide.

4.1.2 Minimize the overconcentration of very low- and low-income housing developments in City subregions by providing incentives for scattered site development citywide.

4.1.3 Minimize the over concentration of public housing projects in a City subregion.

4.1.4 Reduce overcrowded housing conditions by providing incentives to encourage development of family-size units.

4.1.5 Monitor the growth of housing developments and the forecast of housing needs to achieve a distribution of housing resources to all portions of the City and all income segments of the City’s residents.

4.1.6 Create incentives and give priorities in permit processing for low- and very low-income housing developments throughout the City.

4.1.7 Establish incentives for the development of housing units appropriate for families with children and larger families.

21, cont.

4.1.8 Create incentives and reduce regulatory barriers in appropriate locations in order to promote the adaptive re-use of structures for housing and rehabilitation of existing units.

4.1.9 Whenever possible, assure adequate health-based buffer zones between new residential and emitting industries.

4.2.1 Offer incentives to include housing for very low- and low-income households in mixed-use developments.

4.4.1 Take the following actions in order to increase housing production and capacity:

- a. Establish development standards that are sufficiently detailed and tailored to community and neighborhood needs to reduce discretionary approvals requirements.
- b. Streamline procedures for securing building permits, inspections, and other clearances needed to construct housing.
- c. Consider raising thresholds for categorical exemptions for CEQA clearances for projects conforming to the City’s development standards, particularly when housing is combined with commercial uses in targeted growth areas.
- d. Consider establishing City service which assists applicants in processing applications for housing projects.

Economic Development

Policies

7.2.1 Identify the characteristics of any surplus City-owned land and determine the appropriateness of designating this land for public, commercial, industrial, or residential uses.

7.2.2 Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

7.2.4 Ensure that the City has enough capacity to accommodate the development of general commercial uses which support community needs in all parts of Los Angeles.

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

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

Policies

7.6.1 Encourage the inclusion of community-serving uses at the community and regional centers, in transit stations, and along the mixed-use corridors.

7.6.3 Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers.

21, cont.



Objective 7.7 Achieve an effective “match” between the qualifications of the local labor force and the anticipated personnel requirements of existing and emerging industries in the City.

Objective 7.9 Ensure the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City’s work force to both live and work in the City.

Policy 7.9.1 Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City’s fiscal structure.

Objective 7.10 Program resources in a manner that encourages appropriate development, housing opportunities, transit service and employment generation in all areas of the City, with particular emphasis on those portions of the City which historically have not received a proportional share of such opportunities, consistent with the City’s overall economic policies.

Policies

7.10.1 Focus available implementation resources in centers, districts, and mixed-use boulevards or “communities of need.”

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

7.10.3 Determine appropriate levels of service for, but not limited to, educational facilities, hospitals, job training and referral centers, and transportation opportunities in the "communities of need.

**Housing Element Objectives & Policies missing from DEIR analysis
Comment**

Policies

1.1.8 Expand affordable home ownership opportunities and support current homeowners in retaining their homeowner status

1.1.9 Expand affordable rental housing for all income groups that need assistance

1.1.10 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the City’s households

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

1.1.12 Develop financial resources for new construction of affordable housing

1.1.13 Facilitate innovative models that reduce the costs of housing production

1.1.14 Strengthen the capacity of the development community to development affordable housing

Objective 2.1 Promote safety and health within neighborhoods

Policies

2.1.1 Establish development standards and policing practices that reduce the likelihood of crime

21, cont.

2.1.2 Establish development standards and other measures that promote and implement positive health outcomes

Comment: This objective and related policies are especially relevant in today’s heightened racial tensions with police, community calls for reimagining public safety and policing practices, and the ongoing global pandemic where intersection of land use, public safety and health is being confronted more than ever. The City and DCP have made verbal commitments to advance equity and to “intentionally and authentically deepen [its] efforts to serve all communities of Los Angeles in a manner that promotes equity and inclusivity.” It is, therefore, expected that the City would be discussing racial equity – required or not by CEQA – in all of its analysis of land use policies and plans, especially a Community Plan Update.

Policy 2.1.2 has further relevance in our continued public health crisis. The Plan’s consistency with this policy requires both the presentation of existing COVID-19 related data (discussed above) and the analysis of the Plan’s impacts on the Plan Area.

Objective 2.3 Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources

Policies

2.3.1 Streamline entitlement, environmental, and permitting processes for sustainable buildings

Objective 4.1 Provide an adequate supply of short-term and permanent housing and services throughout the City that are appropriate and meet the specific needs of all persons who are homeless or at risk of homelessness

Policies

4.1.1 Ensure an adequate supply of emergency and temporary housing for people who are homeless or are at a risk of becoming homeless, including people with disabilities

4.1.5 Plan for emergency housing needs that will result from natural or man-made disasters

4.1.6 Provide housing facilities and supportive services for the homeless and special needs populations throughout the City, and reduce zoning and other regulatory barriers to their placement and operation in appropriate locations

Comment: It is especially concerning that given the City’s continued homelessness crisis and the fact that Skid Row is included in the Plan Area that the DEIR makes no mention whatsoever of the objectives or policies from Goal 4: Ending and Preventing Homelessness.

21, cont.

III. The DEIR Housing, Population, and Employment Environmental Impact Analysis is Incomplete and Inadequate

The DEIR should be revised to address all of the below inaccuracies and omissions to adequately determine whether the Draft Plan will have a significant impact on population, housing, and employment.

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A. The DEIR Erroneously Labels the Growth Inducement Threshold

There appears to be an error on page 4.12-13 where the DEIR references the growth inducement threshold of significance as “Threshold 4.12.2.” However, Threshold 4.12.2 is the displacement threshold of significance; therefore, this should be corrected in the FEIR to read “Threshold 4.12.1.”

22, cont.

B. The DEIR Fails to Engage in an Adequate Housing, Population and Employment CEQA Impact Analysis

Although social and economic impacts are not CEQA impacts unless they result in indirect physical impacts, as admitted in the DEIR, CEQA Guidelines still require a lead agency to consider the reasonably foreseeable indirect environmental consequences of a project’s economic or social impacts where supported by substantial evidence.⁷⁵ The DEIR concludes that the Draft Plan would neither induce substantial unplanned population growth nor displace substantial numbers of existing people or housing without engaging in adequate analysis to support that conclusion.⁷⁶

1. Displacement Impact Analysis

The DEIR conclusion that any displacement impact would be less than significant rests mainly on the City’s claim that while it is reasonably anticipated development from the Draft Plan will likely result in some displacement of housing and residents⁷⁷, the number of displaced units and residents and locations of any replacement housing would be speculative. This is problematic and incomplete analysis for a number of reasons.

23

First, the Project Impact subsection of the DEIR engages in no numerical calculations or analysis and only references the Plan Area’s capacity for an additional 99,000 units. It is impossible to conclude some displacement of housing and residents will occur but that whatever that is will not be significant without the presentation and analysis of additional data relevant to this conclusion. In the comments above, we outline the various relevant data points for this analysis that are not included in the DEIR. Without the data, there can be no analysis. Therefore, we reiterate that the FEIR must present all relevant population, housing, and employment data.

Second, this line of logic employed in the DEIR hides behind an arbitrary differentiation between what is “reasonably foreseeable” and what is “speculative” as a means of avoiding actual analysis of population, housing, and employment impacts.⁷⁸ There is an inherent uncertainty built into planning for the future built environment. However, what takes professional planning processes arguably out of the speculative into the reasonably foreseeable is the grounding in and application of data, facts, evidence of trends, and standardized planning principles. The City cannot opt out of engaging in proper planning process, by first ignoring the

⁷⁵ DEIR at p. 4.12-14 to p. 4.12-15.

⁷⁶ DEIR at pp. 4.12-15 & 4.12-19.

⁷⁷ DEIR at p. 4.12-19.

⁷⁸ DEIR at p. 4.12-20.

breadth of population, housing, and employment data available to it and then evading analysis of such data. The City is choosing to speculate – and then hide behind this veil of speculation – when it has full capacity to engage in fact-based, meaningful analysis that can predict what is likely to occur.

For example, the DEIR claims “...it would be speculative to attempt to identify which units and people, how many units and people might be displaced, and what the lag time, if any, might be.”⁷⁹ However, the environmental impact analysis for housing and population displacement does not require the City to pinpoint exact locations or numbers of units and persons displaced. Rather, the responsibility of the City is to engage with all known data – which it fails to do – and make reasonable projections about population and housing displacement across the Plan Area.

Therefore, it is imperative that the FEIR present a thorough *analysis* of all relevant data to properly land on a substantiated conclusion about the Draft Plan’s displacement impacts. In addition to utilizing the City’s own Index of Displacement and Index of Neighborhood Change, the City should utilize LA County’s displacement research⁸⁰ which layers data from UC Berkeley’s Urban Displacement Project with maps of areas currently or projected to have high levels of public and private investments, such as new transit stations and the LA River restoration, both of which are included in the Downtown Community Plan Area. The County research also includes sites within these neighborhoods to be prioritized for affordable housing, an Economic Assets Recovery Tool, a Social Equity Indicator, and a number of other resources. All of these tools are being utilized by the County as a way to strategically intervene before displacement occurs and that the City should also adopt as part of its planning efforts.

23, cont.

Additionally, while the Plan assumes that more market rate housing will decrease median rents for the region, given the significant number of extremely low-income residents in the Plan Area, even modest rent increases for units that are currently considered below market can lead to homelessness. As such, a displacement impact analysis must also take into consideration homelessness risk. The City should use predictive tools such as Zillow’s homelessness research⁸¹ and well as neighborhood and demographic data including:

- Total number of units that are:
 - Occupied by extremely low-income households;
 - Occupied by deeply low-income households;
 - SROs; and
 - Utilize Section 8 vouchers
- Total number of residents who:
 - Are living at 200% of the federal poverty level or below;
 - Live in overcrowded housing; and
 - If displaced, would not be able to afford a comparable median priced unit anywhere in the City.

⁷⁹ *Id.*

⁸⁰ See <http://file.lacounty.gov/SDSInter/bos/supdocs/143392.pdf>.

⁸¹ See <https://www.zillow.com/research/homelessness-rent-affordability-22247/>.

Additionally, it is important for the City to recognize the significant number of units that are occupied by more than one household. It is necessary for displacement and risk of homelessness assessments to be able to distinguish between multi-family households and large single-family households.

Third, the City is talking out of both sides of its mouth. The DEIR makes a number of unsubstantiated conclusions (in favor of finding no significant displacement impact), while at the same time claiming that it cannot quantify displacement impacts. This picking and choosing of when it can and when it cannot reach conclusions is not only completely inadequate, it is also in bad faith and insulting to the public. By way of example, the DEIR does not hesitate to claim that “[i]t is anticipated that any replacement housing need created by displacement of existing housing would be more than offset through implementation of the Downtown Plan.”⁸² Similarly, the DEIR claims that “displacement of housing units likely to occur due to the time lag between demolished units and construction of new units would be temporary and would be offset by the overall net increase in housing under the Downtown Plan.”⁸³ There is no data presented to back-up any of these assertions, but yet the City was comfortable to make these conclusions and does not couch them as speculation. How is it speculative to estimate the amount of displacement but then conclude that any displacement impacts will be met by new housing in the Draft Plan? This clearly illustrates the inconsistent logic applied in the DEIR and must be rectified in the FEIR.

23, cont.

Fourth, despite stating that loss of affordable housing or displacement that results in transportation or other impacts related to people driving a farther distance⁸⁴ is an example of a CEQA (indirect) environmental impact, DEIR does not assess what, if any, impact the loss of affordable housing or displacement would have on the need for people to drive farther distances or the need for additional housing construction elsewhere. Once again, the DEIR ignores engaging in the full analysis required by CEQA. Displacement is anticipated. Therefore, even if the City concludes that displacement impacts would not result in transportation or other environmental impacts, such conclusion still requires corroborating analysis and discussion. The FEIR must provide this analysis.

CCU additionally incorporates into this section the displacement risk and analysis comments made above in this comment letter’s Land Use Section.

IV. The DEIR Housing, Population, and Employment Cumulative Impacts Analysis is Incomplete and Inadequate

Historically, the City has allocated more growth Downtown to be consistent with the General Plan Framework vision for Downtown as a center of urban activity and SCAG’s goal of reducing vehicle miles travelled by locating housing and jobs by transit.⁸⁵ This Draft Plan follows suit, accommodating “a high proportion of Citywide population, housing, and employment growth projected by SCAG through 2040 in the Downtown Plan Area.” However, the Cumulative Impacts Section fails to discuss how and where the City is allocating the rest of projected

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⁸² *Id.*

⁸³ DEIR at p. 4.12-21.

⁸⁴ DEIR at p. 4.12-14.

⁸⁵ DEIR at p. 4.12-18.

Citywide growth. Even though there are other community plans that have not yet been updated or are not yet in the update process, if the City has the Citywide growth projections and has allocated a portion of that Citywide projection to Downtown it logically follows that there was a determination made of appropriate allocations to the other Community Plan areas. Therefore, the cumulative impacts analysis should account for and provide the distribution of growth across all plan areas to properly conclude less than significant impact in Downtown. The FEIR should include this Citywide distribution by Community Plan area.

24, cont.

We urge the City to make the all of the abovementioned changes to the Population, Housing and Employment Section and adequately evaluate the direct and indirect population, housing, and employment impacts of the Plan in the FEIR.

Recreation Comments

I. The DEIR’s Recreation Section is Inadequate and Must Be Supplemented with Additional Analyses and Mitigation Measures

The DEIR’s Recreation Section fails to adequately analyze whether and to what extent the influx of new residents over the next twenty years facilitated by the Plan will increase the use and subsequent physical deterioration of existing parks and recreational facilities. The City does not provide baseline information about the current levels of use or physical conditions of the Downtown Plan Area’s parks and recreational facilities, which would be essential to determining whether any increase in use or subsequent physical deterioration is likely to occur. According to the 2016 Los Angeles County Parks Need Assessment, the Downtown Plan Area is comprised of neighborhoods having “Very High” or “High” park needs, which is a likely indicator that existing park use is relatively high. In addition, community feedback has consistently confirmed that Downtown parks have among the highest user rates in the City. Moreover, in 2020 alone, community members have reported parks in Downtown being used as temporary homeless shelters, COVID-19 testing sites, cooling centers, food distribution centers, learning centers, shelters from wildfire impacts, and day camps for children. As discussed earlier in this comment letter, increased use of parks due to COVID-19 is yet another reason for including a supplemental baseline of 2020 and pandemic-specific data points for analysis of the Plan’s environmental impacts. Clearly, much more information on current park and recreational facility uses is needed to inform the DEIR on this issue.

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Rather than including such information in the DEIR and conducting an appropriate analysis, the City simply assumes that new development resulting from the Plan will increase the use of park and recreational facilities and accelerate the deterioration of those parks and facilities. This is already concerning and improper in that the degree of increased use and/or deterioration is not being measured, as stated above. The greater concern, however, is that the DEIR fails to even offer or consider any mitigation measures to address the acknowledged significant impacts described above. The City flatly states that “[b]ecause of the lack of available space to develop new parks to serve the anticipated population growth in the Downtown Plan Area, feasible mitigation beyond the policies and initiatives included in the Downtown Plan to enhance Downtown Plan Area recreational opportunities, as described above, is not available. Therefore,

this impact would be unavoidably significant,”⁸⁶ and “[b]ecause mitigation is not available to address the impact related to deterioration of existing parks, this impact would be significant and unavoidable.”⁸⁷ This cursory analysis is patently inadequate and in violation of CEQA. No analysis supports that the Plan Area has a “lack of available space to develop new parks,” but even if that were the case, available space is not the only factor relevant to potential mitigation. For illustrative purposes, why does the City not include any goals to use Quimby fees to fix up deteriorating facilities or enhance park programs and operations? The DEIR’s discussion on Quimby and other park fees is limited to acquisition and new development, even though Quimby can be used for renovations, equipment, and improvements at existing parks. The City must identify proposed mitigation measures to actually address the acknowledged significant impacts.

25, cont.

Finally, we question whether the DEIR has adequately analyzed the ancillary impacts of parks and recreational facilities that might need to be built as a result of the Plan. For instance, the Plan’s prioritization of “catalytic parks”⁸⁸ may well have significant greenhouse gas impacts as they will likely draw residents from all over the Los Angeles basin, as opposed to neighborhood and pocket parks that are designed for local residents.

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Conclusion

CCU respectfully requests that the City address all of the abovementioned comments and incorporate all of the abovementioned changes to its CEQA analysis and FEIR on the Downtown Community Plan. Should you have any questions or need clarification on any of the above, please do not hesitate to contact us.

Sincerely,



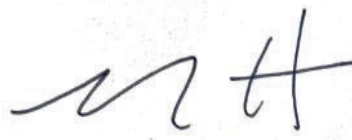
Sissy Trinh
Southeast Asian Community Alliance



Erich Nakano
Little Tokyo Service Center



Steve Diaz
Los Angeles Community Action Network



Greg Bonett
Public Counsel

⁸⁶ DEIR at p. 4.14-9.

⁸⁷ DEIR at p. 4.14-10.

⁸⁸ DEIR at p. 4.14-11.

Appendix A: Central City United People's Plan



Central City United People's Plan

Mike Dennis/IG: @fraudfix.

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introduction

The Central City United (CCU) Coalition,¹ as stakeholders in Skid Row, Little Tokyo, and Chinatown, proudly presents our People's Plan for an equitable and inclusive Downtown Community Plan. Our collective community engagement has resulted in the following policy and zoning recommendations that prioritize affordable and supportive housing, promote inclusive economic development, strengthen community leadership, create healthy neighborhoods, and sustain the culture of existing neighborhoods and peoples. The CCU People's Plan reflects the priorities and needs of our communities and envisions a Downtown where all communities—especially low-income communities, immigrants, and unhoused people—can live, work, and thrive.

BY 2040 DOWNTOWN LOS ANGELES WILL ADD:



125K
PEOPLE



70K
HOUSING
UNITS



55K
JOBS

Home to the City's oldest neighborhoods, Downtown Los Angeles has seen over a century's worth of transformation, with many more changes yet to come. At least 76,000 people currently live in the Downtown Community Plan Area,² with hundreds of thousands of people from across Southern California visiting Downtown each day to work, play, worship, and access healthcare and other vital services. This population will continue to grow. By 2040, Downtown is projected to add approximately 125,000 people, 70,000 housing units, and 55,000 jobs.

How will this growth happen? **Will future development uplift the low-income residents and stakeholders who have built and strengthened Downtown neighborhoods for generations?** Will new investments be directed to not only stabilize low-income communities and communities of color, but enable them to thrive? Will the decision-making process that drives Downtown growth be grounded in racial and economic justice?

These are some of the pressing questions that drive our collective engagement in the Downtown LA Community Plan Update (DTLA 2040).

To usher in a truly equitable future for Downtown, we need to learn from our past. Historically the City has done a poor job of planning for its most vulnerable residents. Like so many cities across the country, Los Angeles has a history of racist and discriminatory land use practices that have created and perpetuated segregation. Racial covenants, single-family zoning, and urban renewal are just a few examples of both explicit and masked efforts to “protect” white homeowners from “others.” In fact, each of our three neighborhoods—Chinatown, Little Tokyo, and Skid Row—were originally created to specifically segregate low-income immigrant and houseless residents from the rest of the City. In more recent years, much has been made of the “revitalization” or “resurgence” of Downtown. But in too many instances, the policies and practices driving this “resurgence” have caused more harm than benefit to low-income Downtown residents, including increased criminalization of unhoused residents and gentrification-fueled displacement and destabilization of low-income and immigrant communities. Our intimate historical experiences with harmful land use and zoning policies make us especially invested in ensuring DTLA 2040 advances truly equitable planning.

The City’s past does not have to become its future. **Our current affordable housing and houselessness crisis makes the need for inclusive and equitable planning all the more urgent, and DTLA 2040 provides an important opportunity for exactly that.** As the City plans for growth, we believe these plans can be carefully tailored to ensure that Downtown becomes better for everyone, in particular residents and stakeholders at risk of displacement and those who are unhoused.

The CCU Coalition, led by the Southeast Asian Community Alliance (SEACA), Little Tokyo Service Center (LTSC) and the Los Angeles Community Action Network (LA CAN), as key stakeholders in Chinatown, Little Tokyo, and Skid Row, along with Public Counsel, proudly share our collective vision for an equitable, inclusive, people-centered DTLA 2040.

. The CCU Coalition came together to lift up the voices and concerns of the poorest and most vulnerable residents of Downtown in the community plan process. We know from experience that community-led planning results in healthier, more stable communities.

Our Coalition has been engaged with the Downtown Community Plan update process since its inception. We have spent, separately and collectively, hundreds of hours convening community

meetings, conducting outreach, and educating our communities across seven languages about the community plan process and discussing its impacts. Through this, we have built capacity among local residents to be active participants in the planning process.

The CCU People's Plan is the result of our collective community engagement and reflects the priorities and needs of residents in Skid Row, Little Tokyo, and Chinatown. The specific policy and zoning recommendations in the CCU People's Plan were developed in collaboration with residents and stakeholders, and are based on proven models, many of which have already been incorporated into other City planning documents. Our communities have contributed to the history, vitality, and unique culture of Downtown, which has made it the "heart of Los Angeles." As such, we believe that planning efforts for Downtown must include and elevate the voices of our communities in order to ensure a stronger and more equitable DTLA 2040.

our neighborhoods

Skid Row, Little Tokyo and Chinatown each have their own unique histories, priorities, and needs. But, there is also a significant amount of shared history, values, and hopes for the future. Each neighborhood has endured the harmful impacts of discriminatory land use planning, and each neighborhood has demonstrated community resiliency and ingenuity that should be used as models for equitable planning across the City.

I. SKID ROW



Skid Row is home to the highest concentration of unsheltered individuals anywhere in the nation. On any given night, over 4,700 people are houseless and over 2,700 people sleep on the sidewalks in this 54-block area of Los Angeles.³ Skid Row is also a community, where low-income and unhoused Angelenos discover and create opportunity and organize around housing justice and human rights.

In 1976, the City of Los Angeles enacted a zoning plan to preserve the biggest collection of low-income housing in Los Angeles County by preserving the Skid Row neighborhood. In the nearly 50 years since then, many units of low-cost housing have been lost to conversion and demolition. But many other housing units have been taken out of slumlord hands and are now owned by nonprofits who have both renovated existing buildings and developed new ones. In addition to sidewalk encampments, thousands of Skid Row residents live in emergency shelters and short-term programs, as well as Permanent Supportive Housing, privately owned Residential Hotels, and Single Room Occupancy (SRO) hotels. Supporting Skid Row residents requires multiple coordinated efforts, including but not limited to creating more deeply affordable and supportive housing, preserving existing low-cost housing, strengthening tenants' rights, enforcing habitability standards and ensuring healthy homes, ending the criminalization of poverty, and promoting food justice and economic opportunity.

IN LOS ANGELES, BLACK RESIDENTS MAKE UP JUST 9% OF THE POPULATION,
BUT 38% OF THOSE EXPERIENCING HOUSELESSNESS



Skid Row is a predominantly Black neighborhood. In Los Angeles, Black residents make up just 9% of the population, but 38% of those experiencing houselessness.⁴ This underscores the importance of centering racial equity and justice in the DTLA 2040 process and its ultimate outcomes—not just for Skid Row in particular, but for all of the City’s communities of color and historically ethnic-identified neighborhoods.

The Skid Row community has a history of strong and effective activism. Skid Row residents have successfully advocated for a moratorium on hotel conversions and the reinvestment in Gladys Park. And Skid Row residents took the initiative to start providing trash cans and cleaning up streets when the City wouldn’t.⁵ That spirit of activism and resiliency now carries forward to DTLA 2040. Skid Row residents and service providers have been convening for years to evaluate the impacts of the Community Plan update and educate City officials about key priorities and needs.⁶ DTLA 2040 needs to center these priorities and needs in its policies, programs and zoning standards.

II. LITTLE TOKYO



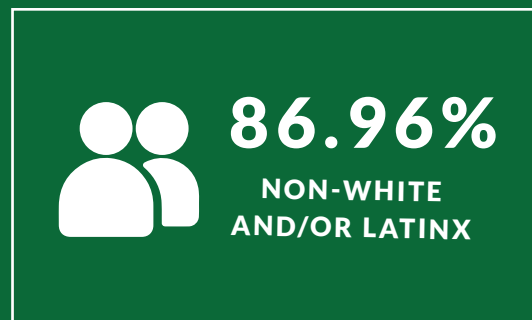
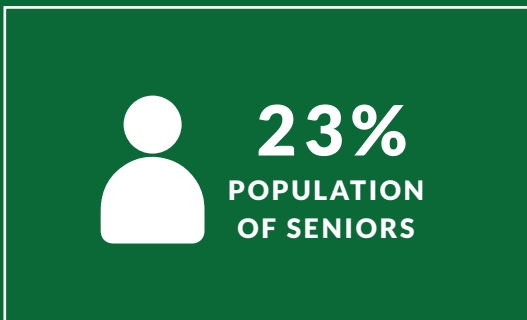
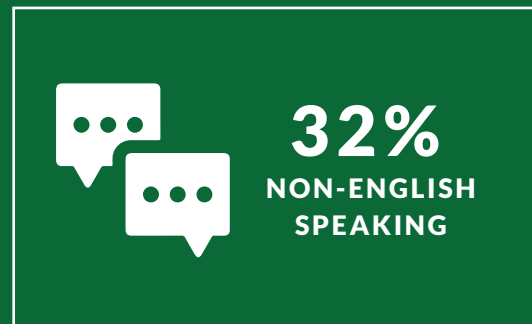
Scott Oshima

Little Tokyo is an over 130 year old community, the second oldest neighborhood in Los Angeles, and one of only three remaining historic Japantowns in all of the United States. Little Tokyo has endured waves of displacement, initially triggered by WWII Executive Order 9066, which authorized the internment of residents of Japanese descent and was followed by the City's use of eminent domain power to expand the Civic Center.

Yet Little Tokyo has endured and is now one of just two designated California Cultural Districts in the City of Los Angeles. The small neighborhood boasts more than 50 traditional and contemporary cultural and spiritual groups, organizations, and institutions. It is also home to over 15 major Japanese American, Asian American, and Pacific Islander arts and cultural institutions.⁷ The arts in Little Tokyo generate approximately \$55.5 million per year and 1,734 jobs.⁸

Little Tokyo has historically been rich in long-time, family-run and multigenerational small businesses that are integral to Little Tokyo's culture, survival, and identity. Unfortunately, many have been struggling with rising rents and inconsistent patronage over the last five years⁹ due to increased real estate pressures in broader Downtown and the expansion of light rail construction. The majority of new development in Little Tokyo since the mid 2000's has been private market rate housing and commercial development, but the community continues to fight for community control over publicly owned land that was taken during and after the WWII internment of Japanese residents and Japanese Americans.

THE ARTS IN LITTLE TOKYO GENERATE APPROXIMATELY \$55.5 MILLION PER YEAR AND 1,734 JOBS.



There are about 3,589 people^{10 11} living in Little Tokyo, with an average household size of mostly one or two people, and an extremely low median income of \$20,169¹² primarily due to the high population of fixed and low-income senior residents (and portions of Skid Row residents). About 23% of the population are seniors.) About 32% of the community is non-English speaking and 86.96% of the population is non-white and/or Latinx. The majority of the residents are Asian (1,476), followed by Black residents (704), White residents (731), and other (678).

Little Tokyo, similar to Skid Row and Chinatown, is known for being pedestrian-friendly. The neighborhood's Walk Score (2016) is a high 94.01 and its Transit Score (2016) is a very high 97.41.¹³ The average number of vehicles per household is less than one. Additionally, the percent of people who commute via public transit (between 2013-2017) is close to 20%, which is almost four times the regional average. Over 15% of the Little Tokyo community walks to work, more than seven times the regional average.

DTLA 2040 is a critical opportunity to preserve rich cultural assets, increase affordable housing, promote a thriving economy of culturally significant and community-serving small businesses, support a growing senior population, and enhance some of the City's most transit-oriented and pedestrian-friendly development in Little Tokyo.

III. CHINATOWN



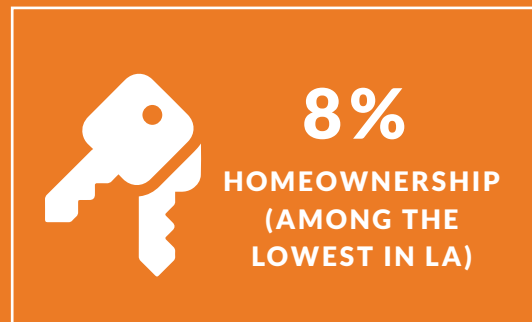
Rudy Espinoza

Chinatown was originally established in the 1800's in order to racially segregate Asian residents from the rest of the City.

Simultaneously, state and federal laws barred Asian residents from property ownership, access to higher education, and citizenship (and therefore the ability to vote), severely limiting Asian communities' ability to thrive. Provided with a captive audience of renters unable to live elsewhere, property owners in Chinatown had little incentive to maintain their properties, allowing the neighborhood to deteriorate into a slum until the City demolished the entire community to make way for Union Station.

Barred from accessing mainstream economic and educational opportunities, newly arrived immigrants and refugees responded by creating their own neighborhood associations, social service programs, and small businesses. Today, Chinatown is home to over 400 small businesses and micro-entrepreneurs, many employing local residents and providing vital culturally and linguistically needed goods and services.¹⁴ As a bustling residential and employment center for low-income Asian immigrants, Chinatown's jobs, retail, and affordable housing mix has meant that 25% of all households are able to go car-free.¹⁵ In fact, 11% of residents walk to work and Chinatown buses have some of the highest ridership in the entire Metro bus network, making Chinatown the model for a walkable, transit-oriented community.¹⁶

TODAY CHINATOWN IS HOME TO OVER 400 SMALL BUSINESS AND MICRO ENTREPRENEURS



However, the gentrification of Chinatown now threatens the cultural and historical fabric of the community. The adaptive reuse of buildings into creative office and mixed-use developments has led to the closure of four supermarkets and several community-serving small businesses as well as the loss of hundreds of local jobs. Even with thousands of new market rate units built in the last few years, Chinatown remains a low-income community with a median household income of \$28,500.¹⁷ With a 35% poverty rate and with 92% of Chinatown residents identifying as renters, many residents are only one rent increase away from becoming houseless.¹⁸

DTLA 2040 is an opportunity to usher in new standards and rules that can preserve Chinatown's important cultural and community assets while creating new housing that is truly affordable to the low-income Chinatown residents who have invested so much in their neighborhood.

our shared vision

Public support for equitable development policies is at an all-time high. In the last several years, voters overwhelmingly backed several local measures to increase the supply of affordable housing and fund solutions to our houselessness crisis.

Faced with these challenges and opportunities, we came together to create a People's Plan for Downtown that seeks to:

- 1 Stop displacement by prioritizing tenant protections and creating a net gain of affordable and supportive housing.**
- 2 Promote inclusive economic development that supports workers, community-serving businesses, and residents on limited incomes.**
- 3 Strengthen community leadership in the planning and development of Downtown's low-income communities.**
- 4 Create neighborhoods that support the health, well-being, and dignity of all residents and stakeholders.**
- 5 Sustain the cultural practices and values of the existing neighborhoods and people.**

policy recommendations

The Goals, Policies, and Programs recommended below were developed in collaboration with low-income residents and stakeholders in our communities, and are based on proven models, many of which have already been incorporated into other City planning documents, such as the South and Southeast LA community plans. Specific proposed amendments and recommendations to the Draft Downtown Community Plan Text (released June 2019) are included in a separate appendix.



HOUSING AND COMPLETE NEIGHBORHOODS

Amend current draft Policies and include new Goals, Policies, and Programs to:

- Prevent the displacement of low-income residents and strengthen tenant protections.
- Preserve existing affordable housing and ensure no net loss of affordable housing opportunities.
- Prioritize deeper affordability for residents most at risk of homelessness.
- Promote land trusts and community stewardship to prevent displacement and promote housing stability.
- Maximize the utility of public land in creating new affordable and supportive housing.
- Ensure that new development is accountable to community needs and land use incentives are consistent with value capture principles for affordable housing production.
- Promote and prioritize development of supportive and 100% affordable housing projects.
- Advance a comprehensive strategy to support homeless Downtown residents by increasing access to services and affordable housing and preventing unjust criminalization.



ECONOMIC DEVELOPMENT

Amend current draft Policies and include new Goals, Policies, and Programs to:

- Enhance quality employment opportunities.
- Promote inclusive entrepreneurship.
- Establish a definition and provide incentives and policies to preserve existing and promote new Community-Serving Small Businesses.
- Ensure inclusive and culturally relevant economic development.



URBAN FORM

Amend current draft Policies and include new Goals, Policies, and Programs to:

- Integrate anti-displacement principles into urban form and design.
- Prohibit hostile architecture.
- Promote safe walkable urban design.



HISTORIC AND CULTURAL RESOURCES

Amend current draft Policies and include new Goals, Policies, and Programs to:

- Center low-income communities in the promotion and preservation of cultural resources.
- Ensure adaptive reuse does not result in displacement of residents and Community-Serving Small Businesses.
- Promote low-income community engagement and involvement in historic and cultural resource programming.



WELLNESS AND SUSTAINABILITY

Amend current draft Policies and include new Goals, Policies, and Programs to:

- Enhance community health.
- Prevent the negative health consequences of displacement by promoting equitable development, tenant protections, and support for Community-Serving Small Businesses.



DOWNTOWN PLACES

Amend current draft Policies and include new Goals, Policies, and Programs to:

- Ensure equitable development in each Downtown neighborhood.
- Prioritize deep affordability and clarify a mixed-income standard for new live/work development.
- Prioritize deeply affordable housing in Skid Row.
- Strengthen Skid Row assets and prevent policy and design standards that harm extremely low-income and houseless residents.
- Ensure inclusive and responsible open space and affordable housing development.
- Amend existing draft policies to prioritize affordability and community-serving uses in Chinatown and Little Tokyo (“Village” Communities).
- Prioritize deeply affordable housing, displacement avoidance, inclusive economic development, and support cultural institutions in Village communities.



MOBILITY AND CONNECTIVITY

Amend current draft Policies and include new Goals, Policies, and Programs to:

- Enhance mobility and connectivity for the most vulnerable populations.



PUBLIC REALM AND OPEN SPACE

Amend current draft Policies and include new Goals, Policies, and Programs to:

- Promote park equity and inclusive open space in Downtown.
- Advance equitable LA River revitalization.

zoning & community benefits recommendations

The following proposed changes to the Draft Downtown Community Plan Zones and Community Benefits Program (released October 2019) reflect the priorities and needs of our community members for more affordable housing, access to more publicly accessible open space, and the inclusion of a greater range of community benefits. More detail on the proposed recommendations is included in a separate appendix.

- 1** Expand the IX1 district to ensure greater coverage of the 100% affordable housing standards.
- 2** Eliminate development incentives for moderate and above-moderate income housing to focus on most needed deeply affordable housing.
- 3** Adjust the on-site affordable housing incentive and density standards to achieve more effective value capture and better align with standards in the proven TOC program
- 4** Prioritize on-site affordable housing to ensure inclusive neighborhoods.
- 5** Prevent the direct displacement of current residents through strict requirements on the use of development incentives.
- 6** Modify the definition of “Publicly Accessible Open Space” to ensure it is truly open to all.
- 7** Expand “Community Facilities” incentives to encourage a broader range of community benefits.

conclusion

We are in a decisive moment. DTLA 2040 presents a unique opportunity to affirm the City's commitment to equitable, community-centered planning in one of LA's most diverse and rapidly changing communities. Building on progress in recent community plan updates, like the South and Southeast LA Community Plans, the City can advance new policies, programs, and zoning standards that directly address the harms of past discriminatory planning practices and equitably distribute resources and opportunities to low-income residents and communities of color in the Downtown Community Plan Area. And with significant attention on DTLA 2040 as the first Community Plan updates to apply new re:code LA zoning tools, the City can set a new citywide standard for equitable and collaborative community planning. None of this will be possible, however, unless the City actively and meaningfully engages the communities most at-risk of being excluded from the resources and opportunities flowing into Downtown. In collaboration with low-income resident leaders from Chinatown, Little Tokyo and Skid Row, the Central City United Coalition is proud to present this community-driven vision for an equitable DTLA 2040. We welcome the opportunity to work with the City to amend the Draft Plan to integrate these principles and to ensure a healthy, thriving, and sustainable Downtown for everyone.

¹ “Central City” refers to the Downtown Community Plan area

² Draft Downtown Community Plan, Table 1.1.

³ 2019 Greater Los Angeles Homeless Count - Skid Row Data Summary, <https://www.lahsa.org/documents?id=3527-hc2019-skid-row-data-summary.pdf>

⁴ 2019 Greater Los Angeles Homeless Count - City of Los Angeles Data Summary, <https://www.lahsa.org/documents?id=3421-2019-greater-los-angeles-homeless-count-city-of-los-angeles.pdf>; see also “Report and Recommendations of the Ad Hoc Committee on Black People Experiencing Homelessness,” Los Angeles Homeless Services Authority, December 2018, <https://www.lahsa.org/documents?id=2823-report-andrecommendations-of-the-ad-hoc-committee-on-blackpeople-experiencing-homelessness>.

⁵ Los Angeles Poverty Department, Walk the Talk 2018, page 4, <https://www.lapovertydept.org/wordpress/wp-content/uploads/2018/10/WTT2018.pdf>.

⁶ See Inner City Law Center, Policy Briefing Paper, “Land Use Planning in Skid Row: Strategies to Prevent Displacement and Build Affordable Housing” June 2018, <http://www.innercitylaw.org/wp-content/uploads/2018/06/skid-row-zoning.pdf?fbclid=IwAR3X0Q9YvCwtAKH3NZVJdYLPtkl2Xbk-OyEHMfd2DFb37Pq86ZqIJGkrjps>.

⁷ Sustainable Little Tokyo 2020, <http://sustainablelittletokyo.org/content/2-projects/10-slt2020/slt-2020-brochure.pdf>.

⁸ Sustainable Little Tokyo, Arts Economic Impact Report (forthcoming).

⁹ Sustainable Little Tokyo 2020, <http://sustainablelittletokyo.org/projects/slt2020>.

¹⁰ Our neighborhood demographics data is approximate because of census tract boundaries conflicting with the neighborhood boundaries. It includes portion of Skid Row and does not include some residents and institutions, particularly East of Alameda.

¹¹ Enterprise Community Partners Opportunity360 Tool, Census Tract 2062, <https://www.enterprisecommunity.org/opportunity360/measure>.

¹² Id.

¹³ Id.

¹⁴ Based on a census of small business and micro entrepreneurs in Chinatown conducted by SEACA in 2019.

¹⁵ American Community Survey, 2017 5-Year Estimates.

¹⁶ Id.

¹⁷ Id.

¹⁸ Id.

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**Appendix B: December 2019 Central City United Proposed Amendments to July 2019
Draft DTLA Community Plan Policy Text**

CENTRAL CITY UNITED
PROPOSED AMENDMENTS TO JULY 2019 DRAFT DTLA COMMUNITY PLAN POLICY TEXT

HOUSING AND COMPLETE NEIGHBORHOODS	
Recommendation	Edits/Inserts to Draft Plan
<p>(1) Prevent the displacement of low-income residents and strengthen tenant protection policies.</p>	<p>(A) Include new Goals and corresponding Policies and Programs focused on displacement avoidance, tenant protections, and healthy housing.</p> <p><u>LU GOALI [#]</u> <u>EQUITABLE DEVELOPMENT THAT DOES NOT DISPLACE LOW-INCOME RESIDENTS AND INCLUSIVE GROWTH THAT ENHANCES THE RIGHTS OF LOW-INCOME TENANTS.</u></p> <p><u>LU [#].[#] Avoid Displacement.</u> <u>New development should avoid the displacement of current residents.</u></p> <p><u>LU [#].[#] Preserve Rent-Stabilized Units.</u> <u>Preserve and maintain rental units that are protected by the Rent Stabilization Ordinance (RSO) and maintain no net loss of affordable units in the Plan Area.</u></p> <p><u>LU [#].[#] Anti-Displacement Coordination with Community-Based Organizations.</u> <u>Foster effective collaboration and coordination between City departments and tenant organizations to more quickly identify displacement and eviction threats and more efficiently respond with adequate resources and strategies.</u></p> <p><u>LU [#].[#] Tenants' Rights Enforcement.</u> <u>Encourage an increase in resources for tenants' rights enforcement and protections, including legal representation, RSO monitoring and enforcement, and tracking of evictions and tenant buyout agreements in RSO units.</u></p> <p><u>LU [#].[#] Minimize the Harmful Impacts of Ellis Act Displacement.</u> <u>Develop programs and resources to increase enforcement of Ellis Act notice requirements and re-rental restrictions, explore options to strengthen right of return and prioritize new affordable housing opportunities for households displaced by Ellis Act evictions.</u></p>
	<p>Notes</p> <p>Although thousands of low-income Downtown residents face ever-intensifying displacement threats, the current Draft Plan says very little about this most pressing issue. Displacement is a direct cause of homelessness and a destructive force in low-income communities and communities of color throughout Downtown.</p> <p>The Plan must address displacement risks head-on and include Goals, Policies and Programs that create real tools to minimize displacement and promote community stability. It is vital that the Plan address displacement risks explicitly and with meaningful policies.</p> <p>These Goals, Policies and Programs were developed in collaboration with low-income residents and stakeholders from across Downtown, and based on proven models, many of</p>

which have already been incorporated into other City planning documents.

Adding these Goals, Policies, and Programs to the Plan will ensure that Downtown remains a diverse community where quality housing opportunities are actually available to all.

LU [#].[#] **Tenant's Right of Return.**
Provide former low-income tenants of demolished units with the first right of refusal on leases for the new housing units constructed on-site at affordable rents.*

LU GOAL [#]
ALL HOUSING IS HEALTHY AND SAFE.

LU [#].[#]
Promote safe building practices that support healthy homes. (e.g. low-VOC emissions materials, asbestos-free materials, lead-free paint).

LU [#].[#]
Proactively monitor and regulate modifications to any residential rental building component that may release environmental hazards, and ensure tenants receive meaningful relocation assistance when necessary.

LU [#].[#]
Train City departments, property owners, and property managers on tenants' rights to live in habitable housing, the health effects of environmental hazard exposure, and appropriate management of environmental hazards such as lead and asbestos to prevent tenant exposure.

PXX Ellis Act: Study and implement policies to prevent the harmful impacts of Ellis Act evictions, including heightened notice requirements, increased relocation assistance, stronger penalties for Ellis Act abuse, and increased resources for monitoring and enforcement. Support state legislation to reform or repeal the Ellis Act.*

LU [#].[#] HCIDLA

PXX Universal Just Cause Eviction Protections:
Encourage citywide expansion of the Just Cause eviction protections in the RSO to all rental units. Just Cause protections promote community stability by ensuring that renters are protected against arbitrary

LU [#].[#] HCIDLA

	<p>and unjust evictions.</p>	
	<p>PXX <u>Tenants' Right to Counsel:</u> Support the adoption of a policy and corresponding funding to provide legal representation to every tenant fighting an eviction.</p>	<p><u>LU [#].[#]</u> <u>HCIDLA</u></p>
	<p>PXX <u>Tenant Rights:</u> Encourage the adoption of stronger anti-tenant harassment laws and enhanced enforcement of rent stabilization requirements and protections against housing discrimination.</p>	<p><u>LU [#].[#]</u> <u>HCIDLA</u></p>
	<p>PXX <u>RSO Enforcement:</u> Establish and designate neighborhood-based RSO Enforcement Specialists with appropriate linguistic and cultural expertise to proactively work with tenants, landlords, and community groups to enhance the habitability and prevent the loss of RSO units in the Plan Area.*</p>	<p><u>LU [#].[#]</u> <u>HCIDLA</u></p>
	<p>PXX <u>Healthy Homes:</u> Ensure all appropriate City departments are trained to identify and address environmental hazards, including, but not limited to mold, asbestos, and lead hazards affecting tenants, and develop strategies to prevent and mitigate the negative health impacts of repair or construction work that may release environmental hazards, including providing meaningful relocation assistance at the expense of the property owners, and enforcing tenants' right to return to their repaired rental units.</p>	<p><u>LU [#].[#]</u> <u>HCIDLA</u></p>

<p><i>(2) Preserve existing affordable housing and ensure no net loss of affordable housing opportunities</i></p>	<p>PXX</p> <p>Health and Habitability Training and Outreach: <u>Require property owners and property managers to undergo training on responsible management of environmental hazards and tenants' right to live in habitable housing, and partner with community-based organizations to assist in outreach to tenants to inform them of their rights to live in habitable housing, regardless of their income, race, or immigration status.</u></p>	<p>HCIDLA DBS</p>	<p>Several Policies and Programs in the current Draft Plan address the creation and incentivization of <i>new</i> affordable housing. While this is important, Downtown is also home to an <i>existing</i> affordable housing stock that must be preserved.</p> <p>All of the City's recent efforts to increase the production of affordable housing are undermined by the loss of existing affordability. We need strategies that promote production and preservation together.</p> <p>There are thousands of existing affordable units in the Chinatown, Little Tokyo and Skid Row neighborhoods, many of which are at constant risk of</p>
	<p>(A) Include a new Goal and corresponding Policies and Programs focused on preserving the City's existing affordable housing stock.</p> <p><u>LU GOAL [##]</u> <u>EXISTING AFFORDABLE HOUSING IS PRESERVED AND THE OVERALL STOCK OF SAFE, ACCESSIBLE AND AFFORDABLE HOUSING AVAILABLE TO LOWER-INCOME HOUSEHOLDS INCREASES.</u></p> <p><u>LU [##].[##] Preserve Existing Multifamily Housing.</u> <u>Prioritize preservation and maintenance of the existing multifamily housing stock as the foundation of the community's affordable housing supply.</u></p> <p><u>LU [##].[##] Preserve Expiring Covenants.</u> <u>Coordinate with relevant agencies to ensure the renewal of expiring affordable housing covenants and promote opportunities for tenant purchase or acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to achieve affordability in perpetuity.</u></p> <p><u>LU [##].[##] Monitor and Report Threats to Affordable and Rent-Stabilized Housing.</u> <u>Monitor and produce annual public reports on the number and location of condominium conversions, Ellis Act evictions, demolitions, tenant buyout agreements and evictions within the Community Plan Area.*</u></p> <p><u>LU [##].[##] DTLA No Net Loss.</u> <u>Establish and monitor an inventory of existing units that are covenanted affordable, rent-stabilized, or occupied by lower-income households in Downtown and implement</u></p>		

targeted tenant protection and affordable housing programs to recover any measured loss in covered units and increase the baseline of affordable units in Downtown.

LU [#].[#] Residential Conversion Annual Allowance.
Residential Conversion Projects, as defined in LAMC Section 12.95.2, shall be denied if the vacancy rate in the Community Plan Area is five percent or less or if the cumulative effect on the rental housing market is significant. In any event, the maximum number of units converted as part of a Residential Conversion Project in the Community Plan Area shall not exceed [XX] per 12-month period.*

LU [#].[#] Residential Demolition Permits.
No permit for residential demolition in the Community Plan Area shall be issued unless all necessary building permits have been issued for new construction on the site.*

LU [#].[#] Residential Demolition Annual Allowance.
The maximum number of residential units demolished in the Community Plan Area shall not exceed [XX] per 12-month period.*

LU [#].[#] Preserve Residential Hotels.
Prevent the conversion or demolition of residential hotels and enforce the rights of residential hotel tenants through additional resources and proactive enforcement of the Residential Hotel Ordinance and the Wiggins Settlement.

DTLA No Net Loss Program: Establish a process to create and monitor an inventory of all units in the Community Plan Area that are covenanted affordable, rent stabilized, and/or occupied by lower-income households. Update and publish the inventory annually. Whenever a loss of covered units is recorded, implement additional tenant protections and affordable housing policies and resources until such time that the loss is recovered.*

PXX

Housing Stock Monitoring Program: Create a multi-department working group to establish and implement

being lost to conversion or demolition.

To address this important but often overlooked dimension of our affordable housing crisis, the Plan should include a Goal and corresponding Policies that specifically address preservation of the existing affordable housing stock. These proposed Policies are proven and effective strategies (many are included in other Community Plans like South and Southeast LA), and are necessary to ensure a net gain of affordable units in the Downtown community.

	<p>PXX a comprehensive monitoring program that will develop an inventory and track changes to the stock of units that are covenanted affordable, rent-stabilized, and/or occupied by lower-income households, as well as trends relating to Ellis Act evictions, condominium conversions, demolitions, tenant buyout agreements, evictions, and other indicators of potential loss of affordable and rent-stabilized housing.*</p>	
	<p>Residential Conversion Annual Allowance: Establish and implement monitoring and waitlist procedures to implement an annual allowance of no more than PXX residential conversions in the Community Plan Area per 12 month period.*</p>	<p>LU [#].[#] HCIDLA</p>
	<p>PXX Demolitions: Promptly establish and implement monitoring and waitlist procedures to prohibit new residential demolition permits unless and until all necessary building permits have been issued for new construction on the site, and limit the total number of residential demolition permits to no more than PXX in any 12 month period.*</p>	<p>LU [#].[#] HCIDLA</p>
<p>(3) Prioritize deeper affordability for residents most at risk of homelessness</p>	<p>(A) Amend existing draft Goals and Policies relating to affordable housing production to prioritize deeper affordability levels.</p> <p>LU GOAL 3 QUALITY HOUSING OPPORTUNITIES AFFORDABLE TO A VARIETY OF HOUSEHOLDS, PRIORITIZING HOUSING FOR THOSE MOST IN NEED.</p> <p>LU 4.2 Find opportunities to Create affordable housing options for middle-income and workforce populations— that are affordable to and occupied by lower income persons and families, prioritizing deeper affordability for currently houseless residents and those most at risk of falling into homelessness.</p>	<p>The current Draft Plan includes Policies that promote housing opportunities to a variety of households, but it doesn't go far enough to prioritize the type of housing we need the most - affordable to very low and extremely low income households.</p> <p>Overall, far more housing is being produced at above</p>

	<p>(B) Include new policies prioritizing deeper affordability.</p> <p><u>LU [#].[#]</u> <u>Incentivize new development to contribute towards the community's deeply low-, extremely low-, and very low-income housing needs.</u></p> <p><u>LU [#].[#]</u> <u>Utilize public land and funding for the construction of new housing for deeply low-, extremely low-, very low-, and low-income households.</u></p>	<p>moderate-income levels, and in Downtown in particular, there has been a boom in luxury housing development. Meanwhile, the enormous deficit of affordable housing (over 500,000 units countywide) continues to grow larger. We are facing a crisis of epic proportions and the Plan needs to reflect that reality. Instead of catering to higher-income housing, the Plan must prioritize the deeply affordable housing that our communities so desperately need and that is not otherwise being developed to meet this need.</p> <p>These new and revised Policies will help align the Plan with the realities facing most Downtown residents and more effectively address the larger community's most pressing needs.</p>
<p>(4) Promote land trusts and community stewardship to prevent displacement and promote housing stability</p>	<p>(A) Include new Policies to advance land acquisition by community land trusts and affordable housing developers.</p> <p><u>LU [#].[#]</u> <u>Develop strategies to assist community land trusts and affordable housing developers with property acquisition. Coordinate with non-profit developers and community land trusts to take advantage of off-site acquisition options provided under Measure JJJ.</u></p>	<p>The Plan should include more concrete Policies and Programs to further advance the community land trust model. The proposed Policy of developing strategies to</p>

<p>(5) Maximize the utility of public land in creating new affordable and supportive housing</p>	<p>(B) Include a new Policy and Program to establish a centralized, accessible database of land transactions.</p> <p><u>LU [#].[#]</u> <u>Collect and make public all available information about land sales and property transactions in the Community Plan Area, to the extent possible.</u></p> <hr/> <p>Land Sales/Property Transactions: <u>Explore options to collect and make information about land sales and property transactions in the Community Plan Area more publicly accessible to support opportunities for purchase by affordable housing developers, community-based organizations, or community land trusts, and to enhance communities' access to information regarding changes in their own neighborhoods.</u></p> <p>PXX</p>	<p>assist community land trusts and affordable housing developers in land acquisition has been included in other Community Plans like South and Southeast LA.</p> <p>Community land trusts are an important tool to secure community control of gentrifying neighborhoods. Compared with traditional affordable housing models, land trusts allow communities greater flexibility to collectively identify their priorities around unit mix, affordability, and complementary community serving uses - and to adjust those priorities as community needs change over time.</p>
<p>(5) Maximize the utility of public land in creating new affordable and supportive housing</p>	<p>(A) Include a new Goal and corresponding Policies and Programs focused on using public land to produce new affordable and supportive housing.</p> <p>LU GOAL [#] <u>THE PRODUCTION OF AFFORDABLE AND SUPPORTIVE HOUSING IS PRIORITIZED ON PUBLIC LAND.</u></p> <p>LU [#].[#] Public Investment in Affordable Housing <u>Utilize public land and funding for the construction of new housing for deeply low-, extremely low-, very low-, and low-income households.</u></p>	<p>Public land, which is already off the speculative market, is a very important but underutilized asset to confront our affordable housing crisis. The Plan should focus the City's attention on identifying and utilizing appropriate City-owned property to increase affordable housing, minimize displacement, and</p>

<p>(6) Ensure that new development is accountable to community needs and land use incentives are consistent with value capture principles for affordable housing production</p>	<p><u>LU [#].[#] Strategic Use of City-Owned Land.</u> Devote City-owned land exclusively to the creation of 100 percent affordable and/or supportive housing projects through below-market or no-cost sale or lease to non-profit developers or community land trusts.</p> <p><u>LU [#].[#] Surplus Land.</u> Prioritize the creation of affordable housing by facilitating below-market sale or lease of surplus and other underutilized property to affordable housing developers, or for the creation of new park space where there is a demonstrated need for one or the other, consistent with state law.</p> <hr/> <p>PXX <u>Surplus Land:</u> Conduct an inventory of publicly-owned land in the Community Plan Area and support efforts to adopt policies to require the re-use of CRA-owned and surplus City-owned property for community uses, prioritizing affordable housing and park space, consistent with the procedures outlined in the state Surplus Land Act.</p> <hr/> <p>PXX <u>City-owned Land for Affordable Housing:</u> Restrict the use of City-owned land to housing development that is 100 percent affordable.</p> <hr/> <p>(A) Amend draft Policies related to housing production to ensure consistency with value capture principles and Measure JJJ requirements.</p> <p>LU 1.3 Establish an incentive-based zoning system that delivers public benefits such as affordable housing, public parks and open space, historic preservation, <u>resources for people experiencing houselessness, Community Serving Small Businesses,</u> and community facilities to Downtown communities.</p> <p>LU 2.2 Provide incentives and simplify zoning regulations, where possible, to expedite the production of <u>mixed-income and 100% affordable</u> housing.</p>	<p>advance community control of land. This must include proper compliance with the newly amended state Surplus Land Act, but should go even further by restricting all City-owned land for affordable housing at no-cost or below-market prices, with priority on conveying land to support community stewardship and land trust development. The City has adopted similar policies in prior Community Plans like South and Southeast LA.</p>
		<p>The Draft Plan contemplates an incentive-based zoning system to provide public benefits like affordable housing in new development.</p> <p>Incentive zoning can be an important tool to create inclusive, mixed-income development and increase affordable housing supply. However, to be most effective, these programs</p>

LU 2.3

Expand the areas where housing is permitted to meet projected housing needs, while ensuring the inclusion of on-site affordable housing consistent with value capture principles and Measure JJJ requirements.

LU 2.5

Expand the areas where the Adaptive Reuse Ordinance can be utilized with the inclusion of on-site affordable housing.

LU 2.6

Develop further incentives and simplify zoning regulations to expedite the rehabilitation and conversion of historic buildings into a variety of housing types with on-site affordability, including live/work units, micro-units/SROs, and multi-bedroom units for families in order to support a range of household types.

LU 3.4

Disaggregate the cost of parking from the cost of housing and eliminate residential parking requirements to allow flexibility and create better affordability at all levels with on-site affordable housing standards to avoid undermining State Density Bonus Law, the TOC Program, or other affordable housing incentive programs.*

LU 4.3

Promote, through requirements and incentives, shared on-site amenities, including usable publicly accessible open space in new development projects

(B) Add new Policies and Programs to ensure housing incentives are aligned with on-site affordability standards.

LU [#].[#]

Ensure that all land use incentives are aligned with on-site affordable housing standards that meet or exceed the standards in Measure JJJ and the TOC Program.*

LU [#].[#]

Incentivize new development to contribute towards the community's deeply low-, extremely low-, and very low-income housing needs.

must be grounded in value capture principles and carefully crafted to not undermine other programs. Specifically, the Plan's incentive programs (as outlined in the zoning standards, CPIO, and Community Benefits Program) need to align density increases with meaningful on-site affordability.

The incentives must not undermine Measure JJJ, the TOC program, State Density Bonus Law, or other programs by offering more density in exchange for less affordability. In fact, Measure JJJ explicitly prohibits the City from approving changes to a Community Plan that would reduce the capacity for creation and preservation of affordable housing and access to local jobs, or undermine the state density bonus or other affordable housing incentive programs. Any zone change that increases the base FAR without affordability requirements, or any incentive structure that

	<p>Vacancy Penalty: Support the adoption of a vacant homes penalty assessed on sites with vacant residential and commercial units; prioritize the use of revenue for the creation and preservation of deeply affordable housing, including supportive housing and land acquisition by community land trusts.*</p> <p>PXX</p> <hr/> <p>(C) Add a new Goal and corresponding Policies to ensure new development is responsive to community needs.</p> <p>LU GOAL [#] <u>RESIDENTIAL DEVELOPMENT SUPPORTS THE DIVERSE HOUSING NEEDS OF LOW-INCOME DOWNTOWN RESIDENTS</u></p> <p><u>LU [#].[#]</u> Promote the development of affordable family housing, both rental and ownership, with three or more bedrooms to accommodate larger households and multigenerational living.</p> <p><u>LU [#].[#]</u> Encourage larger housing developments to incorporate a mix of units that include designs that accommodate families, independent adults, seniors, and persons with disabilities.</p> <p><u>LU [#].[#]</u> Encourage amenities for children, such as outdoor play areas and childcare facilities, in multifamily housing developments.</p> <p><u>LU [#].[#]</u> Encourage accessibility and amenities for seniors in multifamily housing developments.</p>	<p>grants more density for less affordability than the TOC program would violate this provision.</p> <p>Incentives should also be carefully designed to encourage affordable housing that meets community needs, such as housing for seniors, families with children, and persons with disabilities. Promoting the development of housing for these groups would be consistent with the City's duties to affirmatively further fair housing under AB 686 (adopted in 2018).</p>
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<p>(7) Promote and prioritize development of supportive and 100% affordable housing projects</p>	<p>(A) Include new Policies and Programs focused on promoting supportive housing development.</p> <p><u>LU [#].[#]</u> <u>Prioritize the development of permanent supportive housing.</u></p> <hr/> <p><u>Remove Obstacles to Permanent Supportive Housing:</u> <u>Identify and eliminate barriers to the funding, approval, and development of permanent supportive housing.</u></p> <p><u>LU [#].[#]</u></p> <hr/> <p><u>Innovative Models to Increase Permanent Supportive Housing on Public Land:</u> <u>Identify and implement innovative strategies to decrease costs and increase the stock of permanent supportive housing units on City-owned land.</u></p> <p><u>LU [#].[#]</u></p> <hr/> <p><u>Innovative Models to Increase Permanent Supportive Housing on Public Land:</u> <u>Identify and implement innovative strategies to decrease costs and increase the stock of permanent supportive housing units on City-owned land.</u></p> <p><u>LU [#].[#]</u></p>	<p>LU 2.4 and LU 29.7 are the only goals in the Draft Plan that aim to “encourage” the development of permanent supportive housing (PSH), and those goals address the development of PSH in tandem with the development of other types of housing. Given that Downtown is home to Skid Row and thousands of houseless residents, the Plan should include Policies and Programs that more explicitly and specifically prioritize the development of PSH.</p>
<p>(8) Advance a comprehensive strategy to support houseless Downtown residents by increasing access to services and affordable housing</p>	<p>(B) Include a new Goal and corresponding Policies and Programs focused on supporting houseless residents and improving access to supportive and affordable housing.</p> <p><u>LU GOAL [#]</u> <u>HOUSELESS RESIDENTS ARE TREATED WITH DIGNITY AND RESPECT AND HAVE ACCESS TO NECESSARY SERVICES.</u></p>	<p>LA’s houselessness crisis is unprecedented and devastating, and in many ways, Downtown is the epicenter.</p> <p>Any Downtown Community Plan that is developed and adopted in the midst of this</p>

and preventing unjust criminalization

LU [#].[#]

Prevent criminalization of houseless residents and eliminate hostile architecture and design, and other tactics that impede houseless residents' ability to rest.

LU [#].[#]

Create new public health infrastructure, such as rest stops with hygiene services like showers, restrooms, and cold drinking water, along with social service outreach, at sites that are linked to social spaces like parks, community centers, and transit stops.*

LU [#].[#]

Ensure that transit stops do not include hostile architecture or design that impedes houseless residents' ability to rest.

LU [#].[#]

Support efforts to increase funding for new social services sites that are linked to public social spaces like parks, community centers, and transit stops.

LU GOAL [#]

HOUSELESS RESIDENTS HAVE ACCESS TO SAFE, AFFORDABLE HOUSING AND SERVICES.

LU [#].[#]

Ensure no net loss of affordable housing units by creating, monitoring, and updating an inventory of all units that are covenanted affordable, rent-stabilized, or occupied by lower-income households, including units not covered by the Wiggins Settlement or the City Residential Hotel Ordinance, and take steps to maintain and exceed this baseline in the Community Plan Area.

LU [#].[#] **Preserve Residential Hotels.**

Prevent the conversion or demolition of residential hotels and enforce the rights of residential hotel tenants through additional resources and proactive enforcement of the Residential Hotel Ordinance and Wiggins Settlement.

LU [#].[#]

Prioritize and expedite the development of permanent supportive housing and affordable housing at deeply affordable rents.

crisis must acknowledge the problem directly and focus on a transformative response.

Simply referencing houselessness throughout the Plan is not sufficient. The Plan needs a specific Goal devoted to confronting the crisis and supporting houseless residents, with corresponding Policies and Programs that ensure that houseless residents are treated with compassion, human rights are upheld, and significant resources and programming is devoted to increasing access to services and housing.

	<p>PXX Decriminalization: Create and implement a strategy to end the criminalization of houselessness and divert criminal enforcement spending to instead support increased access to public health infrastructure, quality healthcare, social services, and affordable and supportive housing.</p> <p style="text-align: right;">LU [#].[#]</p>	
ECONOMIC DEVELOPMENT		
Recommendation	Edits/Inserts to Draft Plan	Notes
<p>(1) Enhance quality employment opportunities</p>	<p>(A) Amend draft Policy 8.1 and include a new Policy and Program to promote targeted employment opportunities for individuals facing barriers to employment.</p> <p>LU 8.1 Improve economic opportunity through local and targeted hiring, living wage provisions, job resource centers and job training, and supporting workforce development programs and partnerships.</p> <p>LU [#].[#] <u>Create opportunities for individuals facing barriers to employment, including but not limited to being houseless; being a custodial single parent; receiving public assistance; lacking a GED or high school diploma; having a criminal record or other involvement with the criminal justice system; suffering from chronic unemployment; being emancipated from the foster care system; having limited English proficiency, or being a veteran.</u></p> <p>PXX <u>Local Hiring:</u> Encourage businesses to hire locally, and require local hiring for discretionary projects with Development Agreements to the extent feasible. Local hiring programs should include opportunities for individuals facing barriers to employment including but not limited to being houseless; being a custodial single parent; receiving public assistance; lacking a GED or high school diploma; having a criminal record or other involvement with the criminal justice system; suffering from chronic unemployment; being emancipated from the foster care system; having limited English proficiency, or being a veteran.</p>	<p>With new development in Downtown, there will certainly be new employment opportunities. However, those new employment opportunities will not necessarily be available to the low-income and immigrant residents in our neighborhoods. Many of the residents of Chinatown, Little Tokyo and Skid Row face additional barriers to employment - they may be houseless, have a criminal record or have limited English proficiency.</p> <p>Additionally, the pressures of gentrification are already causing small businesses in our neighborhoods to close, which are some of the primary employers in our communities. Without protections, this loss of jobs will only accelerate as new development takes place,</p>

	<p>PXX <u>Living Wage Program</u>: Explore the possibility of including a Living Wage Program in the zoning code that would include requirements that employers hire locally and from disadvantaged populations, and pay living wages, so that local residents have an opportunity to access some of the benefits resulting from major development projects.</p> <p>LU <u>[#].[#]</u> LU GOAL <u>[#]</u> AN ECONOMY WHERE THE PEOPLE WHO WORK DOWNTOWN CAN ALSO LIVE DOWNTOWN</p> <p>LU <u>[#].[#]</u> Promote a jobs-housing fit, where housing is available at rents affordable to low-wage Downtown workers, enabling workers to have stable housing, increased job security, and shorter commutes.</p> <p>LU <u>[#].[#]</u> Include incentives for local and targeted hiring for construction jobs in affordable housing incentive programs.</p> <p>LU <u>[#].[#]</u> Evaluate the impacts of new development on local economic development, including commitments to local and targeted hiring, living wages, local procurement, and impacts on Community Serving Small Businesses.</p> <p>PXX Jobs-Housing Fit: Determine the number of low-wage workers and the amount of housing affordable to such workers in the Community Plan Area. Explore policies to improve the job-housing fit to reduce commute times for low-wage workers.</p>	rents rise, and small businesses are displaced. The Plan needs to do more to ensure that the low-income residents of Downtown are able to benefit from any employment opportunities that will result from the Plan. The Plan can accomplish this by creating Policies and Programs that encourage local and targeted hiring and living wage opportunities as well as promote employment opportunities for those facing barriers to employment. Similar policies have been adopted by the City in previous Community Plans, such as in South and Southeast LA.
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(2) Promote inclusive entrepreneurship

(A) Define Community Serving Small Business.

Community Serving Small Business

A privately-owned corporation, cooperative, non-profit, social enterprise or other entity that serves the local neighborhood by employing local residents or providing culturally appropriate and/or needed goods or services for a mixed-income community and meets at least three of the following four standards: (a) has no more than twenty-five employees/shareholders; (b) is not franchised or affiliated with a national chain; (c) pays all employees a living wage; (d) has been operating in the Community Plan Area for at least 15 years.

(B) Amend existing draft Policies and Programs to protect and promote Community Serving Small Businesses and microentrepreneurs.

LU 7.1

Ensure Downtown’s built environment welcomes a range of industry and business types as market needs evolve over time, while preventing the displacement of existing Community Serving Small Businesses.

LU 8.7

Support street vending through technical assistance, access to capital, inclusive design standards, and affordable and accessible permitting procedures to increase access to economic opportunity and healthy food, and reinforce Downtown’s active street life.

(C) Include new Policies and Programs to protect and promote Community Serving Small Businesses and microentrepreneurs.

LU [#].[#]

Encourage Mixed-Use and Commercial developments to provide retail spaces appropriate for Community Serving Small Businesses.

LU [#].[#]

Incentivize Mixed-Use and Commercial developments to provide long-term leases and reduced rent to Community Serving Small Businesses.

The Downtown Community Plan Area is rich with small businesses that have long served and contributed to the unique identities of existing communities like Chinatown and Little Tokyo. These businesses are also some of the primary employers in our neighborhoods. However, we are already seeing the displacement of these community-serving small businesses due to rising rents and gentrification. As the Plan incentivizes more development in our neighborhoods, we fear that even more of these businesses will be lost.

The Plan must do more to preserve and promote community-serving small businesses that have contributed so much to the economy and development of Downtown, but are often excluded from opportunities in traditional development. First, the Plan should include a definition of “Community Serving Small Business.” In addition, the Plan should include Policies and Programs to protect

LU [#].[#]

Prevent the displacement of Community Serving Small Businesses as a result of new development.

LU [#].[#]

Increase opportunities for Community Serving Small Businesses and social enterprises to secure procurement contracts from new development projects.

LU [#].[#]

Increase opportunities and resources for low-income microentrepreneurs to establish business enterprises and contribute to the Downtown economy.

LU [#].[#]

Create and implement programs that support low-income entrepreneurs and Community Serving Small Businesses with technical assistance such as signage and facade design, lease review, business development, and legal services.

LU [#].[#]

Encourage the development of new commissaries and commercial kitchens, as a new or accessory use, to support low-income street vendors in accessing permits and sustaining their business.

LU [#].[#]

Protect existing markets and swap meets that provide low-income entrepreneurship opportunities and offer affordable and/or culturally significant retail opportunities.

LU [#].[#]

Encourage the development of a City subsidy program that allows for a reduced or below market rate rent for Community Serving Small Businesses.

Community serving retail space: Identify resources LU [#].[#]

and strategies to incentivize or require Mixed-Use and

Commercial developments to provide retail space that

is appropriate for Community Serving Small

Businesses.

and promote Community Serving Small Businesses and microentrepreneurs, such as street vendors. Many of these policies and programs were adopted as part of the South and Southeast LA Community Plans, and are proven models and best practices.

These efforts can bolster the small business economy, create and sustain jobs in Downtown, and keep local capital in the community.

	<p><u>PXX</u> <u>Promote Community Serving Small Businesses:</u> <u>Create and fund programs to promote Community Serving Small Businesses, including highlighting businesses in City publications, free advertising on City-owned properties, and grants for advertising support.</u></p>	<p><u>LU</u> <u>[#]</u> <u>[#]</u></p>
	<p><u>PXX</u> <u>Increase Resources for Local Entrepreneurs and Small Businesses:</u> <u>Increase the availability of resources to finance small business startup/ expansion for local entrepreneurs committed to benefitting the local community. Explore and enhance resources to finance development that is committed to leasing to local and less credit-ready small businesses.</u></p>	<p><u>LU</u> <u>[#]</u> <u>[#]</u></p>
	<p><u>PXX</u> <u>Long-Term Commercial Leases:</u> <u>Identify strategies to promote and enhance the availability of long-term commercial leases for Community Serving Small Businesses, including subsidy programs for rent.</u></p>	<p><u>LU</u> <u>[#]</u> <u>[#]</u></p>
	<p><u>PXX</u> <u>Procurement:</u> <u>Identify strategies to increase opportunities for Community Serving Small Businesses and social enterprises to secure procurement contracts from new development projects.</u></p>	<p><u>LU</u> <u>[#]</u> <u>[#]</u></p>
	<p><u>PXX</u> <u>Encourage Community Serving Small Businesses:</u> <u>Develop an incentive and subsidy program to provide below-market rent to Community Serving Small Businesses, prioritizing businesses owned by lower-income or moderate-income residents.</u></p>	<p><u>LU</u> <u>[#]</u> <u>[#]</u></p>

	<p><u>Commissaries and Commercial Kitchens: Study and develop new strategies to increase the availability of commissary and commercial kitchen space for low-income sidewalk vendors, including incentives for new commissaries and by-right approval of commissaries as an accessory use at existing schools, restaurants and churches.</u></p> <p>PXX</p>	
<p>(3) Ensure inclusive and culturally relevant economic development</p>	<p>(A) Amend existing draft Policies and Programs to ensure inclusive and culturally relevant economic development.</p> <p>LU 5.4</p> <p>Support efforts to expand Convention Center business and position the City to host world-class events like the Olympic Games. <u>End criminalization of poverty and prioritize affordable and supportive housing and services in order to prevent economic development-induced displacement.</u></p> <p>LU GOAL 6</p> <p>A CENTER OF WORLD-CLASS INNOVATION, ENTREPRENEURSHIP, AND NEW MARKETS THAT REFLECT AND STRENGTHEN THE CULTURAL DIVERSITY OF DOWNTOWN.</p> <p><u>LU [#].[#]</u></p> <p><u>Increase the availability and affordability of art production and exhibition space for community-based artists to strengthen arts and cultural assets Downtown.</u></p> <p><u>LU [#].[#]</u></p> <p><u>Enable community ownership of creative space, including incubators, studio space, and art production and exhibition space.</u></p> <p>(B) Include new Policies and Programs to ensure inclusive and equitable economic development.</p> <p><u>LU [#].[#]</u></p> <p><u>Ensure that new commercial development creates quality employment opportunities for local workers and does not displace housing or existing small businesses.</u></p>	<p>Economic development policy in Downtown should not just focus on attracting business and private investments. It should also be inclusive and reflect the existing cultural diversity of Downtown, which is what has made it attractive for development in the first place.</p> <p>There is a risk with all new economic development for the displacement of existing communities. Chinatown, Little Tokyo and Skid Row are particularly vulnerable and ripe for this economic development-induced displacement.</p> <p>Therefore, within its economic development goals, the Plan must explicitly include Policies and Programs to ensure that economic development</p>

	<p>Equity in Opportunity Zones: Develop and implement policies, including but not limited to overlay zones, affordable housing requirements, and funding restrictions, to ensure that any Opportunity Zone investments in Los Angeles do not displace low-income residents or small businesses and are accountable to the low-income neighborhoods they are intended to benefit.</p> <p>PXX</p>	<p>does not displace existing residents and small businesses and that economic development actually benefits low-income residents.</p>
URBAN FORM		
<p>Recommendation</p> <p>(1) Ensure inclusive and equitable urban form</p>	<p style="text-align: center;">Edits/Inserts to Draft Plan</p> <p>(A) Amend existing policies to integrate anti-displacement principles into urban form and design.</p> <p>LU 9.1</p> <p>Strategically concentrate the highest densities and intensities within the Community Plan Area to respond to historic development patterns and match infrastructure investment, while <u>avoiding displacement of low-income residents and businesses.</u></p> <p>LU 9.2</p> <p>Reinforce the distinct qualities of each neighborhood, and ensure that growth <u>avoids displacement, meets community needs, and complements</u> and is compatible with existing character and historic resources.</p> <p>(B) Add a new Policy to prohibit hostile architecture.</p> <p><u>LU [#].[#]</u></p> <p><u>Prohibit hostile architecture and other urban design elements that exclude, intimidate, or prevent inclusive and equitable use of public space.</u></p>	<p style="text-align: center;">Notes</p> <p>Policies concerning the urban form of Downtown should not just be about following existing patterns of development. The Plan should affirmatively include anti-displacement principles as well. Simply following historic development patterns will not do anything to address the displacement of existing communities and neighborhoods.</p>
HISTORIC AND CULTURAL RESOURCES		
<p>Recommendation</p> <p>(1) Center low-income communities in the promotion and</p>	<p style="text-align: center;">Edits/Inserts to Draft Plan</p> <p>(A) Amend existing draft Policy to ensure adaptive reuse does not result in displacement.</p> <p>LU 12.2</p> <p>Incentivize the preservation, rehabilitation, and adaptive reuse of one of the largest and</p>	<p style="text-align: center;">Notes</p> <p>Preservation of historic resources is important. However, such efforts should be undertaken without displacing existing</p>

preservation of cultural resources

most distinguished stock of historic buildings in the United States for a variety of uses without displacing low-income residents and businesses.

(B) Add new Policies to promote low-income community engagement and involvement in historic and cultural resource programming.

LU [#].[#]
Forge partnerships with community-based organizations to advance cultural resource preservation efforts in the community through educational and informational programs.

LU [#].[#]
Support efforts to preserve and restore the rich inventory of culturally significant murals and public art found throughout Downtown's neighborhoods.

LU [#].[#]
Encourage public art and murals by local artists to animate blank building surfaces along alleyways and side streets.

LU [#].[#]
Encourage new development to incorporate culturally relevant and community-driven public art along building facades and in outdoor areas.

LU [#].[#]
Prioritize grants and other support to low-income local artists when commissioning artwork for both the public realm and private projects.*

LU [#].[#]
Ensure meaningful community participation and active input in cultural preservation and cultural resource decisions.

LU [#].[#]
Partner with community-based organizations and local residents to identify and protect informal cultural resources and assets.

low-income and immigrant communities and businesses who have contributed to the richness of Downtown's historic and cultural fabric.

In addition, the Plan needs to say more about cultural resource preservation. In particular, engaging low-income communities, who have activated neighborhoods through cultural programming, is key to ensuring cultural resource preservation.

	<p><u>LU [#].[#]</u> Support community-led efforts to develop new cultural programs, events, signage, festivals, public art and other programs to uplift cultural resources in Downtown’s distinct neighborhoods.</p> <p><u>LU [#].[#]</u> Involve students and youth in cultural preservation and programming.</p> <hr/> <p>Preserve Cultural Resources: Work with residents and community-based organizations to inventory <u>LU [#].[#]</u> cultural resources, including cultural institutions and culturally significant murals and public art, and explore strategies to preserve these resources.</p> <p>PXX</p>	
WELLNESS AND SUSTAINABILITY		
Recommendation (1) Enhance community health	Edits/Inserts to Draft Plan (A) Amend existing draft policies to strengthen health and wellness outcomes. LU 15.3 Create a network of <u>well-maintained</u> public and private green infrastructure by incentivizing the use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas. LU 15.4 Facilitate access to affordable, healthy, and fresh food for all Downtown residents, <u>including houseless residents.</u> LU 16.7 Reduce the urban heat island effect by installing <u>shade trees to increase tree canopy.</u> cool pavement, and cool roofs throughout Downtown. LU 17.4 Provide <u>Identify currently underutilized</u> space for recreational facilities for the health and enjoyment of Downtown workers, residents, and visitors.	Notes Low-income communities are more likely to have worse health outcomes and disproportionately bear the burden of climate change. For example, displacement has been tied to negative health consequences for communities. In addition, low-income communities that are park-poor and have less green infrastructure investment are also more likely to acutely feel the effects of extreme weather events due to climate change. Therefore, Policies and Programs aimed at strengthening public health

	<p>LU 17.5 Encourage trees and architectural elements that provide shade for pedestrians, <u>as well as seating areas and cooling stations</u>, along primary corridors in Downtown.</p> <p>(B) Add new Policies to strengthen community health.</p> <p><u>LU [#].[#]</u> <u>Prevent the negative health consequences of displacement by promoting equitable development, tenant protections, and support for Community Serving Small Businesses, consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAN.</u></p> <p><u>LU [#].[#]</u> <u>Support operations and maintenance for newly created public spaces as well as existing public spaces to promote long term use and success.</u></p> <p><u>LU [#].[#]</u> <u>Encourage new healthy food retail and incentivize businesses to accept EBT for fresh produce.</u></p> <p><u>LU [#].[#]</u> <u>Support Community Serving Small Businesses to sell affordable fresh and culturally relevant food.*</u></p> <p><u>LU [#].[#]</u> <u>Designate areas and buildings as resiliency centers for use during future climate events including exceptionally hot and cold days, and extreme rainfalls.*</u></p> <p><u>LU [#].[#]</u> <u>Encourage and support community health education programs.</u></p> <p><u>LU [#].[#]</u> <u>Encourage and support new recreational spaces and facilities catering to youth and seniors.</u></p>	<p>in the Plan should include more to target community health in low-income communities like Chinatown, Little Tokyo and Skid Row.</p>
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	<p><u>LU [#].[#]</u> Support new and preserve existing community-run open air markets, community gardens, and other gathering spaces.</p> <p><u>LU [#].[#]</u> Respect the right to rest and prevent criminalization in public spaces.*</p> <hr/> <p>Resiliency Centers: Designate areas and buildings as <u>LU [#].[#]</u> resiliency centers for use during future climate events, including exceptionally hot and cold days, and extreme rainfalls. Ensure that designated resiliency centers are easily accessible to houseless and senior residents, and other residents at risk during climate events.*</p> <p>PXX</p>	
DOWNTOWN PLACES		
<p>Recommendation</p> <p>(1) Ensure equitable development in the Transit Core</p>	<p style="text-align: center;">Edits/Inserts to Draft Plan</p> <p>(A) Amend existing policies to integrate displacement avoidance and inclusive development principles.</p> <p>LU 18.1 Implement zoning regulations that allow the greatest intensity and density of uses with on-site affordable housing standards; eliminate barriers and create incentives that ensure maximum affordable and mixed-income development potential near transit investment and regional attractions.</p> <p>LU 19.2 Prioritize space for employment, retail, and entertainment uses, supported by an enhanced public realm, to attract and sustain workers. Expand the range of incentives to facilitate the adaptive reuse of existing structures into commercial and hotel uses, while preventing the loss of SROs and other existing affordable housing stock and avoiding the displacement of low-income residents.</p> <p>LU 20.1 Encourage the development and preservation of sustainable and complete neighborhoods, where workers and residents have safe and convenient access to jobs,</p>	<p style="text-align: center;">Notes</p> <p>Anti-displacement and affordable housing policies should not just be limited to low-income neighborhoods. Policies affecting the <i>Transit Core</i> area should include stronger affordability and displacement language to ensure that future growth across Downtown is more equitable and inclusive.</p> <p>The <i>Transit Core</i> area includes the greatest concentration of public transit investment anywhere in the City, including multiple light and heavy rail line stations and dozens of bus stops. Equitable</p>

	<p>open space, commercial services, and amenities.</p> <p>LU 20.2</p> <p>Create a range of housing options that supports a diversity of housing needs and affordability levels, in a manner that contributes to a resilient community. <u>Prioritize housing options for the lowest income levels to prevent houselessness and contribute to a resilient community.</u></p> <p>(B) Add new Policies under current LU GOAL 20 to integrate displacement avoidance and inclusive development principles.</p> <p><u>LU [#].[#]</u> <u>New development should avoid the displacement of current residents.</u></p> <p><u>LU [#].[#]</u> <u>Incentivize new development to contribute towards the community’s deeply low-, extremely low-, and very low-income housing needs.</u></p> <p><u>LU [#].[#]</u> <u>Establish and monitor an inventory of existing units that are covenanted affordable, rent-stabilized, or occupied by lower-income households in Downtown and implement targeted tenant protection and affordable housing programs to recover any measured loss in covered units.*</u></p> <p><u>LU [#].[#]</u> <u>Create a “Special Vending District” that enables safe, regulated sidewalk vending at and near the Staples Center.*</u></p>	<p>development policies are essential to prevent the displacement of current riders by market-rate development and leverage these investments to benefit the residents of new affordable housing units.</p>
<p>(2) Ensure equitable development in the Traditional Core</p>	<p>(A) Add new Policies to integrate displacement avoidance and inclusive development principles.</p> <p><u>LU [#].[#]</u> <u>New development should avoid the displacement of current residents.</u></p>	<p>Anti-displacement and affordable housing policies should not be limited to low-income neighborhoods. Policies affecting the <i>Traditional Core</i> area should include stronger affordability and displacement language to</p>

	<p><u>LU [#]. [#]</u> <u>Incentivize new development to contribute towards the community's deeply low-, extremely low-, and very low-income housing needs.</u></p> <p><u>LU [#]. [#]</u> <u>Establish and monitor an inventory of existing units that are covenanted affordable, rent-stabilized, or occupied by lower-income households in Downtown and implement targeted tenant protection and affordable housing programs to recover any measured loss in covered units.*</u></p>	<p>ensure that future growth across Downtown is more equitable and inclusive.</p>
<p>(3) Ensure equitable development in the Community Center</p>	<p>(A) Amend existing draft Policies to incentivize community benefits in new development.</p> <p>LU 27.1 Foster a wide range of <u>community serving</u> commercial uses.</p> <p>LU 28.1 Promote <u>Incentivize</u> services and amenities embedded within residential development, such as healthy, affordable, <u>and culturally relevant</u> food options; childcare facilities; and neighborhood serving uses.</p> <p>LU 28.2 Encourage <u>Incentivize</u> mixed-income <u>and deeply affordable</u> housing in close proximity to transit, jobs, amenities, and services.</p> <p>(B) Amend existing draft Policies to prioritize deeply affordable housing in Skid Row.</p> <p>LU 29.6 Foster a mix of uses that contribute to a livable community that prioritizes <u>deeply affordable</u> housing <u>at all levels of affordability</u>, employment opportunities, daily amenity and service needs, educational and vocational facilities, as well as a variety of public gathering spaces.</p> <p>LU 29.7 Encourage the creation of a range of <u>deeply affordable</u> housing options, including social</p>	<p>Skid Row has the highest concentration of houseless residents in the country. The Downtown Community Plan must include more Policies directly addressing the needs of houseless residents and ensuring the affordability and stability of the neighborhood.</p> <p>Policies that affect Skid Row should prioritize deeply affordable housing more explicitly because residents of that neighborhood are most in need of the deepest levels of affordable housing. Any new residential development in Skid Row should be required to be 100% affordable to Low-, Very Low-, Extremely Low-, or Deeply Low-Income households.</p>

service housing, permanent supportive housing, and a full spectrum of affordable housing, ~~and workforce housing.~~

LU 29.8
 Promote a variety of deeply affordable housing options for the diversity of the Skid Row community, including families, veterans, seniors, women, local workers, and those who benefit from and need access to the area's supportive services.

(C) Amend existing draft Policies to strengthen Skid Row assets and prevent policy and design standards that harm extremely low-income and houseless residents.

LU 29.9
 Enhance the public realm, with safe and inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, gathering, and access to public restrooms. Avoid criminalizing poverty and privatizing public space.

LU 29.11
Coordinate with neighborhood residents to provide culturally and neighborhood relevant opportunities for daytime activities in the neighborhood with recreational centers, libraries, and managed open spaces with engaging programming.

LU 29.14
 Target San Pedro, 3rd, 4th, 5th, 6th, and 7th Streets for improvements to increase safety, connectivity, and access. Prioritize safe, welcoming and inclusive design and prevent hostile architecture and exclusionary design.

LU 29.15
 Support the efforts of City, State, and Federal agencies and local institutions to promote a safe, clean, and habitable environment for Skid Row residents. Devote resources and programmatic support for increased services in Skid Row and avoid confiscation or destruction of personal belongings.

LU 29.16
 Recognize the significant role that San Julian Park and Gladys Park serve as public realm

These new and revised Policies will support the Skid Row community by prioritizing deeply affordable housing, promoting and protecting cultural resources, and preventing policy and design standards from harming extremely low-income and houseless residents through the unjust privatization of public space, criminalization of poverty, and confiscation or destruction of personal belongings.

These Policies were developed by Skid Row stakeholders and community based organizations in collaboration with Skid Row residents over the course of several years and hundreds of meetings.

assets and symbols of local history. Support efforts to memorialize such assets and sustain their presence in the community through on-going and effective maintenance and fully funded community programs and services.

LU 29.17

Promote public spaces that allow people to gather, recreate, and hold festivals that showcase the history and artistic expression of the Skid Row community. Waive permit fees, streamline permit application process, and coordinate with Skid Row community-based organizations to plan and promote festivals, street performances, and community events in Skid Row parks and public spaces.

(D) Add new Policies and Programs to ensure inclusive and accountable community development in Skid Row.

LU [#].[#]

Prevent the conversion or demolition of residential hotels and enforce the rights of residential hotel tenants through additional resources and proactive enforcement of the Wiggins Settlement.*

LU [#].[#]

Require all new housing development in Skid Row to be 100% affordable to Low-, Very Low-, Extremely Low-, or Deeply Low-income households.*

LU [#].[#]

New development in Community Center neighborhoods should avoid the displacement of current low-income residents.

LU [#].[#]

Prevent displacement and enhance tenant protections and rent stabilization enforcement in Skid Row.

LU [#].[#]

Create new social services sites that are linked to public social spaces like parks, community centers, and transit stops.

LU [#].[#]

Adjust the timing on crosswalks and street lights to address the needs of disabled and elderly neighborhood residents and to ensure better access to and from social services sites.*

LU [#].[#]

Upgrade lighting, signage, and crosswalks, and introduce speed humps on the numbered streets in Skid Row.*

LU [#].[#]

Work with Skid Row residents and community-based organizations to establish a bike infrastructure plan to ensure zero traffic fatalities.

LU [#].[#]

Promote new community amenities that prioritize increased access to water, sanitation, green space and community gardening space.

LU [#].[#]

Provide 24-hour restroom access and frequent upkeep in all Skid Row parks.

LU [#].[#]

Employ Skid Row residents to conduct bulky item pick-ups and street sweeping to prevent trauma associated with a history of confiscation and destruction of vital personal property such as medicines, identification and shelter.

LU [#].[#]

Ensure that City funding for arts and culture programming and staffing is proportionally allocated to Skid Row.*

LU [#].[#]

Support community arts organizations that help support Skid Row artists and locate resources for opportunities to create art, including live music and theatre.

LU [#].[#]

Support sidewalk vending as a means to enhance the public realm, create entrepreneurship and economic mobility opportunities, and provide affordable retail in the Skid Row community.

	<p><u>LU [#]. [#]</u> Encourage new healthy food retail in Skid Row and incentivize Skid Row businesses to accept EBT for fresh produce.</p> <hr/> <p>Improve Quality of Life for Unhoused Residents: <u>LU [#]. [#]</u> Maintain 24-hour restroom access and frequent upkeep in all Skid Row parks and employ Skid Row residents to conduct bulky item pick-ups and street sweeping to prevent trauma associated with a history of confiscation and destruction of vital personal property.*</p> <p>PXX</p>	
<p>(4) Ensure equitable development in the Hybrid Industrial area</p>	<p>(A) Amend existing draft Policies to prioritize affordability and clarify a mixed-income standard for new live/work development.</p> <p>LU 32.1 Implement <u>mixed-income and affordable</u> live/work housing options that can accommodate a range of productive activities, and allow units to function as an incubator for new businesses.</p> <p>LU 32.2 Promote affordability through the development of a range of unit sizes <u>and on-site covenanted affordable housing requirements.</u></p> <p>LU 33.9 Encourage the development of <u>mixed-income and affordable</u> live/work housing that accommodates the changing way in which people work and live in the 21st century.</p> <p>(B) Add a new Policy to prioritize deeper affordability and mixed-income requirements in new live/work development.</p> <p><u>LU [#]. [#]</u> Adopt zoning standards that <u>prioritize affordability and require minimum on-site covenanted affordable units in all new live/work developments.*</u></p>	<p>The Draft Plan is dramatically expanding the areas where housing can be built Downtown with the introduction of more live/work uses. This proposed zoning change will create considerable value for current property owners. However, without affordability or mixed-income requirements, new live/work development will likely be market rate and out of reach to low-income residents who might otherwise be interested in that housing option. We recommend that live/work policies in the Plan include language to clarify that all new housing should, to the extent possible, be mixed-income or affordable.</p>

(5) Ensure equitable development in the Village areas

(A) Amend existing draft Policies to prioritize affordability and community-serving uses.

LU 38.3

Support Ensure that multi-generational communities that include culturally relevant and linguistically accessible local services, recreational facilities, and urban design that accommodates people of all ages, incomes, and levels of mobility.

LU 39.2

Foster Cultivate and facilitate an environment that is supportive of family Community Serving Small Businesses and create programs for their retention and sustainability.

LU 39.3

Regulate the size of individual retail-type of new establishments in consultation with local community-based organizations, and limit incursion of former non-community serving retail and wholesale establishments to preserve the fine-grained scale and character of small businesses in Village areas.

LU 40.2

Facilitate new construction and preservation of existing housing that is accessible to all income levels and ages lower-income households with a priority towards deeply affordable rental and ownership.

LU 40.3

Support the location of Locate community-serving uses, such as childcare, senior services, grocery stores, and supportive services, and additional amenities in Village areas.

LU 40.4

Support Provide affordable housing for seniors with space for in-home care and intergenerational living the creation of adaptable residential buildings to accommodate aging populations.

LU 41.5

Create and Support an improved public realm, including a range of well-maintained open and green space types that can offer opportunities for culturally relevant and multi-generational recreation, rest, and social interaction.

Policies that affect the iconic and historic cultural neighborhoods of Chinatown and Little Tokyo should prioritize affordability and community-serving uses to avoid displacing the residents who have contributed to the historic and cultural vibrancy of those neighborhoods.

Further, these neighborhoods are home to many seniors, people living on fixed incomes, and people with limited English proficiency. Planning and design standards for Chinatown and Little Tokyo should take these demographics into account.

We recommend amending policies to include more explicit language around affordability and community-specific uses. In addition, we recommend adding new policies to guard against displacement of those communities due to gentrification. Community Serving Small Businesses and cultural institutions in these neighborhoods

LU 41.7

Retain, support, sustain, and reinforce the historic and cultural elements of Little Tokyo, including the businesses and cultural and faith-based institutions, such as temples and churches, within the community.

LU 41.8

Complete the Little Tokyo Pedestrian Spine (i.e., from Go For Broke Monument to Japanese Village Plaza to Hashimoto Plaza to Azusa Street through Toyo Miyatake Way, including Onizuka Street, to the future Terasaki Budokan) by limiting vehicular access, adding signage and promoting visual connection such as culturally sensitive public art to enhance connectivity in Little Tokyo. Provide for westward extension of the Little Tokyo Pedestrian Spine from MOCA and the Go For Broke Monument, through First Street North, and connecting to the planned pedestrian mall to City Hall on the proposed City office building site. Consult with Little Tokyo community organizations to confirm the definition of the Little Tokyo Pedestrian Spine and identify culturally appropriate strategies.*

LU 41.9

Support the advancement and expansion of a performance and creative arts corridor along Judge John Aiso Street as it continues south to San Pedro Street, linking institutions such as Union Center for the Arts, East-West Players—Japanese American National Museum, and with the Japanese American Cultural & Community Center and Aratani Theater.

LU 41.11

Encourage affordable nighttime activities accessible to people of all ages in the commercial core of Chinatown by supporting community events and businesses to remain active throughout extended hours of the day and night, while mitigating impacts on local residents.

should especially be preserved.

(B) Add new Policies and Programs to prioritize affordable housing, displacement avoidance, inclusive economic development, mobility, and support cultural institutions in Village communities.

LU [#].[#]

New development in Village neighborhoods should avoid the displacement of current low-income residents and Community Serving Small Businesses.

LU [#].[#]

Preserve and maintain rental units in Village areas that are protected by the Rent Stabilization Ordinance and maintain no net loss of affordable units.

LU [#].[#]

Create housing options that are affordable to and occupied by persons and families with lower incomes, prioritizing deeper affordability for residents most at risk of falling into homelessness.

LU [#].[#]

Advance opportunities and incorporate street and building design standards to support low-income street vendors to freely work without harassment and help activate sidewalks and parks in Chinatown.

LU [#].[#]

Retain, support, and reinforce the historic and cultural elements of Chinatown, including the businesses and cultural and religious institutions within the community.

LU [#].[#]

Retain existing and encourage new facilities, resources, and services for seniors, such as medical care and adult day care centers, prioritizing services to high need populations such as limited English speaking residents and those with disabilities.

LU [#].[#]

Require new open space to include design features for seniors, such as seating, shade and ample gathering spaces.

LU [#].[#]

Form partnerships with relevant neighborhood organizations to advance cultural

preservation efforts in the community through educational and informational programs.

LU [#].[#]

Encourage the preservation, development, and expansion of accessible and affordable spaces for small and family businesses and cultural and faith-based organizations to thrive.

LU [#].[#]

Discourage the wholesale of goods and formula retail, particularly on ground floor levels. Prioritize small businesses, retail uses or community services on ground floor levels.

LU [#].[#]

Provide measures to mitigate gentrification-related speculation, high property values and expensive rents that are threatening the sustainability of Little Tokyo and Chinatown as viable cultural and ethnic communities.

LU [#].[#]

Discourage acquisition and demolition of properties with existing Community Serving Small Businesses.

LU [#].[#]

Ensure that publicly owned parcels, including First Street North, the 1st/Central Regional Connector site, Mangrove (1st/Alameda) Lot 45 (Spring/Alpine), and 1060 N. Vignes are developed and designed to meet community needs, enhance the cultural history of the neighborhood, and proactively involve the local community in the development and design.

LU [#].[#]

Develop the "Mangrove" site located at the northeast corner of 1st Street and Alameda as an expansion of Little Tokyo, consistent with the neighborhood's existing Sustainable Little Tokyo vision, and have ground floor commercial and retail uses on both streets.

LU [#].[#]

Upgrade Hashimoto Plaza to enhance visibility and vital pedestrian access to the Japanese American Cultural & Community Center (JACCC) complex, consisting of the JACCC building, Aratani Theater, JACCC plaza, and Japanese Garden.

LU [#].[#]

Work with Little Tokyo residents and community-based organizations to plant over 100 culturally significant street trees in and adjacent to Little Tokyo.

LU [#].[#]

Target Broadway, Cesar Chavez, Alpine, College, Main, Alameda/Spring and Ord Streets for improvements to increase safety, connectivity, and access. Prioritize safe and welcoming design, and prevent hostile architecture and exclusionary design.

LU [#].[#]

Adjust the timing on crosswalks and street lights to address the needs of disabled and elderly neighborhood residents and to ensure better access to and from social services sites and other community gathering spaces.

LU [#].[#]

Upgrade lighting, signage, and crosswalks and introduce traffic calming measures on Broadway, Hill, Alpine, Ord, College, and Cesar Chavez Avenue.

LU [#].[#]

Ensure inter-City coordination and coordination with other agencies, including Los Angeles County Metropolitan Transportation Agency (LACMTA), on various mobility plans for 1st Street, Central Avenue, and Alameda Street, including but not limited to, Union Station Master Plan, LACMTA Active Transportation Strategic Plan, and the LA Mobility Plan.

LU [#].[#]

Facilitate pedestrian connections between Japanese Village Plaza and Weller Court.

LU [#].[#]

Provide additional planters and seating along 2nd Street between San Pedro Street and Central Avenue.

LU [#].[#]

Install a scramble pedestrian cross-walk at the intersection of First and Alameda.

	<p><u>LU [#]. [#]</u> Promote connection between <u>Little Tokyo</u> and adjacent neighborhoods and destinations, including but not limited to, <u>Union Station</u>, the <u>Arts District</u>, and the <u>Los Angeles River</u>.</p> <p><u>LU [#]. [#]</u> Provide bike lanes on <u>San Pedro Street</u>.</p>	
MOBILITY AND CONNECTIVITY		
	Edits/Inserts to Draft Plan	Notes
<p>(1) Enhance mobility and connectivity for the most vulnerable populations.</p>	<p>(A) Add new Policies and Programs to enhance mobility and connectivity in Skid Row.</p> <p><u>MC [#]. [#]</u> Coordinate with community-based organizations to implement <u>Bike Repair Stations</u> with secured relevant equipment such as air pumps, basic bike repair tools, and bike racks.</p> <p><u>MC [#]. [#]</u> Support the introduction of new bus-only lanes in <u>Downtown</u>.</p> <hr/> <p>Skid Row Bicycle Network: Add bike lanes and <u>MC [#]. [#]</u> “Share the Road” signage along 5th and 6th streets between <u>Main and Central</u>, and include in the <u>Mobility Plan</u>.</p> <p>(B) Add new Policies to enhance mobility and connectivity for seniors and disabled populations.</p> <p><u>MC [#]. [#]</u> Target improvements for streets that are part of the <u>City’s High Injury Network</u> and <u>streets immediately adjacent to residences and service providers targeting senior and disabled populations</u>.</p>	<p>With respect to Mobility and Connectivity, the Plan should include more Policies and Programs that are targeted toward the most vulnerable residents, including residents on Skid Row and seniors and disabled populations. These residents are often carless, mostly pedestrians, and rely heavily on transit, buses, and bikes.</p>

	<p><u>MC [#]. [#]</u> <u>Adjust the timing on crosswalks and street lights to address the needs of disabled and elderly neighborhood residents and to ensure better access to and from social services sites and other community gathering spaces.</u></p>	
PUBLIC REALM AND OPEN SPACE		
	Edits/Inserts to Draft Plan	Notes
<p>Recommendation (1) Promote park equity and inclusive open space in Downtown</p>	<p>(A) Amend existing draft Policies to prioritize park equity and inclusive public space.</p> <p>PO 1.7 Support the development <u>and on-going maintenance</u> of catalytic new parks and reinvestment in existing public spaces. Namely:</p> <ul style="list-style-type: none"> • Pershing Square • Park 101 • 6th Street Parc • A new large park in the Fashion District • Gil Lindsey Plaza <p>PO 4.2 Facilitate the integration of <u>locally produced and community-oriented</u> public art projects and cultural programming into public spaces to reinforce community character.</p> <p>PO 5.4 Provide family-friendly activities and spaces, <u>as well as programming specifically for children, youth, and seniors.</u></p> <p>(B) Add new Policies and Programs to promote inclusive and welcoming public open space.</p> <p><u>PO [#]. [#]</u> <u>Prioritize funding and support for on-going maintenance and programming of neighborhood serving parks.</u></p>	<p>Chinatown, Little Tokyo and Skid Row have historically been deprived of parks and open space investments, which has negatively impacted the health and well-being of our communities. The Plan needs to include more Policies and Programs to address this historical disparity in access to parks and open space. Furthermore, the Plan should ensure that any planning around public open space is truly inclusive and welcoming to all residents.</p>

<p>(2) Advance equitable LA River revitalization</p>	<p><u>PO [#]. [#]</u> <u>Ensure meaningful community engagement in park design processes to create unique public open spaces that serve the needs of residents.</u></p> <p><u>PO [#]. [#]</u> <u>Foster the creation and on-going maintenance of new park amenities, such as bathrooms, benches, picnic tables, shade structures, drinking fountains, and cooling stations, to improve the experience of park visitors and make parks more accessible during extreme climate events.</u></p> <p><u>PO [#]. [#]</u> <u>Encourage street vending in parks and other public open space to promote economic opportunity and activate public space with nourishing food and culturally significant products.</u></p> <p><u>PO [#]. [#]</u> <u>Encourage landscaping along connections to extend green space and provide shade and stormwater capture.</u></p> <p><u>PO [#]. [#]</u> <u>Promote the development of new, and the maintenance of existing, neighborhood and pocket parks to create healthy green spaces that community members can access daily.</u></p> <hr/> <p>PXX <u>Park and Open Space Equity: Assess park and public open space equity outcomes in Downtown, including an assessment of citywide park spending to ensure that historically disinvested and park-poor low-income neighborhoods are prioritized. Develop and implement programs to address disparities in park and public open space access, staffing, and funding.</u></p>	
<p>(A) Amend existing draft Policies to strengthen LA River revitalization efforts.</p> <p>PO 10.3 Encourage <u>Require</u> the use of native plants in landscaping <u>and habitat creation</u> design</p>	<p>Revitalization of the LA River should extend beyond increasing public access and revitalization of the River itself. As the River</p>	

near the River.

PO 10.4

Encourage-Require—the use of native and drought tolerant plants in landscaping near the River, to support the habitat and migration of local species.

(B) Add a new Goal and corresponding Policies to ensure equitable LA River revitalization.

PO [#].[#]
INCLUSIVE AND EQUITABLE LA RIVER REVITALIZATION WITHOUT DISPLACEMENT.

PO [#].[#]
Integrate anti-displacement and community stabilization standards into LA River design and development standards.

PO [#].[#]
Align public financing programs, such as an Enhanced Infrastructure Finance District (EIFD), with equity standards including local and targeted hiring, affordable housing, and anti-displacement standards.

PO [#].[#]
Prevent “green gentrification” in neighborhoods along the LA River by prioritizing new affordable housing, displacement avoidance policies, employment opportunities and support for Community Serving Small Businesses.

becomes a site of growing investment, the risks of gentrification and displacement in the neighborhoods along the River increases. The City has an incredible opportunity to show cities across the nation and the world that equitable natural resource revitalization is possible. But to do so, and to prevent “green gentrification,” the Plan should include explicit policies to prevent displacement and advance inclusive, community-engaged and -responsive development.

**Appendix C: January 27, 2020 Central City United Proposed Amendments to DTLA
Community Plan**

**CENTRAL CITY UNITED
PROPOSED AMENDMENTS TO DTLA COMMUNITY PLAN:
DRAFT ZONES AND COMMUNITY BENEFITS PROGRAM**

1. Expand the IX1 district for greater coverage of 100% affordable housing standards.

The IX1 district, which is currently bounded by San Pedro Street, 5th Street, Central Avenue, and 7th Street, is the only use district in the Draft Downtown Community Plan (Draft Plan) Zones where residential uses are restricted to only affordable housing. There are important additional areas of the adjacent Skid Row and Little Tokyo communities not currently covered by this use district that need the affordable housing prioritization of the IX1 district. Given the income and needs of the residents of these communities, the affordable housing prioritization of the IX1 district should be expanded to cover all of the area bounded by Main Street, 3rd Street, Central Avenue, and 8th Street. Additionally, the use district should be modified to require all Restricted Affordable Units be set at housing costs affordable to Low-Income households and lower (i.e., no Moderate-Income units). The Permanent Supportive Housing incentive should continue to apply in this use district.

2. Align all upzoning with affordable housing and community benefits.

The Draft Plan is generally structured to incentivize affordable housing and other necessary community benefits through a base/bonus FAR system, which is intended to effectively upzone certain sites, contingent on a corresponding provision of community benefits. Providing a strong bonus FAR can be an important tool to enable new development capacity that is properly aligned with the affordable housing and community benefits that Downtown needs. However, certain provisions in the current Draft Plan undermine the strength of this system. The following changes are necessary to ensure effective value capture zoning while avoiding displacement of current tenants.

a. *Do not increase base FAR above current zoning (but keep the higher bonus FAR).*

In a base/bonus FAR incentive program, the mechanism to upzone a site should be the allowance of a generous bonus FAR that is carefully aligned with affordability standards. Increasing the base FAR above current density standards merely confers new value without any corresponding community benefits, and undermines the effectiveness of the entire incentive structure. Unfortunately, this is exactly what is occurring in several areas where the draft zoning map increases the base FAR above the current zoning without requiring a corresponding community benefit.

In no circumstances should the base FAR be increased above the current zoning. This is important for two reasons. First, as the City faces a severe housing and homelessness crisis, it is essential that any new development potential be coupled with community benefits, including

affordable housing. By increasing the residential development capacity of a site without requiring affordable housing, the Draft Plan is undermining existing affordable housing incentives and its own community benefit program. Second, Measure JJJ provides that a Community Plan Update may not be approved until a comprehensive assessment ensures that the proposed changes do not: (1) reduce the capacity for the creation and preservation of affordable housing; nor (2) undermine state density bonus law nor any other affordable housing incentive program. Increasing the base FAR on sites would effectively increase allowable density without any corresponding affordability contribution, which reduces the capacity for affordable housing creation and directly undermines state density bonus law, the TOC, and other programs that carefully align density increases with affordability. As such, the Draft Plan needs to avoid increasing base FAR in order to meet the requirements of Measure JJJ.

b. Reduce the base FAR (but keep the higher bonus FAR) in areas where density limits are removed to achieve more effective value capture.

In addition to not increasing the base FAR anywhere in the plan area, in certain areas it is necessary to reduce the base FAR from its current setting. This is not a recommendation to reduce the overall development capacity—the available bonus FAR should remain the same as proposed. Instead, in certain areas, a reduced base FAR would more accurately reflect current density standards, and would produce a larger delta between the base and bonus FARs to promote greater use of the community benefits incentives.

For example, the proposed zoning for much of Chinatown and Little Tokyo specifies a base FAR of 6 and a bonus FAR of 8.5—allowing for only a 42% FAR increase using the Draft Community Benefits Program. To achieve this increase, a developer would first provide the “Set E” affordability amounts to qualify for a 35% increase, leaving only a 7% FAR increase remaining in Level 2. Because the difference between the base and bonus FAR is relatively small, the Level 2 incentives will have little influence on the final project.

In order for the Level 2 incentives to play a greater role in shaping development, the base FAR should be reduced from 6 to 4. A developer could then use the Level 1 incentive to increase the FAR from 4 to 5.6, and then use the Level 2 incentive for the remaining 2.9 FAR (as opposed to only 0.4 FAR under the current proposed zoning).

Reducing the base FAR is not a downzone. First, the overall available development capacity is still an increase, represented in the bonus FAR of 8.5. Moreover, reducing the base FAR from 6 to 4 for these zones is appropriate because the draft zoning maps also remove density limits for most of the Chinatown neighborhood and parts of Little Tokyo, effectively “upzoning” these sites and considerably increasing the development capacity. As discussed above, sound public policy requires the City to include affordable housing requirements whenever the residential development capacity is increased. In order to effectively capture the value created by removing density limits, the base FAR should be reduced to approximate the current development capacity, and then encourage an increase to the bonus FAR through the incentive structure.

3. Adjust the on-site affordable housing incentives to achieve effective value capture and prioritize deeply affordable units.

The Level 2 affordable housing incentives in the current Draft Community Benefits Program will yield too few affordable units, fail to prioritize the depth of affordability most needed in Downtown, and allow exclusionary developments to avoid on-site affordable housing with in-lieu fees and other alternatives. This program should be significantly strengthened as follows:

a. The current Draft Community Benefits Program affordable housing set-aside is too low and undermines other existing programs.

The Draft Community Benefits (CB) Program and Draft CPIO provide a development incentive in exchange for providing affordable housing. A housing development may receive a 35% FAR increase (Level 1) by providing “Set E” affordability standards, and then may exceed the Level 1 increase by an additional 1 FAR for each 3% increase in Deeply Low- (DLI), Extremely Low- (ELI), or Very Low-Income (VLI) units; or for each 4.5% increase in Low- (LI), Moderate-, or Above Moderate-Income units.

This ratio yields affordable housing set-asides that are considerably lower than those required by the TOC for analogous density increases. For example, under the Draft CB Program and Draft CPIO, a project with a base FAR of 4 and a bonus FAR of 8 could receive a 100% FAR increase by providing 14.8% ELI, 18.8% VLI, or 31.7% LI units—as a percentage of the base project.¹ Comparatively, for an 80% density increase using the TOC (the largest available), a developer would need to provide 11% ELI, 15% VLI, or 25% LI units as a percentage of the total units in the project—not the base. Converting this figure to reflect a percentage of the base (for an “apples to apples” comparison), TOC requires 19.8% ELI, 27% VLI, or 45% LI units as a percentage of the base project.² Simply put: the **Draft CB Program and Draft CPIO would require less affordable housing for a larger density increase than the TOC, thereby undermining this existing citywide program and leaving much-needed affordable housing on the table.**³ This relationship holds true for other FAR increases available under the Draft CB Program. For example, the following table compares affordability standards in the Draft CB Program to the TOC affordability standards at different density increases:

¹ A 35% increase in 4 base FAR would yield a 5.4 bonus FAR, requiring a set-aside of 11% VLI or 20% LI (Tier 1). An additional 2.6 FAR would yield an 8 bonus FAR—a 100% increase—and require an additional 7.8% increase in ELI or VLI units, or an 11.7% increase in LI units. This amounts to a required set-aside of 18.8% VLI or 31.7% LI units as a percentage of the base project.

² TOC set-asides are calculated as a percentage of the final project, unlike the current Draft CB Program, which calculates set-asides as a percentage of the pre-bonus base density. For an “apples to apples” comparison, we can convert the TOC requirements to be an equivalent percent of the base. This is done by multiplying the percent of the base by $1 + X$, where X =percent density increase.

³ Another point of comparison is state density bonus law, which offers an additional 2.5% density increase for every 1% base VLI. In comparison, with a base FAR of 6, the Draft CB Program Level 2 incentive for on-site affordable units offers an additional 5.6% density increase for every 1% base VLI. This means that, at a base FAR of 6, the Draft CB Program’s Level 2 on-site affordable housing incentive is more than *twice* as generous as state density bonus law. The Draft CB Program is also more generous than the City’s >35% density bonus CUP program.

<i>Draft Plan produces less affordability than TOC for the same or greater density increase</i>				
Draft Form District			VLI Units Required as Percent of Total	
Designation	Base/Bonus FAR	FAR increase	Draft CB Program	TOC ⁴
PUM1	Base 4, Bonus 8	100%	9.4%	15%
MUB1	Base 1.5, Bonus 6	300%	5.7%	15%
HUB3	Base 9, Bonus 13	44%	9.4%	11% ⁵

The TOC has resulted in new housing production, including deeply affordable housing, across the City. The Draft CB Program should design an incentive program tailored to Downtown by providing FAR increases at levels that *strengthen*, not undermine, the TOC and the South and Southeast LA CPIOs.

b. The Draft CB Program incentivizes Moderate- and Above-Moderate Income units, in conflict with state density bonus law and inconsistent with the greatest need.

The Draft CB Program appears to provide that a housing development may receive a 35% density increase (Level 1) by providing “Set E” affordability standards, which includes an option to provide 40% *Moderate-Income* (120% AMI) units. The Draft CB Program further provides that a housing development may exceed this initial 35% density increase by providing an additional 4.5% increase in *Moderate-Income* or *Above Moderate-Income* (150% AMI) units. This would be inconsistent with state density bonus law and undermine efforts to prioritize affordable housing for those most in need.

First, state density bonus law very plainly restricts the provision of a Moderate-Income incentive only to for-sale Common Interest Development projects. The TOC does not offer any Moderate-Income incentive for for-sale or rental projects. Therefore, by allowing rental housing developments a density increase for Moderate-Income units, the Draft CB Program would be inconsistent with state law standards and local programs. Moreover, there is no incentive whatsoever in state density bonus law or the TOC for so-called “Above Moderate-Income” units. But the Draft CB Program would reward the provision of such units with the exact same bonus as it provides to projects that include additional LI units in Level 2. This deviates from, and is fundamentally inconsistent with, the structure of the TOC and state density bonus law. Second, including a Moderate- and Above Moderate-Income option would undermine the Draft

⁴ The TOC program provides a density bonus, FAR bonus, and parking reduction through a ministerial process. Because the TOC density bonus is more generous than the FAR bonus, the density bonus is used here for comparison. The largest density bonus available under TOC is 80%, which requires 15% total VLI units.

⁵ The TOC program requires 11% VLI for a Tier 1, 50% density bonus.

Plan's ability to respond to the community's most pressing housing need. The vast majority of Los Angeles renters (nearly 70%) are lower-income, with most being Very Low- or Extremely Low-Income.⁶ Despite this, the City consistently produces far more Above Moderate-Income housing than lower-income housing. At this point in the 2013-2021 RHNA cycle, the City produced more than twice the amount of Above Moderate-Income housing as the identified need, while building only a fraction of the lower-income housing needed. The CB Program should focus incentives where the need is greatest: on lower-income housing.⁷

c. *The current Draft CB Program allows affordable housing obligations to be satisfied with off-site units or in-lieu fees, which is inconsistent with existing incentive programs and would intensify exclusionary development Downtown.*

The CB Program should be a tool to promote inclusive development. Allowing developers to satisfy affordable housing obligations through off-site construction or an in-lieu fee undermines this goal by separating the residents of new market-rate construction from the residents of affordable housing, and exacerbates segregated development patterns and exclusively luxury enclaves to the detriment of a diverse and dynamic community. Including in-lieu and off-site options is also inconsistent with tried-and-true value capture policies, such as state density bonus law and the TOC, neither of which permit projects to access density incentives without on-site affordable housing. Aligning FAR bonuses with on-site affordable housing is the simplest way to ensure that the required affordable housing is built in the areas affected by new market-rate construction, and is built simultaneously and of comparable quality to the market-rate units. The Draft CB Program should remove options that allow developers to meet affordable housing requirements through off-site construction or payment of a fee.

d. *The Draft CB Program and CPIO should be revised to provide stronger affordable housing incentives that are better aligned with the actual increased development capacity created by the bonus FAR.*

The affordable housing set-aside should be determined by the overall density increase. Each project should be required to first meet Level 1 requirements (35% increase). Level 2 affordability requirements should be dictated according to tiers of overall density increase. A project could choose to secure all of the remaining bonus FAR by providing affordable housing, or could combine the Level 2 affordable housing incentive with other Level 2 community benefits, up to the bonus FAR. Ultimately, the total percent increase in FAR attributed to the Level 2 affordable housing incentive should determine the total amount of on-site affordable housing provided.

The following proposed system aligns FAR increases with increasing affordable housing set-asides, offers developers the flexibility to decide how much additional FAR they need, and

⁶ U.S. Department of Housing and Urban Development. Office of Policy Development and Research. *Consolidated Planning/CHAS Data*. Aug. 2019. <https://www.huduser.gov/portal/datasets/cp.html>.

⁷ The City's 2018 RHNA Annual Progress Report is available at https://planning.lacity.org/odocument/e9ae0d56-b01b-443e-a3d6-7a86c6e88dea/2018_APR.pdf.

aligns that increase with a commensurate amount of affordable housing. These affordable housing rates and corresponding density increases have been carefully calculated to create a mixture of affordability and still produce comparable foregone rental revenues to the TOC, resulting in an incentive structure that is feasible and responsive to the needs of Downtown LA.

<i>Proposed Level 2 Affordable Housing Standards</i>	
<i>FAR increase attributed to Level 2 affordable housing incentive</i>	<i>Affordable Units as a Percentage of Total</i>
35% - 50% ⁸	5% DLI/ELI and 9% LI (14% total) -or- 5% DLI/ELI and 6% VLI (11% total)
51% - 100% ⁹	5% DLI/ELI and 12% LI (17% total) -or- 5% DLI/ELI and 9% VLI (14% total)
>100% ¹⁰	5% DLI/ELI and 18% LI (23% total) -or- 5% DLI/ELI and 13% VLI (18% total)
<p>Note 1: All affordable housing units must be included on-site. Note 2: Density awarded through non-residential incentives should be excluded from the bonus FAR increase calculation. Note 3: Where a district does not offer a bonus FAR, but does offer bonus height, the affordability requirement should increase commensurate with the percent increase in height, using existing Level 1 for height increases up to 35% and this table for height increases over 35%. Note 4: Non-housing community benefits should be adjusted to have a cost comparable to the on-site affordable housing requirements in this table.</p>	

e. Provide additional assessment and amendments to prevent eviction and demolition of rent-stabilized units.

The Plan must be very careful about where and how development incentives are applied. The Department should carefully study and disclose the location of existing rent-stabilized units and units occupied by lower-income residents throughout the community plan area, and assess how the proposed zone changes and Draft CB Program will affect these tenants and housing stock. Based on this analysis, the Draft CB Program and Draft CPIO should be amended to include policies and restrictions to ensure the preservation of existing rent-stabilized units and prevent the eviction or displacement of current tenants.

⁸ This FAR increase corresponds to the maximum increase in form districts: PLM1, PLM2, PLM3, PUM2, HUB3.

⁹ This FAR increase corresponds to the maximum increase in form districts: HUB1, HUB2, LLM1, MLM2, MUB2, PUM1.

¹⁰ This FAR increase corresponds to the maximum increase in form districts: HUM1, MLM1, MUB1.

Tens of thousands of tenants currently live in rent-stabilized units in Downtown LA. Without policies to prevent displacement of current tenants, there is a risk that the community benefit programs aimed at producing new affordable housing and other benefits to the neighborhood will do more harm than good by allowing existing tenants to be displaced while producing little net affordable housing. The Department should conduct a careful assessment of this issue as soon as possible to allow residents to understand how the proposed changes will affect their communities, and should commit to all changes necessary to prevent the eviction of current tenants and/or demolition of important rent-stabilized housing stock.

4. Modify definition of “Publicly Accessible Open Space” to be truly open to all.

The Draft CPIO allows development projects to receive an additional 1.0 FAR for every additional 4% of lot area dedicated as publicly accessible above the subject site’s required Lot Amenity Space, for either “land dedicated for open space” or “on-site publicly accessible open space.” The Draft CPIO includes a list of amenity requirements for publicly accessible open space, but does not include a definition for the term “publicly accessible open space” itself. We recommend the following definition, which will ensure that the development of such open space is truly accessible to all.

- Publicly Accessible Open Space, defined as “*public plazas, pocket parks, passive and active recreation areas that are privately constructed and maintained, and meet the following standards: (a) are accessible for use by the general public; (b) do not include hostile architecture or private security; (c) are open at hours comparable to those of City parks and facilities, and (d) have appropriate signage indicating that the space is open to the public.*”

5. Include additional Community Facilities Incentives.

The Draft CPIO appears to allow development projects to receive an additional 1.0 FAR for each 2.5% incremental increase in floor area above a minimum 5,000 square feet, dedicated to: on-site childcare, schools and libraries, Social Services, Public Facilities, and Regional Mobility Hubs.¹¹ Several other community facilities are listed in the Draft CB program, such as Full Service Grocery Stores and Health Centers. The Draft CB Program and Draft CPIO should incentivize additional community benefits by including the following additional Community Facilities:

- Reduced Rent Community-Serving Small Business, defined as “*a privately-owned corporation, cooperative, non-profit, social enterprise or other entity that has a long-term lease guaranteeing below market rate rent and serves the local neighborhood by employing local residents or providing culturally appropriate and/or needed goods or services for a mixed-income community, and meets at least three of the following four standards: (a) has no more than twenty-five employees/shareholders; (b) is not*

¹¹ These ratios should be adjusted to have a cost comparable to the table above outlining tier-based on-site affordable housing requirements.

franchised or affiliated with a national chain; (c) pays all employees a living wage; (d) has been operating in the Community Plan Area for at least 15 years.

- Publicly Accessible Open Space, defined as “*public plazas, pocket parks, passive and active recreation areas that are privately constructed and maintained, and that are accessible for use by the general public, are open at hours comparable to those of City parks and facilities, and have appropriate signage indicating that the space is open to the public.*”
- Adult Day Care facility, defined as “*a non-residential facility that supports the health, nutritional, social, and daily living needs of adults in a professionally staffed, group setting.*”
- Sidewalk Vendor Commissary, defined as “*a food facility, approved by the Los Angeles County Department of Public Health to accommodate all operations necessary to support mobile food facilities and is made available exclusively to Sidewalk Vendors.*”

6. Ensure that TFAR does not undermine the production of on-site affordable housing throughout the community plan area.

Historically, the TFAR program has undermined other affordable housing incentives by allowing developers to buy development rights at a statutory price untethered from the value of the additional development rather than providing affordable housing or other community benefits. We appreciate the changes to the Draft CB Program and zoning standards that are intended to close this loophole and require an affordability contribution before a project may qualify for the TFAR program. However, this correction may have limited impact, to the extent the Draft Plan is also adding significant new transferable floor area on other City-owned sites that could be acquired in lieu of meeting the full Level 2 affordability standards or providing other community benefits. More analysis is needed to ensure that the Draft Plan truly prioritizes the deeply affordable housing that so many Downtown residents so desperately need.

7. Require continued discretionary review as necessary to ensure equitable commercial development.

Together, the Draft Plan, Draft CB Program, and Draft CPIO enable streamlined review for numerous types of commercial development. It is important to encourage and support Community-Serving Small Businesses and promote microentrepreneurship across the diverse Downtown communities. However, a comprehensive and nuanced approach to inclusive economic development requires additional restrictions and discretionary review procedures for certain types of commercial development, such as luxury hotel development, to appropriately evaluate impacts, ensure that affordable housing is prioritized, and protect existing commercial assets.

8. Adjust use standards to reflect community needs and priorities.

In addition to expanding the affordable housing prioritization of the IX1 use district, as described above, Article 5 Use Districts, General Use Standards and/or the Draft CPIO should be modified, as follows, to prioritize community-centered growth and development in Little Tokyo, Chinatown, and Skid Row.

Little Tokyo

- Permit residential use throughout Little Tokyo, including in PF1 districts with significant affordability requirements.
- Permit Park and Open Space in PF1 regardless of adjacent district.
- Permit Day Care Facilities in PF1 regardless of adjacent district.
- Permit Eating and Drinking Establishments (with LD) in PF1.
- Prohibit Heavy Commercial and Heavy Industrial uses in Little Tokyo, including in the PF1 district.
- Prohibit Correctional or Penal Institutions throughout Little Tokyo.
- Prohibit Gun Sales throughout Little Tokyo.
- Prohibit Adult Entertainment Businesses throughout Little Tokyo.
- Prohibit Sports Arena and Stadiums throughout Little Tokyo.
- Prohibit Hospitals throughout Little Tokyo.
- Prohibit Smoke and Vape Shops in XC1 in Little Tokyo.

Chinatown

- Permit Day Care Facilities throughout Chinatown.
 - Permit Swap Meets in all of Chinatown.
 - Permit Homeless Shelters throughout Chinatown, including in RG1.
 - Permit Park and Open Space regardless of adjacent district.
 - Include “remittance services” in the definition of Financial Services.
 - Ensure that any use restrictions in Chinatown do not prevent the operation of culturally significant Poultry and Seafood retail operations.
 - Permit community-serving Wholesale Trade in XC1 and XN1 in Chinatown, with a size limit of 20,000 sq. feet.
 - Permit Food and Drink Manufacturing in XC1, except Alcohol Beverage Manufacturing.
 - Prohibit new permits for alcohol sales in Chinatown.
 - Prohibit new Correctional Facilities in Chinatown.
 - Prohibit Sports Arenas and Stadiums in Chinatown.
 - Prohibit Smoke and Vape Shops in Chinatown.
 - Prohibit Adult Entertainment Businesses in Chinatown.
 - Prohibit Sound Stages and Backlots.
 - Prohibit Gun Sales in Chinatown.
- Consider options to allow Textile and Apparel Manufacturing in commercial areas in Chinatown with conditions and strong protections to ensure high quality employment standards, workplace safety, and wage-theft enforcement.

Skid Row

- Restrict residential development to solely Restricted Affordable Units (restricted to Deeply, Extremely, Very, and Low-Income Households) and Permanent Supportive Housing.
- Create use designations for Community Gardens and Rooftop Gardens, and permit them throughout Skid Row.
- Encourage access to public ATMs.
- Subject Recycling Collection or Buyback Centers to C3 review.
- Subject Dance Hall and Banquet Hall uses to C2 review.
- Subject all Bail Bonds to C3 review.
- Prohibit for-profit traditional self-storage but permit non-profit bin-based storage.
- Prohibit Vehicle Sales and Official Police Garages.
- Prohibit Vehicle Repair and Fuel Stations.

Appendix D: October 15, 2020 Central City United Feedback on Community Benefits Fund

October 15, 2020

Brittany Arceneaux
Los Angeles City Planning
200 N. Spring St., Room 667
Los Angeles, CA 90012

**RE: CCU feedback on establishing a Community Benefits Fund in the DTLA
Community Plan Update**

Dear Ms. Arceneaux,

We are pleased to offer comments and recommendations regarding the Department's proposal to eliminate the TFAR program and replace it with a Community Benefits Fund in the Downtown Community Plan Update (Draft Community Plan Program P21). Thank you for summarizing the proposal during our meeting on September 2, 2020, and for your invitation to follow up with additional feedback. We offer these recommendations on the Community Benefits Fund as part of a broader set of feedback we will be providing on the current Draft Plan, with additional analysis and recommendations forthcoming.

1. The Downtown Community Plan should eliminate the existing TFAR program and replace it with a well-crafted Community Benefits Program.

We support the recommendation to eliminate the TFAR program. In its several decades of existence, TFAR failed to meet the needs of, and in many cases harmed, low-income downtown residents. The program significantly undervalued development rights, failed to provide much-needed affordable housing, and was a confusing and overly-politicized morass of complicated calculations, discretion and unaccountable decision-making.

While the downtown TFAR program is a failure, the underlying planning concepts of value capture and transfer of development rights still hold great potential to improve the lives of downtown residents, if done right. We would support a program that allows projects in certain areas to acquire additional development rights by contributing to a fund that supports significant benefits identified by low-income communities, is transparently managed, and is subject to meaningful community oversight.

2. The Community Benefits Fund should prevent displacement and require new on-site affordable housing for participating residential projects and targeted economic justice programs for participating non-residential projects.

The Community Benefits Fund (the "Fund") should be structured to first require that residential projects include a baseline of deeply affordable on-site units (at rates that meet or exceed TOC standards, higher than currently proposed in the Draft Plan) in order to be eligible for additional FAR by contributing to the Fund. Stated another way, the Fund must be an option *in addition* to providing on-site affordable housing, not a de facto in lieu fee.

Non-residential projects, in contrast, should be required to first provide certain economic justice benefits on-site in order to be eligible for additional FAR by contributing to the Fund. We recommend the following economic justice benefits, as informed by our work with Chinatown, Little Tokyo, and Skid Row:

- Publicly Accessible Open Space, defined as “public plazas, pocket parks, passive and active recreation areas that are privately constructed and maintained; do not include hostile architecture; are accessible for use by the general public at hours comparable to those of City parks and facilities as indicated by visible signage at all entry points; and include all of the following: adequate shade, free seating, free phone charging, free electric outlets, free internet access and safe drinking water.”
- Dedicated space for Reduced Rent Community-Serving Small Business, defined as “a privately-owned corporation, cooperative, non-profit, social enterprise or other entity that has a long-term lease guaranteeing below market rate rent and serves the neighborhood in which it is located by employing local residents or providing culturally appropriate and/or needed goods or services for local low-income residents, and meets at least three of the following four standards: (a) has no more than 25 employees/shareholders; (b) is not franchised or affiliated with a national chain; (c) pays all employees a living wage; (d) has been operating in the Community Plan Area for at least 15 years.”
- Sidewalk Vendor Commissary, defined as “a Commissary that is approved by the Los Angeles County Department of Public Health to accommodate all operations necessary to service mobile food facilities and is made available exclusively to low-income Sidewalk Vendors.”
- Resiliency Centers, defined as “an area or building designed for free public use as temporary shelters or relief centers, during future disasters and climate events, including, but not limited to, exceptional heat and cold, heavy rainfalls, earthquakes, and unhealthy air quality, which are easily accessible to houseless persons, youth, seniors, people with disabilities, and other residents at-risk during emergency and climate events. Resiliency centers should include free internet access, outlets for emergency cell phone and computer batteries; free and adequate seating, space to provide disaster relief services and distribute emergency supplies, bathroom facilities, clean potable water, and have a dedicated space that can operate independently from the main electrical system of the larger complex. The independent system must have an onsite power system capable of reliably sustaining operations, defined as emergency heating and cooling capability, refrigeration of temperature sensitive medicines, and emergency lighting, during an extended outage. Resiliency centers are not replacements for emergency shelters.

3. The Community Benefits Fund should require a meaningful contribution from participating projects, commensurate with the value of the alternative “Level 2” public benefit options in the CPIO.

If the Fund allows developers to access incentives that would otherwise be accessed through on-site affordable housing, the fee amount should be calculated to cover the cost of building the same number of affordable housing units elsewhere in the Community Plan Area. It is important that the fee not be set so low that this program undermines the other community benefit options included in the Level 2 Public Benefits Incentive program. Consider setting a fee using a methodology similar to the Measure JJJ In-Lieu Fee Schedule to ensure the fee amount is high enough to build the same number of affordable units that a developer would otherwise have provided on-site.

4. The Community Benefits Fund should be allocated to a targeted list of housing and economic justice programs.

The Fund should be completely dedicated to providing community benefits in underserved neighborhoods in the Downtown Community Plan Area. The Fund presents an opportunity to resource and implement many of the goals, policies, and programs described in the Draft Plan text. With a robust Community Benefits Fund, the DTLA Community Plan would move beyond language of equitable values into action by actually prioritizing and funding programs that serve the communities historically harmed by land use and planning. We recommend the Fund be structured to allocate dollars specifically for:

- Land acquisition by Community Land Trusts, for the purposes of establishing permanent, community controlled affordable housing.
- Seeding an “opportunity to purchase” program to enable organized tenant groups and/or community based organizations to acquire buildings in default or facing expiring affordability covenants.
- New 100% affordable housing and permanent supportive housing projects.
- Grants for low-income micro-entrepreneurs working in the Downtown Community Plan Area.
- Rent subsidies to provide below-market rent to Community-Serving Small Businesses, prioritizing businesses owned by lower-income or moderate-income persons.
- Piloting a Legacy Business Program to explore ways to ensure the longevity of community-serving institutions which have served their neighborhood for 15 or more years.
- Design and procurement of sidewalk vending carts that comply with relevant food safety regulations for donation to sidewalk vendors working in the Downtown Community Plan Area.
- Amenities needed by houseless residents, such as no-fee ATMs, free high-quality wireless internet, drinking fountains, shade structures, free phone charging stations,

- public restrooms, and other amenities identified in consultation with houseless residents.
- Emergency cash assistance for low-income residential and commercial tenants at risk of displacement.
 - Universal Basic Income pilot program for low-income Downtown Community Plan Area residents.

5. The Community Benefits Fund accounting and disbursement should be transparent and subject to community oversight.

The Fund should also include the creation of an oversight commission comprising downtown residents affected by the affordable housing and eviction crisis, including at least 50% current or former houseless residents, with representatives from multiple downtown neighborhoods including Skid Row, Chinatown, and Little Tokyo. This commission should receive an appropriate stipend for service, and be properly trained and empowered to adopt guidelines for Fund applications and disbursement, review and approve applications, and receive periodic progress reports from city staff on implementation, enforcement, and spending of program revenue. The commission should also be empowered and appropriately staffed to produce and present an annual report to the City Council with an assessment of the program's impact on advancing housing and economic justice and recommendations for improvements.

We appreciate your consideration of these recommendations and look forward to continued conversations and collaboration to ensure an equitable and inclusive Downtown Community Plan.

Sincerely,

Central City United¹

cc: Shana Bonstin
Craig Weber
Clare Kelley
Valerie Watson
Councilmember Gil Cedillo
Councilmember Kevin de León
Councilmember Curren Price

¹ The Central City United coalition is led by the Southeast Asian Community Alliance (SEACA), Little Tokyo Service Center (LTSC) and the Los Angeles Community Action Network (LA CAN), as key stakeholders in the Chinatown, Little Tokyo and Skid Row neighborhoods of Downtown, along with Public Counsel.



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December 4, 2020

Sent Electronically

Brittany Arceneaux, City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012
Email: Brittany.arceneaux@lacity.org

RE: Draft EIR Comments for the Downtown Community Plan Update/New Zoning Code for Downtown Community Plan

Dear Ms. Arceneaux:

On behalf of the Los Angeles Conservancy, I am writing to comment on the Draft Environmental Impact Report (EIR) for the Downtown Community Plan Update/New Zoning Code for the Downtown Community Plan (DTLA 2040). As proposed, DTLA 2040 combines two existing Community Plans, Central City and Central City North, into one single Community Plan. DTLA 2040 is the culmination of six years of outreach and will guide development in downtown Los Angeles for the next twenty years. Because of its lengthy time horizon, it's vital for the City to provide a well thought out and comprehensive Community Plan that successfully protects some of Los Angeles's most important historic resources.

The Conservancy believes the Community Plan Update is moving in the right direction, with an expanded transfer of development rights (TDR) program, updated adaptive reuse program, and new form-based zoning code. The Conservancy isn't without some concerns, including height restrictions in designated historic districts, protection for the Arts District, expansion of the Village land use designation in Chinatown, and creation of new policies and programs to protect and promote longtime community serving small businesses and institutions.

I. Inclusion of SurveyLA findings and analysis of potential conflicts in DTLA 2040

It is imperative that DTLA 2040 include and fully incorporate SurveyLA findings throughout the plan area to identify resources and determine any potential conflicts with what is being proposed. The Downtown Community Plan Area includes four historic districts listed in the National Register of Historic Places, 190 individually eligible resources identified through



SurveyLA, and 138 Historic-Cultural Monuments (HCM), indicating an extremely high concentration of historic resources in the city.

Surveys are intended to help identify eligible individual historic resources and areas of concentrations of contributing resources that qualify as potential historic districts. The data from SurveyLA exists and should be fully incorporated into the Proposed DTLA 2040 Plan and made available in a user-friendly format so that it is useful for long-term planning purposes and balancing preservation and development priorities.

The Proposed Plan should articulate a clear understanding of the survey results to better plan for preservation and development in the future. This information is critical as a starting point in identifying potentially significant resources. Informative maps of historic districts, planning districts, and CPIOs should be fully incorporated into the Plan document to better inform interested parties. At present, limited information and scope is provided within the Fall 2020 Community Plan Draft, with only a single reference to SurveyLA findings listed within the “Future Implementation Actions Table.”

Recommendation: SurveyLA findings should be included, expanded and fully articulated in a revised DTLA 2040 Community Plan document, including detailed analysis that discusses potential conflicts. We would like to see this prior to the plan’s introduction and review at the City Planning Commission.

II. Modify and Expand Adaptive Reuse 2.0 Provisions

Through DTLA 2040, the City proposes to update its adaptive reuse program in Downtown. As a policy established in 1999 (Adaptive Reuse Ordinance, ARO), adaptive reuse has successfully resulting in the creation of new housing (more than 12,000 new housing units) and reinvestment in existing community assets. Without question, it has also been central to the revitalization of Downtown Los Angeles. Now, following more than twenty years of progress it is time to revise the policy to ensure it remains effective as an incentive to encourage the reuse of existing buildings. This is not only good for preservation but sustainability as we need to retain and reinvest in existing resources rather than throw them away.

A number of buildings remain that present new challenges and require innovative solutions. Costs for rehabilitation and retrofit are much greater and difficult now than when the ARO was first established, in part due to the complexity of various codes that must be adhered to and an escalation in overall construction. Adaptive Reuse 2.0 aims to solve many of the issues that now face historic buildings that are not capable of being converted only into housing. Greater flexibility and adaptability within city codes is needed.

Adaptive reuse 2.0 (Article 9) does not distinguish between historic and non-historic resources, despite there being clear differences and challenges. It concentrates on larger-scale, unified development projects, whereby adaptive reuse is one incentive, but this falls short in offering additional incentives for single building projects. One example would be to allow historic buildings to add additional floor area (intermediate floors and mezzanines), where viable and regardless of use. Further, any amenity requirements should be tied to new floor area only, not existing for the historic buildings.

1, cont.

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Many of the Downtown buildings that remain empty are those that present unique challenges (small floor plates, ADA accessibility issues, etc.) and unable to be combined with other buildings or a larger project. Until we are able to help in this area many of these types of historic buildings will remain empty and under-utilized. Therefore additional incentives are especially needed for these types of examples to ensure financial feasibility for rehabilitation. If we can help these projects “pencil out” they have an opportunity to create additional housing which lines up with this clear priority articulated with DTLA 2040.

Adaptive Reuse 2.0 no longer limits adaptive reuse projects to dwelling unit conversions. “Under the Downtown Plan, the Proposed Downtown Adaptive Reuse Program will be expanded through the New Zoning Code to allow for the conversion of eligible buildings to any permitted or conditionally permitted by the designated Use District of property.” The new expanded uses are expected to resolve many of the hurdles faced by developers who were unable to convert historic buildings into housing because of building and life-safety codes.

2, cont.

In a number of City Planning presentations, planners stated that the new Adaptive Reuse program would allow for any building that is 25 years or older to be eligible for these incentives. However, nowhere in the Draft Community Plan and supporting documents could this be found. We understand this was originally articulated and restricted to buildings constructed prior to July 1, 1974 in the ARO. This date is no longer applicable to DTLA 2040 and believe it should be removed. Instead it should just say 25 years with no reference to a specific cut-off date.

Recommendation: Please distinguish between historic and non-historic adaptive reuse types of projects, and offer additional incentives which are needed to offset costs and unique challenges associated with historic buildings. Change the criteria to clearly state any building 25 years or older is eligible for the Adaptive Reuse Program. By specifying 25 years, Adaptive Reuse 2.0 will allow new building stock to become eligible for incentives year after year, rather than tying it to 1974.

III. Ensure Adequate Height, Setback, and Frontage within Historic Core designated historic districts

Context-sensitive growth occurs when there is a priority placed on maintaining the existing qualities and assets while also outlining where future compatible new development can occur. We believe DTLA 2040 attempts to do this, especially within the Historic Core area. This is fundamental to the work of the Conservancy as we always strive to achieve a balance and “win-win” outcomes whenever possible.

There are two designated National Register Historic Districts located within Los Angeles’s Historic Core, including the Spring Street Financial District and the Broadway Theater District. Like other historic neighborhoods throughout the city, the Broadway and Spring Street National Register Historic Districts are increasingly under pressure by new development. Often this development is out-of-scale with its historic environment and chips away at the district’s integrity overtime.

3

Further, this type of development places pressure on existing historic assets, and will only escalate throughout the “life” of the DTLA 2040 plan if there are no tools in place to help. Given there are now limited sites to redevelop within the Historic Core, in the near future we anticipate seeing proposals coming forward to demolish and redevelop individual and entire groupings of historic buildings here, as well as in Chinatown and Little Tokyo. Outside of the California Environmental



Quality Act (CEQA) process, while noting its inherent limitations, we would not be able to prevent this from occurring.

It is important to preserve DTLA's historic neighborhoods and maintain a balance between existing and new development in certain areas of the DTLA 2040 plan area, therefore we support height limitations in these areas. We also recommend this should be expanded, by identifying transition or buffer zone areas with measures to ensure there is some inter-connectivity between various areas within the DTLA 2040 plan.

If the underlying zoning, FAR, setbacks and frontage requirements allow for greater height and massing than what exists now, either for individual parcels or those that might be assembled and combined in the future, there will be pressure to demolish existing historic resources and rebuild at a larger scale. Maximum height building limitations offer a much-needed tool and mechanism to balance growth pressures. It is one tool to ensure the City is meeting its stated priority of preservation, by maintaining the existing and valued character that is provided through these historic districts.

Without a maximum height building limitation, the Historic Core is left exposed and vulnerable. It is important to note that while National Register status is in place and some historic buildings are designated as individual Historic-Cultural Monuments (HCM), landmarking and historic district designation alone cannot ensure a preservation-based outcome or compatible development, as it is extremely limited in scope.

Appendix N, the "Broadway Theater and Entertainment District Design Guide," referred to as the Broadway CDO is a supplemental "best practices" guide for future development in the historic district. Within the CDO's Section 3: New Construction there are two key provisions:

- Standard 6a Building Scale and Massing dictates that all new buildings "south of Fourth Street, the portion of the building above 150-feet (as permitted by tower standards) shall be setback a minimum of 30 feet from Broadway and any perpendicular street."
- Standard 6b dictates that "when constructing a tower, the portion of the building above 150 feet shall include a lot coverage of no less than 30-percent and not more than 40-percent of lot coverage which can include minimum 30-foot setback when a 30-foot setback is require"

Such standards are important for the historic district's ability to retain its integrity and convey its significance. While DTLA 2040 includes the Broadway District CDO, the guide is not mandatory and exists as a "best practice" document. The Conservancy urges the City to adopt these guidelines as a mandatory set of rules to enhance and maintain the historic district's ability to convey its significance.

A significant issue with the Broadway District CDO is that it is written in a different technical language than the new zoning code and should be updated to reflect re:code LA to avoid any confusion. The Broadway Historic District, from 4th Street south is given the form codes DM4 and HB4 which means a building with a twelve-story street frontage is required to have a setback of thirty-feet for any volume above the twelfth story. This is roughly equivalent to the 150 feet guideline standard in the Broadway CDO.

3, cont.



Despite the majority of the Broadway District having a DM4 designation, the block between 3rd street and 2nd street have given a form code of HB4 allowing for unlimited maximum height with no setback due to its proximity to Metro. Instead, this block should be zoned similarly to the rest of the historic district. The same pattern of HB4 zoning is also seen on the opposite end of the district, however, there is no Metro stop nearby and this should also be downzoned to be in line with the rest of the district.

Recommendation: Maintain consistent maximum height building limitations within the Historic Core as they offer a much-needed tool and mechanism to balance growth pressures. We recommend this should be expanded, by identifying transition or buffer zone areas with measures to ensure there is some inter-connectivity and gradation between various areas within the DTLA 2040 plan. While we appreciate the inclusion of Chinatown and the Arts District in Appendix C (Historic Cultural Neighborhoods Best Practices), we ask the City to add best practices for the Spring Street Financial District. In addition, language should also be included that acknowledges and encourages the preservation and rehabilitation of existing historic/eligible resources in these neighborhoods.

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IV. Balance Arts District development through introduction of Transfer of Development Rights (TDR) tool

The Arts District of Los Angeles is the heart of the city's industrial heritage. Identified by SurveyLA as the Downtown Los Angeles Industrial Historic District, the collection of historic resources is eligible for listing at the local, state, and national levels. From its origins in the early 1900s through the late 20th century, the district has transformed from a heavy industrial center to artist enclave. Today, this low-scale neighborhood faces increased development pressure by much larger new development. This threat, like high-rise development in other parts of the city, continues to threaten the integrity of this eligible historic district at an ever-increasing pace.

Under the proposed Community Plan Update, Transfer of Development Rights (TDR) will be included to promote the preservation of historic resources. The Conservancy has been working closely with City Planning on this concept for the past few years, and we welcome its inclusion with the DTLA 2040 plan. As proposed, a Community Plan Implementation Overlay (CPIO) will designate areas available for TDRs. Eligible donor sites must be designated as a Los Angeles Historic-Cultural Monument (HCM), a site listed or determined to be eligible for the California Register of Historical Resources or the National Register of Historic Places, a contributor to a historic district identified by SurveyLA, or an individual resource identified by SurveyLA.

Under the new TDR program, donor sites would be allowed to sell unused floor area, up to the maximum Bonus FAR permitted in the Form District to a receiver site within the Downtown Plan Area. The new TDR program is concentrated in the Arts District, where it will incorporate Hybrid Industrial 2 properties as possible donor sites. Hybrid Industrial 2 a new zoning designation for the City will allow for mixed uses that include light industrial, creative office space, and residential to promote more pedestrian friendly neighborhoods.

Recommendation: The TDR program has been a successful tool for preservation in the past and the Conservancy commends the City for implementing the TDR program in the Arts District, one of the Central City's most vulnerable eligible historic districts. Provided the TDR program proves successful as a pilot, we would like to see the City expand its application to other parts of the DTLA 2040 plan area. So that areas such as Chinatown and Little Tokyo might benefit, we recommend the



City identify the mechanism and process by which this can occur in the future, without having to wait for another future community plan update. There should be flexibility embedded within the plan to adapt to changing market circumstances, including applying the TDR program to other areas.

V. Expand Villages land use designation in Chinatown

Villages are areas characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form in these areas are very low to mid-scale, with uses that include restaurants, retail, services, and small offices with a range of housing types interspersed. Villages only make up 5% of the Community Plan Area.

Chinatown is a historic-cultural neighborhood, home to a long-standing multigenerational residential community, a variety of small and family-owned businesses, family associations, and institutions that serve the Chinese American, as well as other immigrant communities.

We appreciate that the Villages land use designation was expanded to include the block between College Street and Alpine Street to the north and south, and North Broadway and North Spring to the east and west.

To further protect this historic-cultural neighborhood and its legacy businesses and institutions, it should also include 1) the area south of Ord Street to Cesar E. Chavez Avenue between North Hill Street and North Alameda Street; 2) the west side of North Hill Street between Alpine Street and Cesar E. Chavez Avenue; 3) the area west of North Alameda Street to New High Street between Alpine Street and Cesar E. Chavez Avenue; 4) the north and south side of Alpine Street between Yale Street and North Hill Street; and 5) the block between College Street and Alpine Street to the north and south, and Cleveland Street and Yale Street to the west and east.

Recommendation: Expand the Villages land use designation in Chinatown to ensure it encompasses and captures the key areas that reflect Chinatown's rich history.

VI. Acknowledge and create new policies and programs to protect and promote longtime community-serving small businesses and institutions.

Throughout the DTLA 2040 plan area are small, community-serving businesses, also referred to as legacy businesses. Many are at risk due to soaring rents, increased development pressures, lack of succession plans, and now the coronavirus COVID-19 pandemic. While we support and value growth and new development, it should not come at the expense of community-serving small businesses. The combination of these factors has left some longtime small businesses with reduced revenues and uncertainty about the future. This result raises questions of equity, leaving business owners without a means of income, and residents and neighborhoods without access to essential goods and services.

Longtime community-serving small businesses in the DTLA 2040 plan area are cultural assets and neighborhood anchors. It is important for the DTLA 2040 plan to acknowledge this issue as it is inherently linked to future growth and development within the plan area. If not, more of these businesses will be lost. Just as we are trying to maintain and create new affordable housing, without gentrification and displacement, we need to plan for, support and avoid displacing our community-serving small businesses. In many instances these businesses are also serving as primary employers for these neighborhoods and their residents.



DTLA 2040 should define what a community-serving small business (including street vendors) is as part of the plan. The Conservancy has defined these as legacy businesses and “a privately-owned corporation, cooperative, non-profit, social enterprise or other entity that has been around for 20-25 years or more and contributes to the history, culture, and identity of Los Angeles, and has no more than 25 employees/shareholders and is not franchised or affiliated with a national chain.” Further, DTLA 2040 should identify all available tools and programs that can help, including within the package of community benefits as articulated within DTLA 2040.

Through the Conservancy’s Legacy Business initiative we have outlined the following as additional measures that could be implemented to help support community-serving small businesses:

- Establish a Legacy Business Registry with the City of Los Angeles;
- Establish a Rent Relief and Stabilization subsidy program that allows for a reduced or below-market rent rate to stabilize and avoid closures through escalating rents. This will directly assist Legacy Business owners serving as tenants and incentivize building owners to maintain stable, long-term agreements. A square foot formula is recommended to determine the grant amount and reflect the variety of types and sizes of legacy businesses, and to correspond to commercial leasing terms.
- Establish a Vendor Procurement Priority to increase opportunities for eligible legacy businesses to benefit through the procurement process. As vendors that do business with the City, legacy businesses shall receive priority through the procurement process. Besides simply cost control, selection that supports legacy businesses will ensure City resources are being spent in a means that underpins a goal of retaining longtime businesses.
- For legacy businesses that also qualify as a historic resource, are currently designated as a Historic-Cultural Monument (HCM), or listed in a historic district, the City’s Mills Act program shall give priority in selection for a Mills Act contract. Mills Act participants may realize substantial property tax savings of between 40% and 60% each year for newly improved or purchased older properties. For recent and new owners of property, including those with legacy business tenants, this incentive program will be especially beneficial. To ensure the legacy business remains, the Mills Act contract should include specific provisions that maintain long-term (at least 10 years) tenancy and/or the property owner participates in the Rent Relief and Stabilization program.
- Provide strategic loans and/or grants needed to provide emergency relief to offset increased rents for legacy businesses. In some instances, funding is necessary to purchase real estate housing legacy business tenants and maintain community control of small businesses and commercial properties. This funding is provided directly to the legacy business and/or a qualified entity raising funding to strategically support legacy businesses in a specific neighborhood or area. In addition to providing capitol to assist with rent relief or acquisition of real estate, funding can help support legacy businesses by providing technical assistance, succession planning, and coaching to ensure these valued community assets thrive.

Recommendation: Acknowledge, define and identify tools and incentives that can help support and avoid the displacement of longtime community-serving small businesses (legacy businesses).



VII. Conclusion

While much of downtown's success in recent years can be attributed to the rehabilitation and adaptive reuse of the neighborhood's historic building stock, the demand for higher density and new infill construction has increased as well. The continued revitalization of downtown Los Angeles over the last two decades has brought about a new wave development, spurring discussions over the compatibility of new buildings in historic districts and affordable housing.

The Plan offers a number of new provisions as part of the re:code LA zoning and more contextual-based guidance. It also includes important incentives for preservation such as, an updated adaptive reuse ordinance and a pilot Transfer of Floor Area Ratio (TFAR) incentive program for the Arts District.

DTLA 2040 also introduces a new “Village” designation for some low- to mid-scale areas within downtown, supporting their role as historic and cultural destinations. We believe this approach could be applied elsewhere within downtown to both help preserve existing affordable housing units and legacy businesses.

The Conservancy is pressing for ways to strengthen these proposed provisions and additional aspects of DTLA 2040 to support preservation. We welcome the opportunity to continue working with City Planning to strengthen DTLA 2040. Thank you for all your hard work in crafting this plan and for your consideration of our recommendations.

About the Los Angeles Conservancy:

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Please do not hesitate to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions or concerns.

Sincerely,



Adrian Scott Fine
Director of Advocacy

CC: Councilmember Gil Cedillo, Council District 1
Councilmember Kevin de Leon, Council District 14
Councilmember Curren Price, Council District 9
Deputy Mayor William Chun, Office of Mayor Eric Garcetti
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File No. 053646-0004

December 4, 2020

BY EMAIL

Mr. Craig Weber
Principal City Planner & Division Head
Community Planning
Department of City Planning
200 N. Spring St
Los Angeles, CA 90012

Re: 670 Mesquit Project: Comments on DTLA 2040 Plan EIR and DTLA 2040 Plan

Dear Mr. Weber:

Thank you for the opportunity to comment on the DTLA Plan and DTLA 2040 Plan Draft EIR.

We are writing on behalf of our client, RCS VE LLC, concerning the plan’s relationship to our client’s proposed project at 670 Mesquit Street in the Arts District, the plan’s proposal for the Arts District generally, and how the plan’s Draft EIR addresses our client’s proposed project. We have appreciated our coordination with the Planning Department on the proposed 670 Mesquit Street project, designed by world-renowned architectural firm BIG-Bjarke Ingels Group. The Department recommended consideration of the general plan amendment for the proposed project when the applications were filed in 2017. As we discussed in presenting an overview of the project to the 2040 Plan team last year, this forward thinking mixed-use project will contribute to the ongoing revitalization of the Arts District and improve public access to the adjacent Los Angeles River.

Like many recent projects in the Arts District, the lack of updated zoning reflecting the area’s recent evolution necessitated a general plan amendment request four years ago. Accordingly, City staff’s efforts to modernize the City’s zoning regulations for the Downtown Community Plan are much appreciated, and we look forward to progress with the new Plan to recognize the ongoing and future transformation of the Arts District into a vibrant mixed-use community.

The mixed-use project contains approximately 1,800,000 square feet of floor area on an approximately 5.45-acre site. Uses include creative office space, a 236-room hotel, and 308



multi-family residential housing units. The Project would provide affordable housing consistent with Measure JJJ standards. Additionally, there would be general retail uses, restaurants, event and gallery space, and a gym. The project includes open space and has the potential to enliven the riverfront between 7th Street and the under construction 6th Street viaduct.

In addition to landscaped areas, pedestrian passageways and walkways, viewing platforms, above-grade landscaped terraces and pool decks, the project includes an innovative proposal to provide a publicly accessible multi-use deck along the Los Angeles River. This River access also harmonizes with the City's planned Park, Arts, River, and Connectivity (PARC) Improvements between the project site and the new 6th Street Ribbon of Light Bridge, with land for the PARC and Bridge operations made available through agreements with the landowners of the 670 Mesquit property.

A series of architectural renderings of the project are attached as Exhibit A.

Given the long pendency of the 670 Mesquit project, since the project EIR has been in process for some years with a Draft EIR expected in 2021, and the City's concurrent processing of the DTLA 2040 Draft Plan, we write to confirm the project's consistency with the goals of the draft plan. In addition, we propose several revisions to the draft plan that we believe are important to support further the Arts District's continuing success.

Specifically, we request the following modifications to the current draft plan.

- Restoration of the plan's zoning recommendation for the 670 Mesquit project site to the zoning proposed in the October 2019 draft of the DTLA 2040 Plan, which permitted a maximum bonus FAR of 6:1 across the entire project site and imposed no height limitation.
- Recognition of the planned new transit station to serve the Arts District at 6th Street, which is currently under review by Metro. Given the importance of transit to land use planning, we also request that the Transit Core land use designation be applied to the area within one-half mile from the planned Arts District / 6th Street Station, which includes the 670 Mesquit project.
- In order for the City to meet its housing goals, it is essential that housing be encouraged in downtown areas like the Arts District, where numerous residential projects have already been approved. Accordingly, we recommend elimination of the provisions of the proposed Industrial-Mixed 4 Use District that discourage housing and create economic barriers to affordable housing, including the draft's prohibition of construction of new general residential uses (i.e., what the plan defines as household living residential) in favor of permanent supportive housing and live-work units and its requirement that all new structures be built entirely as Type I, II or IV construction. Prohibiting wood frame construction is contrary to the affordable housing goals of the Plan.

1, cont.

- Incorporation of language allowing the Director of Planning to permit projects to develop floor area beyond base levels for large projects that make use of a specific plan and provide financial benefits and investments above and beyond those ultimately adopted in DTLA 2040.

1. The 2040 Draft EIR Should Consider the 670 Mesquit Project as Proposed.

Reviewing the plan's Draft EIR, we noted that it does not consider the 670 Mesquit project as part of the cumulative analysis or in an alternative. Given that this project's application was submitted prior to the commencement of the plan's Draft EIR and deemed complete shortly after the Draft EIR's Notice of Preparation was issued, the plan's Draft EIR should consider the project either as part of the plan itself, as part of the cumulative impact analysis, or as part of Alternative 3, which considers an increase in development potential over the proposed plan.

By way of background, the City deemed the project's application, which includes a Vesting Tentative Tract Map and City-initiated General Plan Amendment, complete on March 3, 2017, and under LAMC Section 17.15, the project is subject to the rules and regulations in place as of March 3, 2017. The City has been processing the project's EIR at the same time as the City has been processing the Plan EIR. In the future, when the City prepares the responses to comments and the Final EIR, together with its next version of the proposed plan, we respectfully request that the project be included in the plan EIR analysis. As the current version of the plan substantially departs from that studied in the Draft EIR, the City will have ample opportunity to incorporate changes into the updated environmental review.

2. The Project Is Consistent With Many Objectives of the DTLA 2040 Draft Plan.

The project is consistent with the November 2020 DTLA 2040 Draft Plan in numerous ways, and we hope that the next draft of the Plan will incorporate appropriate changes so that more complete consistency can be achieved, as further detailed below.

For example, the project features innovative architectural design along the Los Angeles River, between the iconic new multi-modal Ribbon of Light Bridge, the PARC Improvements, and the historic 7th Street Bridge. In this unique, prominent location, the project provides publicly accessible at-grade and generous above-grade open spaces that take advantage of the stepped building design, Los Angeles River frontage, nearby public improvements and opportunities for river access and panoramic views. In particular, the project creates direct pedestrian and bicycle connections that link the 7th Street Bridge with the project's proposed northern landscaped area, which would in turn connect to the City's proposed PARC Improvements and Ribbon of Light Bridge. Accordingly, the project supports DTLA 2040 Draft Plan policies to "make Downtown economically competitive through improvements to the public realm" (LU 5.3), "promote an enhanced public realm and network of pedestrian paths that connect neighboring resources, such as parks to the Los Angeles River" (LU 34.5), and "support the development of catalytic new parks and reinvestment in existing public spaces. Namely: ... 6th Street Parc" (PO 1.7).

Similarly, the Applicant proposes to redevelop underutilized, low jobs-producing storage uses with high-jobs-producing land uses that increase economic activity. In particular, the project is an office-forward development with associated high-quality employment opportunities that also provides a wide range of entertainment, restaurant, and recreational amenities. Accordingly, the project supports Hybrid Industrial General Plan Land Use Designation policies to “ensure a thoughtful mix of land uses including amenities to serve the evolving creative employee base and live/work community” (LU 31.2), “prioritize space for jobs and employment activity in Hybrid Industrial areas” (LU 32.1), and “encourage retail and restaurant uses in partnership with productive uses to promote extended hour of activity” (LU 34.3).

The project’s provision of much-needed market-rate and affordable multi-family housing also supports Hybrid Industrial General Plan Land Use Designation policies to “promote affordability through the development of a range of unit sizes” (LU 33.2) and “support affordable housing options for artists” (LU 34.6). The project’s mixed use development program also supports the DTLA 2040 Draft Plan policy to “foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, and recreational facilities” (LU 3.3).

The project’s overall design approach is intended to complement the industrial character of the Arts District with building materials such as concrete, steel, and glass, reflecting materials prevalent in the neighborhood, which supports the DTLA 2040 Draft Plan policies to “reinforce the distinct qualities of each neighborhood, and ensure that growth complements and is compatible with existing character and historic resources” (LU 10.2) while also featuring “innovative design that creates the preservation-worthy buildings of the future” (LU 15.4). Relatedly, the project’s incorporation of highly flexible modular space that can accommodate creative office, commercial, and residential uses, in an area rapidly transitioning from low-rise heavy industrial use to mixed use, also supports Hybrid Industrial General Plan Land Use Designation policies to “encourage the development of flexible spaces that can accommodate a variety of productive industries” (LU 31.1) and “foster the development of durable and flexible buildings that support a range of creative and productive activities, and offer live/work opportunities” (LU 34.2).

In addition, a multi-use deck over the railway property on the project’s eastside and along the Los Angeles River would create open space for the Arts District and Boyle Heights, complementing future public programming and enhancing public views of the Los Angeles River. The proposed deck supports DTLA 2040 Draft Plan policies to “identify physical interventions, such as decking over rail lines that can improve connectivity and access to the River” (PO 8.4) and “integrate direct visual access to the River in building design and site planning in the form of paseos, plazas, and open space facilities” (PO 8.5). As discussed below, this deck is an extraordinary public benefit that should be recognized with additional density as proposed by the project.

Street-level pedestrian-friendly frontages along Mesquit Street and the 7th Street Bridge will maximize building and site permeability and increase physical and visual access to the Los Angeles River and planned City improvements. The project also introduces four major

pedestrian passageways that visually connect Boyle Heights, the Los Angeles River, the Arts District, and greater Downtown and provide midblock access through the project. Extending of Mesquit Street to the south of Jessie Street creates a publicly accessible paseo. These elements support DTLA 2040 Draft Plan policies to “incentivize the inclusion of paseos through large sites to improve pedestrian access” (LU 11.3), “encourage building design that connects and orients people toward destinations and activity centers” (LU 11.4), “introduce shared street typologies for Arts District streets that preserve historic industrial characteristics while promoting access and safety for all users” (LU 34.7), and “adapt streets that are not critical to vehicular circulation to increase right-of way use for pedestrian circulation” (PO 2.2).

3. Proposed Zoning Modifications for this Property and for the Arts District Are Too Restrictive.

To support the project’s proposed floor area ratio, which exceeds that contemplated under the existing General Plan and zoning and the proposed DTLA 2040 Draft Plan, the project proposes a substantial public benefits package.

The project substantially exceeds the plan’s Community Benefits Program in multiple ways. The project provides on-site restricted affordable units, significant office space and job creation, substantial open space, and community facilities including a studio/event/gallery space and a potential museum. These components meet the draft 2040 DTLA’s standards for Local Affordable Housing Incentive Program, Employment Center Incentive for projects located with Community Benefits Standards Subarea A.2, Publicly Accessible Outdoor Amenity Space incentive program, and Community Facilities incentive program. Under the October 2019 draft plan, these benefits would have allowed a floor area ratio of six to one. This maximum bonus floor area ratio would have applied consistently across the entire Mesquit project site.

The project site should have consistent zoning as in the October 2019 recommendation. For the Mesquit project site specifically, the current proposal for the DTLA 2040 Draft Plan would establish a maximum bonus FAR of 6:1 for a portion of the site, 4.5:1 for another portion, and 3:1 for another portion. However, to provide the substantial benefits on a site of the project’s size, more floor area is needed than can be developed under a 3:1, 4.5:1, or 6:1 floor area ratio.

The project’s ownership and developers are particularly concerned that the most recent iteration of the draft plan has downzoned the project site (see attached graphics at Exhibit B) and imposed restrictive height limits that appear to single out this site for lower heights than comparable projects. We respectfully submit that this was not warranted for multiple reasons.

First, the 6th Street Viaduct Replacement project, expected to be completed in early 2022, includes the PARC Improvements, an approximately 12 acre area with open space and recreational amenities. The City and RCS VE LLC entered into an easement agreement and option for the City’s use of portions of the northern end of the 670 Mesquit Street project site. The 670 Mesquit Street project includes a proposed publicly accessible Northern Landscaped Area that would connect with the City’s proposed PARC Improvements adjacent to and beneath

the Ribbon of Light Bridge. The project also includes a landscaped balcony that would connect the Northern Landscaped Area and proposed PARC improvement to the north with an elevated pedestrian walkway or deck that would extend across the eastern edge of the project site to the 7th Street Bridge. By incorporating landscaped open space into the project's northern end and providing direct pedestrian connections linking the 7th Street Bridge with the Northern Landscaped Area and PARC Improvements, the project would expand the potential for shared use of the PARC Improvements and unite the Arts District neighborhoods and Boyle Heights communities.

Second, Metro has proposed a substantial investment in a rail project to serve the Arts District and the project site. Specifically, Metro is currently studying a proposed new heavy rail station near 6th Street that would serve the Arts District and surrounding neighborhoods. In June 2018, the Metro Board of Directors approved a funding agreement with the City of Los Angeles to financially support pre-design, public outreach, and the Arts District / 6th Street Station EIR, which Metro anticipates completing in late 2021. Accordingly, we request that the DTLA 2040 Draft Plan include a conditional Transit Core land use designation applicable to the area surrounding the Arts District / 6th Street Station, if approved.

We request that the project site's zoning be restored to the proposed zoning in the October 2019 draft of the DTLA 2040 Draft Plan, which permitted a maximum bonus FAR of 6:1 across the entire project site and no height limitation. The draft plan provides no reason for this substantial downzoning of the project site, and we see none. The properties on the west side of Mesquit Street are designated [MB3-CDF1-5] [IX4-FA] [-CPIO- -].

By comparison, the draft plan spot zones the eastern side of Mesquit Street between 6th St and 7th St at a substantially lower density. Not only is this in conflict with the prior draft plan versions and the vested project, it does not reflect the substantial planned infrastructure upgrades in the project site's immediate vicinity. There should be consistent zoning for railroad adjacent properties in this area. However, if the Mid-Rise Medium 1 and Mid-Rise Broad 2 form districts are retained, the respective 18 and 5 story height limitations should be removed.

In addition, the Industrial-Mixed 4 Use District should be revised to permit new construction of household living residential uses. It is not clear why housing in the Arts District has been proposed to be so limited when the City needs all kinds of housing in all areas to build out of the current housing shortage. It is not appropriate to limit development of new housing in the Arts District to permanent supportive housing or live/work units, and we respectfully request that the plan be revised to remove this limitation on new housing in the Arts District. We also request that the Industrial-Mixed 4 Use District requirement that all new structures be built entirely as Type I, II or IV construction be removed.

4. **The DTLA 2040 Draft Plan Should Incorporate Flexibility for Large Mixed-Use Projects with Specific Plans.**

We propose that the plan should expressly provide for the inherent benefits provided by projects covering more than three acres.

This ambitious project offers a public benefits package that far exceeds the public benefit requirements set forth in the DTLA 2040 Draft Plan. While the project was proposed prior to DTLA 2040, because such projects have a unique opportunity to benefit the Arts District through their physical changes and introduction of a wide range of uses, DTLA 2040 should expressly acknowledge that through a Specific Plan, projects can develop floor area beyond base levels and provide financial benefits and investments above and beyond those ultimately adopted in DTLA 2040.

To give the City flexibility with respect to large and unique development opportunities, we recommend that the City adopt language allowing the Planning Director to approve floor area ratio above the plan's base standards in certain circumstances. Specifically, we propose a footnote be added to the DTLA 2040 Draft Plan that allows for the Planning Director to approve a floor area ratio and height above the plan's base standards when a specific plan has been initiated for a project that exceeds three acres in area and upon a finding that the project exceeds the job creation and public benefits provisions of the plan's Community Benefits Program.

This flexibility will allow the City to facilitate large and transformative projects on large sites that offer extraordinary public benefits, helping to achieve a sustainable, equitable, and inclusive future for Downtown. The increased flexibility is also needed to aid Downtown's recovery from the deep impacts of the COVID-19 pandemic and the ongoing housing and homelessness crisis.

The project at 670 Mesquit is one of such projects and we look forward to working with the City in its consideration of a project that furthers the City's vision for the Arts District, the Downtown community, and the whole City of Los Angeles.

Finally, recognizing that the City has been conducting environmental review for this project for several years and the project is already well along in the environmental review process, after the City initiated a General Plan amendment for the project and deemed its applications complete, the DTLA 2040 Plan's EIR should reflect the project as part of its overall environmental review.

Thank you for your time and your consideration of these issues. We would be happy to discuss them with you further.

Very truly yours,

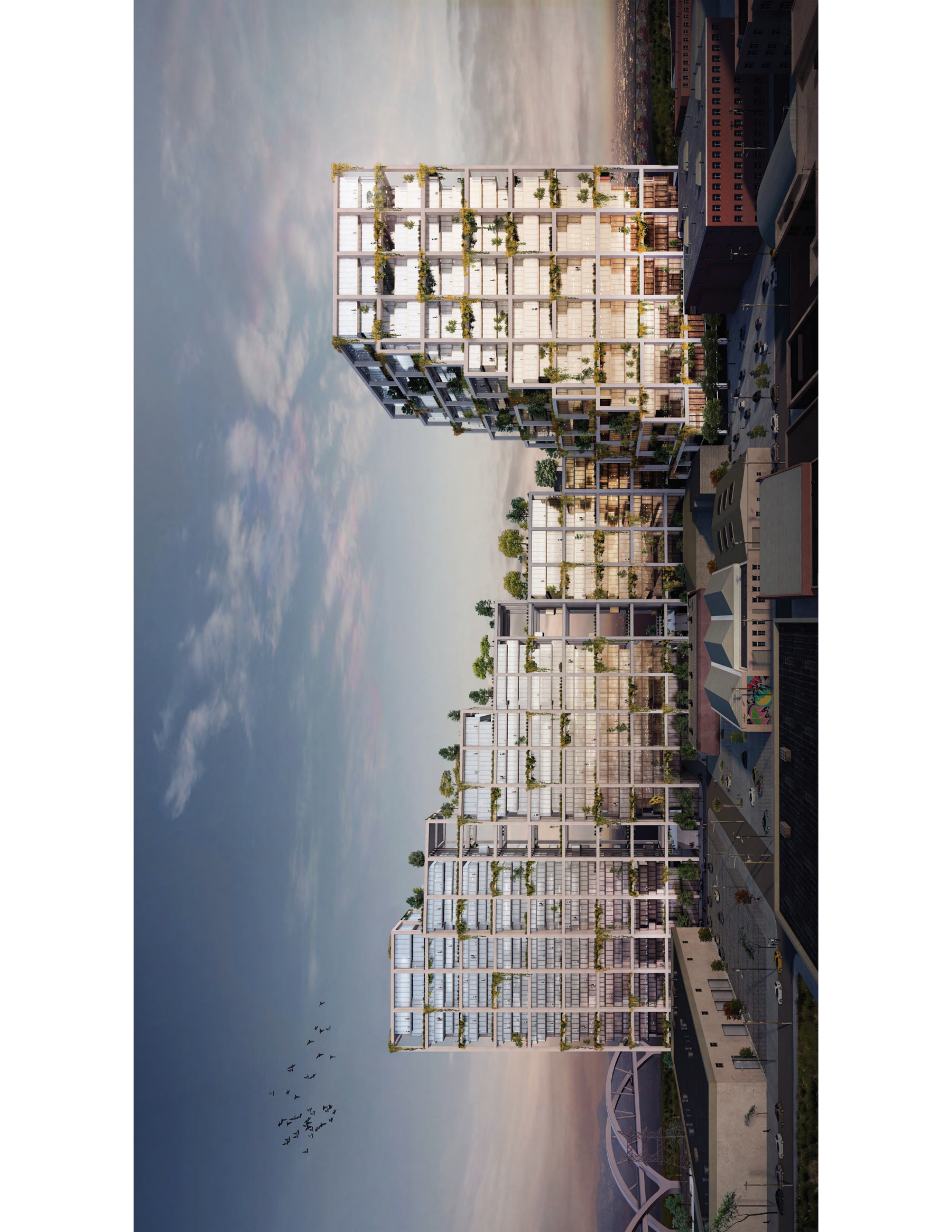


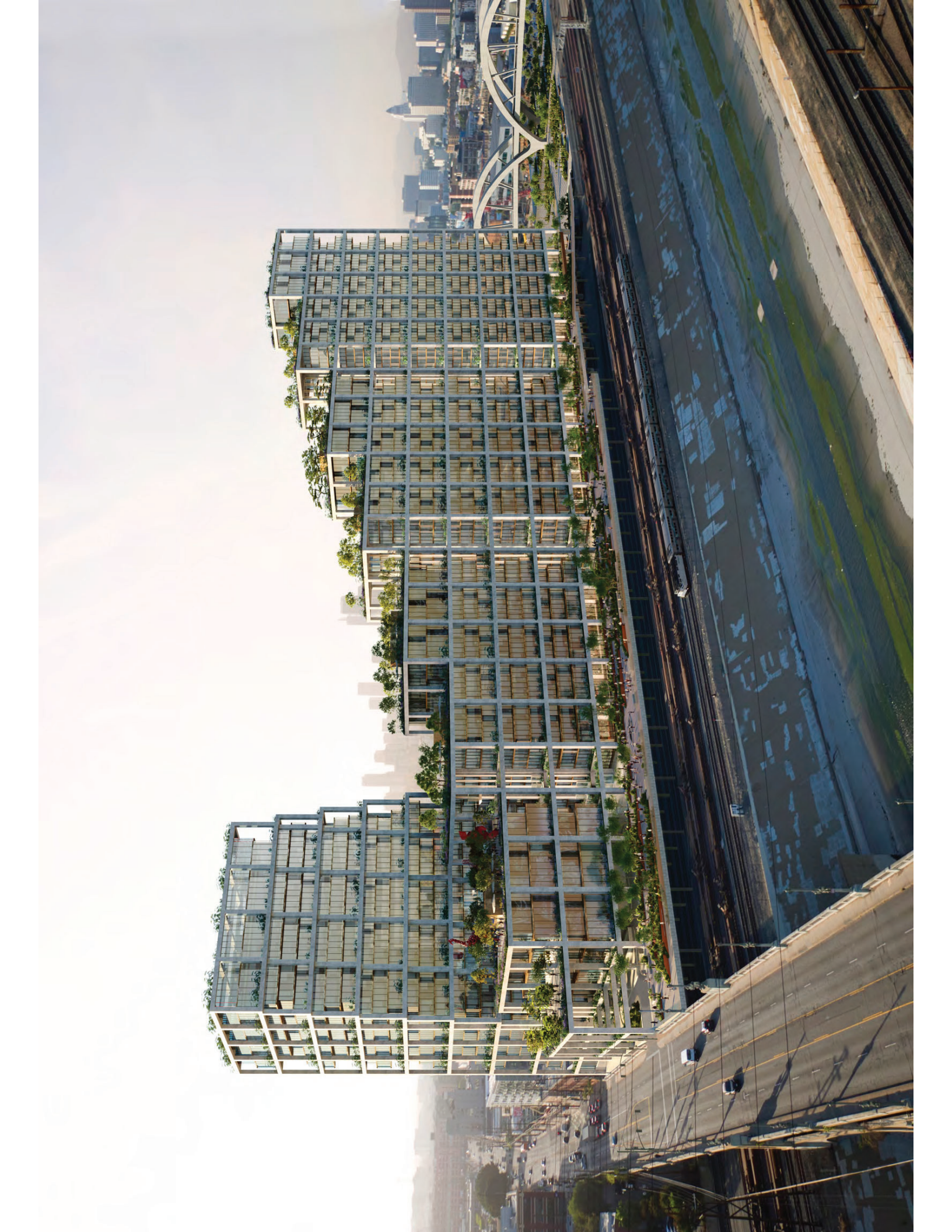
Benjamin J. Hanelin
of LATHAM & WATKINS LLP

LATHAM & WATKINS LLP

cc: Mr. Michael LoGrande
Mr. Frank Gallo
Mr. Zach Vella
Cindy Starrett, Esq.
Derek Galey, Esq.

Exhibit A – Project Renderings

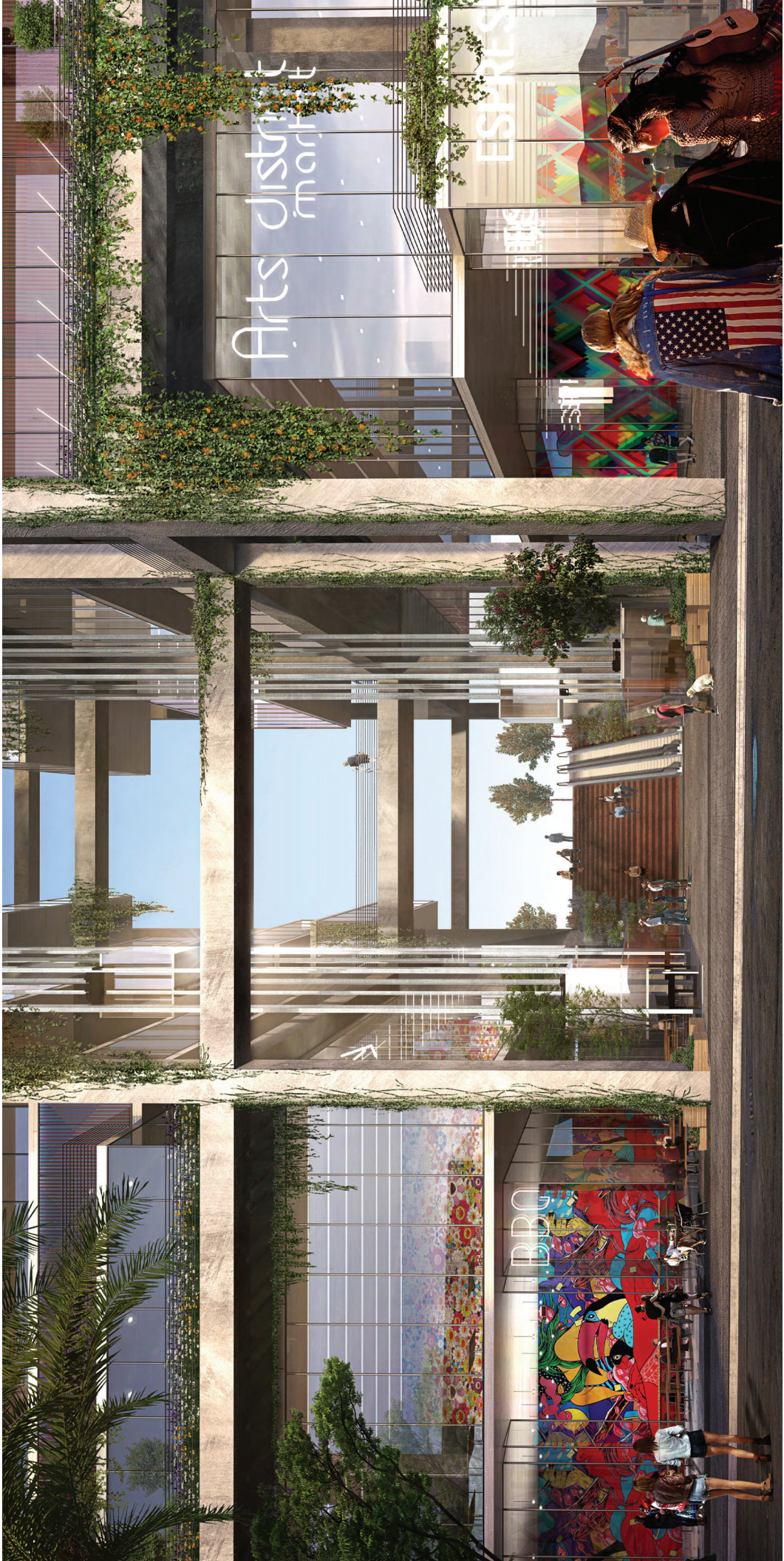
















NEW GOLD



Exhibit B – Project Site Downzoning





LAW OFFICE OF JOHN P. GIVEN
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December 4, 2020

VIA EMAIL ONLY

Brittany Arceneaux, City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 667
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brittany.arceneaux@lacity.org

RE: Downtown Community Plan Update /
New Zoning Code for Downtown Community Plan
Comments on Draft Environmental Impact Report
Case Nos. ENV-2017-433-EIR, CPC-2017-432-CPU, CPC-2014-1582-CA

Dear Ms. Arceneaux:

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report (“DEIR” or “Draft EIR”) for the Downtown Community Plan Update (“DTLA Community Plan,” “Community Plan,” or “Downtown Plan”) and the New Zoning Code for the Downtown Community Plan. This comment letter is submitted on behalf of Arts District Community Council Los Angeles (“ADCCLA”).¹ ADCCLA appreciates that the Department of City Planning extended the DEIR comment period to December 4, 2020, to allow a more complete review of the lengthy Draft EIR and related project documents.²

As a preliminary matter, please ensure that my office receives all project-related notices including electronic notices, which may be emailed to [REDACTED].

General Comments

The DEIR explains that it is an informational document to inform decision-makers and members of the public as to significant environmental effects, to identify feasible ways to minimize or avoid these effects, and to describe a reasonable set of project alternatives. (DEIR, p. 1-2.)

¹ ADCCLA notes that the project area for the Community Plan is the proposed Community Plan area, which is the combined areas of the existing Central City Community Plan and Central City North Community Plan, while the project area for the New Zoning Code is Citywide. (DEIR cover and pp. 3-3 to 3-4, 3-6 [Figure 3-2].)

² The related documents reviewed in preparation for this comment letter include but are not limited to the November 2020 Draft Downtown Community Plan, the Fall 2020 Downtown Draft Zoning Maps, the Draft General Plan Land Use Designation Map, the November 12, 2020 Public Hearing Draft of the New Zoning Code (“11/12/20 New Zoning Code” or “New Zoning Code”), the Fact Sheets published during Summer 2020 for both the Downtown Plan and New Zoning Code, and the Fall 2020 Draft Community Plan Implementation Ordinance (“Draft CPIO”), among other documents.

ADCCLA members understand that the degree of specificity and detail provided in the environmental review of a community plan or zoning ordinance may be less than for a specific project where impacts can be more easily identified and mitigated, and that the secondary effects are properly the focus of the review of a general policy or plan. (*Id.*, see 14 Cal. Code Regs. [“CEQA Guidelines”], § 15146.) The inability to provide exacting environmental review, however, does not excuse the City from making its best efforts. The California Environmental Quality Act (“CEQA”) requires “adequacy, completeness, and a good faith effort at full disclosure.” (CEQA Guidelines, § 15151.)

1, cont.

The DEIR notes that “[n]o new development would be entitled or built as a direct result of adopting the Downtown Plan. Future development projects would require additional discretionary and/or ministerial approvals.” (DEIR, p. 3-3.) This is a somewhat misleading statement, implying that additional environmental review would follow any and all project-specific applications if the Downtown Plan is adopted. But ministerial (aka “by right”) projects are entirely exempt from environmental review under CEQA. (Public Resources Code, § 21080(a).) If a project complies with the existing zoning code framework and does not include any discretionary entitlement requests, applicants generally have the right as a matter of law to obtain the requisite permits to construct their project without undertaking environmental review. There can be little question that some projects will be built in the Downtown Plan area following its adoption. The current environmental review process for the Downtown Plan and New Zoning Code will likely be the *only* environmental review for future ministerial projects in the plan area so long as they are not in conflict with the General Plan or applicable zoning codes.

The DEIR also notes that social and economic impacts are not necessarily considered environmental impacts. (DEIR, p. 1-3.) But it is not uncommon for a physical change to be triggered as a secondary impact due to economic or social effects, for example, development of a shopping center may cause deterioration of areas with competing businesses located elsewhere. (See generally, *Citizens Assn. for Sensible Development of Bishop Area v. County of Inyo* (1985) 172 Cal.App.3d 151.) The paramount consideration in the review process is identification of reasonably foreseeable probable future projects that are likely to occur due to adoption of the community plan. (*Id.*, 172 Cal.App.3d at 168.)

Based on longstanding residential development pressure and recent changes to development patterns in the Central City North Community Plan area, especially in and around the Arts District community, there can be little doubt that additional residential projects will be built in this area. The economic effect of this activity is likely to increase the land value, and the social effect will likely be a continued increase in the desirability of the area for residential development and related uses. It is reasonably foreseeable that these continued economic and social pressures will result in the potentially significant environmental impact of displacing *industrial* uses to other parts of the City and region. Displaced uses are undoubtedly cognizable as environmental impacts, and are likely to occur due to adoption of the project. (See *Muzzy Ranch Co. v. Solano County Airport Land Use Com.* (2007) 41 Cal.4th 372, 383: “[N]othing inherent in the notion of displaced development places such development, when it can reasonably be anticipated, categorically outside the concern of CEQA.”) Despite the recent

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development trends, which the DEIR anticipates will continue (see DEIR, p. 3-14; see also discussion, DEIR, p. 4.10-21), the City has not studied the potentially significant impact of displaced industrial uses.

2, cont.

The Final EIR should analyze the potentially significant secondary effects resulting from industrial displacement to other parts of the City and region or, like the DEIR, it will be incomplete and therefore inadequate.

Aesthetic and Cultural Resource Impacts

Arts District community members are particularly troubled by potentially significant aesthetic and cultural resource impacts to currently undesignated historical resources in the Downtown Plan area, especially in and around the Arts District neighborhood.

The DEIR describes building heights in the Downtown Plan area as they move from west to east from skyscrapers in the Financial District to one to three story buildings in industrial areas further east along the LA River. (DEIR, p. 4.1-60.) The Arts District is currently predominantly zoned M3 with an FAR of 1.5:1. (DEIR, p. 3-14.) But shade and shadows from new development would be especially impactful in the Arts District area in the Downtown Plan, because “average building heights and associated shadows would increase in the [Hybrid Industrial] area due to the higher permitted FAR” in the Downtown Plan. (DEIR, p. 4.1-69.) Moreover, the DEIR fails to consider shade and shadow impacts on the Los Angeles River, which is adjacent to the Hybrid Industrial part of the Downtown Plan, and an important resource in the community plan area, subject to many years of deliberation and substantial planning efforts. (See, e.g., DEIR, p. 4.10-50, describing the RIO District and Los Angeles River Restoration Master Plan.) The project environmental review should consider shadow impacts on the river.

3

The DEIR fails to adequately analyze the impact of the Community Plan Update and New Zoning Code on historical resources. The DEIR identifies one of the relevant general plan aesthetics policies from the Conservation Element, which is especially applicable to the Arts District area: “Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain . . . unique scenic features” such as historic features. (DEIR, p. 4.1-48.) A considerable portion of the existing Arts District is included as part of the “Downtown Los Angeles Industrial Historic District, which is an “Eligible-but-not-Designated Resource[] (DEIR, p. 4.4-21, Figure 4.4). In addition, the Arts District contains several designated Historic Cultural Monuments. (DEIR, p. 4.4-15, Table 4.4-4.)

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Despite the Arts District’s high historical resource value collectively and the value of individual resources in and around the Arts District, as well as the DEIR’s conclusion that changes to the height, scale, and density in the Hybrid Industrial designated area “would represent a change in [its] visual character,” the DEIR fails to include any comparison photographs of existing conditions and views with potential future development among the views depicted in the DEIR.

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(See DEIR, pp. 4.1-67 to 4.1-67.) This deprives decision makers and members of the public the opportunity to better consider how shadows and massing would impact the resource area. (DEIR, p. 4.1-70.) In addition, despite the great importance of the Los Angeles River to this part of the City, there are no photos depicting comparisons of existing conditions adjacent to or across the Los Angeles River with potential future development. If the Hybrid Industrial area is among those areas that have the most visual character impacts, it is especially important that the EIR properly document the existing conditions and provide at least some comparison with potential future development as has been done for other neighborhoods in the plan area. (DEIR, pp. 4.1-67 to 4.1-67.) These are significant omissions and should be corrected in the Final EIR.

5, cont.

The DEIR goes so far as to speculatively consider the visual character changes as potentially positive: “However, future development would *likely* benefit and improve the visual character and quality in some of these areas . . .” (*Ibid.*) There appears to be no evidence in the environmental or other documents to support this speculation.

One of the purposes of the Downtown CPIO District is to “preserve and protect neighborhood identity, including protecting cultural and historic resources and distinctive character defining elements of existing urban form.” (Draft CPIO, p. 3.) Community members are especially frustrated that the City’s significant work toward creating a best practices paradigm in Appendices B-E of the Draft CPIO are not mandatory, even for discretionary entitlements. (Draft CPIO, p. 11, Section I-10.) Given that the purpose of the Downtown CPIO includes preservation of neighborhood character and the CPIO and DEIR identify the Arts District as deserving of special attention, the City should strongly consider whether all or part of these best practices should be implemented as mandatory requirements.

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Even more troubling, the DEIR mistakenly concludes that “[f]uture development in Hybrid Industrial designated areas would be subject to zoning requirements regarding articulation, entrances, entry-features and transparencies as well as allowable materials that would reinforce the historic industrial character of this area.” But the Draft CPIO makes clear these requirements are *not* mandatory. (See Draft CPIO, p. 11, Section I-10: “Nothing in this section, the Downtown CPIO District, or any other applicable citywide design guidelines, shall allow decision makers to approve, deny, or condition a discretionary approval based on these best practices.”) Due to this misunderstanding, a potentially significant cultural resource impact appears to have been entirely overlooked, making the DEIR’s cultural resource analysis incomplete and inadequate.

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The DEIR concludes that the cumulative impact analysis for historical resources results in a significant and unavoidable impact (DEIR, p. 4.4-48), and “[n]o feasible mitigation measures have been identified to mitigate” this impact. (DEIR, p. ES-17, Table ES-3.) Arts District-related impacts might be mitigated to some degree by actually requiring the non-mandatory best practices identified in Appendix C for the Arts District area to be imposed as a mitigation measure. In addition, visual character degradation could possibly be lessened by imposing some control on the number of buildings permitted to take advantage of development bonuses within a certain distance of one another or within a particular area. Such controls are already imposed on certain types of uses in the New Zoning Code. (See, e.g., 11/12/20 New Zoning Code, p. 5-107, ↓

8

Sec. 5B.8.4(B), “Allowed Uses & Use Limitations” [treatment of Homeless Shelters within IX4 zones, which can be no closer than 300’ from another Homeless Shelter use].)

To adopt a Statement of Overriding Considerations, the City must find there is no feasible mitigation measure that would avoid or substantially mitigate the significant impact. (See *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 524, discussing Pub. Resources Code, § 21081(b).) This finding must be supported by substantial evidence. (14 Cal. Code Regs., § 15093(b).) The City should also note that “[t]he inclusion of a mitigation measure that reduces an environmental impact is permitted even if the measure will not reduce the impact to a level below the threshold of significance.” (*Sierra Club*, 6 Cal.5th at 525.)

8, cont.

As the project continues through the environmental review process toward a Final EIR, the City should continue to consider additional mitigation measures that might significantly mitigate unavoidable impacts, and should consider imposing mitigations even if they do not reduce impacts below the threshold of significance.

Land Use Impacts

The DEIR acknowledges the importance of the General Plan Framework Element: “The City's General Plan Framework Element (GPF) establishes the overarching guide for how Los Angeles will grow in the future. Adopted in 1996 and again in 2001, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements.” (DEIR, p. 4.10-11.)

The DEIR’s analysis of land use impacts includes a very generalized discussion of the General Plan Framework Element. It discusses strategic growth, conservation of existing residential neighborhoods, balancing the distribution of land uses, enhancing neighborhood character through improved development standards, creating more parks, pedestrian districts, and public plazas, improving mobility, and identifying a hierarchy of commercial districts and centers. (DEIR, pp. 4.10-11 to 4.10-12.) But the land use analysis related to the Framework Element unfortunately avoids delving into most specific policy details with respect to industrial land use designations and zoning, leading to an incomplete and therefore inadequate analysis.

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The DEIR concludes that there is a less than significant impact in the land use analysis review category. The DEIR’s analysis is incomplete, however, as it neglects full consideration of the City’s industrial land use policy as expressed in the Framework Element. This causes the DEIR to fail as an informational document. In addition, the DEIR’s Secondary Objective 2 seeks only to “[m]aintain a meaningful amount of the Plan Area that is dedicated to production and high-intensity traditional industry.” (DEIR, p. ES-3.) Not only is “meaningful amount” incredibly vague, Secondary Objective 2 is in direct conflict with industrial land use policy as expressed in the existing Framework Element. Thus, the DEIR’s conclusion that the Downtown Plan would cause a less than significant impact is incorrect. (DEIR, p. ES-33, Table ES-3; see also DEIR, p. 4.10-28.)



The DEIR states:

“Consistent with the General Plan Framework Element, land for industrial uses would be retained under the Downtown Plan. 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.” (DEIR, p. 4.10-21.)

But the proposed Downtown Plan is actually *inconsistent* with the General Plan Framework Element, which calls for preservation of industrial designations and uses, and allows for conversion only where planning studies have been done to justify conversion to other uses. (Los Angeles General Plan Framework Element, Chapter 3.)³

The City undertook such a study of industrial land during the early to mid-2000s, culminating in a series of policy recommendations intended to preserve industrial land as still reflected in the General Plan Framework. In a December 2005 memo to the City’s General Managers and other City leaders engaged in land use policy work, Former Deputy Mayor Bud Ovrom called attention to what he deemed a growing crisis caused by the “increasing pressure to convert the City’s industrial zones to alternative land uses.” (Memorandum from Deputy Mayor Bud Ovrom to General Managers, Dec. 12, 2005, p. 1.)⁴ In the memo, Ovrom noted:

Los Angeles’ industrial jobs occur on a very small fraction of the 464 square miles that make up the City. Only 8% of our city is zoned for industrial use, primarily in 5 concentrations: Greater Downtown, the Westside, Hollywood, the railroad corridor across the Valley, and the Harbor. These industrial areas are a precious resource that, if lost or severely compromised, will be impossible to recreate. (*Id.*, pp. 1-2.)

Following up on this policy concern, the City investigated further and published a comprehensive study and policy recommendations in 2007. (See generally, Los Angeles Department of City Planning and Community Redevelopment Agency, Los Angeles’ Industrial Land: Sustaining a Dynamic City Economy (Dec. 2007).)⁵ The City’s 2007 industrial land use policy study concluded:

Competition for industrially zoned land in Los Angeles is extremely high; industrial land in the City has the lowest vacancy rate in the nation, remaining consistently below two percent. Yet the supply of these critical job-producing areas is becoming increasingly scarce as non-industrial uses such as residential,

³ Available at: <http://cityplanning.lacity.org/cwd/framwk/chapters/03/03209.htm>.

⁴ Available at City Planning’s website (last checked, December 4, 2020): https://planning.lacity.org/code_studies/landuseproj/Industrial_Files/AttachmentC.pdf.

⁵ The land use study remains available at the City Planning’s website (last checked, December 4, 2020): https://planning.lacity.org/Code_Studies/LanduseProj/Industrial_Files/Attachment%20B.pdf.

big-box retail, schools, open space and recreational facilities continue to encroach on industrial land. Currently, 26 percent of Los Angeles' industrial land is already used for non-industrial purposes, leaving just six (6) percent of the City's total land area available for active industrial uses. In Downtown Los Angeles, West Los Angeles and increasingly in Hollywood, residential developers have purchased industrial properties to convert them to high-end housing, creating speculative markets that result in increasing land prices and uncertainty about future land use decisions, making it difficult for our most important industries to do business in Los Angeles and for new industries to have the confidence to invest. (*Ibid.*, p. 4.)

As of 2007, Los Angeles had less than 1,400 acres of land zoned for heavy manufacturing. (Los Angeles' Industrial Land: Sustaining a Dynamic City Economy, p. 10.) More than a quarter of all industrially zoned land in the City was then being used for non-industrial purposes, a number that has almost certainly increased since then due to the constant pressure in the Arts District and other industrially zoned neighborhoods, and due to the many projects approved that have converted industrially zoned land to other uses. (*Id.*, p. 4.) The City appears not to have precisely quantified this significant loss in the intervening years since the last major study.

9, cont.

Nonetheless, the standing policy of the City remains as it existed in early 2008, “to retain industrial land for job producing uses, as established in the adopted General Plan Framework and Community Plans.” (Memorandum from S. Gail Goldberg, Staff Director Regarding Industrial Land Use and Potential Conversion to Residential or Other Uses, January 3, 2008, p. 1 [emphasis in original].)⁶

The DEIR correctly notes that “[a]n EIR is an informational document that will inform decision-makers as well as members of the public of the significant environmental effects of a project.” (DEIR, p. 1-2.) It is noteworthy that the DEIR fails to describe the limitations within the General Plan Framework on the process by which the City may change its current policy calling for preservation of the industrial land base. The DEIR also fails to provide sufficient detail to compare what is permitted within existing use and zoning designations (the project “baseline”) with what will be permitted if the proposed Downtown Plan and applicable New Zoning Code is adopted. The DEIR therefore fails as an informational document.

It is useful to compare the existing industrial acreage in the Downtown Plan area with that proposed Downtown Plan. The DEIR provides two tables showing the acreage of industrial land designations in the current and proposed community plans to aid in the comparison. While helpful, the comparison is rather opaque, since the new plan uses relabeled land use designation categories that do not necessarily correspond to the uses implied by their labels.

9, cont.

⁶ This memo is also available on City Planning's website (last checked Dec. 4, 2020): https://planning.lacity.org/code_studies/landuseproj/Industrial_Files/StaffDirections.pdf.

Industrial	1,520
Commercial Industrial	15
Light Industrial	8
Light Manufacturing	559
Heavy Manufacturing	829
Hybrid Industrial	109

Detail from Table 4.10-1, Summary of Existing Land Use in the Downtown Plan Area

Industrial	1,372
Production	557
Hybrid Industrial	426
Markets	389

Detail from Table 4.10-2, Summary of Proposed Land Use in the Downtown Plan Area

Because of the differing designations and underlying available uses, it is difficult for a decision maker or member of the public to understand the effects of adoption of the Downtown Plan, especially with respect to the Framework Element’s overriding goal of preserving industrially zoned land and any resulting land use impacts. The most readily apparent difference is the significant reduction in land zoned to allow heavy manufacturing uses. The existing Heavy Manufacturing designation currently applies to 829 acres. But the Production designation, the only land use designation theoretically allowing heavy industrial uses in the proposed Downtown Plan, is only 557 acres, a reduction of 272 acres. But the Production designation allows a fairly broad range of uses, including heavy industrial but also allowing “evolving and innovative industries, such as light assembly and manufacturing, clean technology, incubators, and research and development facilities.” (DEIR, p. 4.10-23.) The potential loss to the City’s heavy manufacturing base could be substantially greater than 272 acres, and no land use studies required by the Framework Element support the decision to allow such conversions to occur.

It may be fair to consider the “Market” designation as at least quasi-industrial, because it includes warehouse uses (see 4.10-23), but that designation also “include[s] retail, limited housing, and good movement activities.” Some of these activities may also support nearby industrial use, but otherwise these are all non-manufacturing uses. Likewise, the revised Hybrid Industrial designation will allow live/work, light industrial, commercial, and office. (DEIR, p. 4.10-23.) While live/work spaces are theoretically job-producing, there is understandable skepticism that many such projects are not being utilized as live/work spaces, but rather are simply a different form of primarily residential development. (See, e.g., Shane Phillips email to Bryan Eck, *DTLA 2040 EIR scoping period* comments, March 4, 2017, p. 2, included in DEIR Appendix A.)⁷

⁷ ADCCLA is pleased and appreciative, however, that its recommendations to increase the minimum average unit size to 1,000 square feet, among other modifications, was adopted in the IX4 use designation, which will provide for adequate space for true live/work utilization of live/work spaces for



The DEIR shows there is a significant loss of industrially designated and zoned land between the existing community plan and the proposed Downtown Plan. This is in conflict with the General Plan Framework Element, and is itself a significant land use impact that has not been identified or mitigated. In addition, Los Angeles continues to have low industrial vacancy rates, with a 1.3% vacancy rate and 21 consecutive quarters below 2%.⁸ The low vacancy rate and reduction in industrial base makes it highly likely that a secondary impact of the proposed Downtown Plan will be displaced industrial uses in the City or region. If the City followed the General Plan Framework's edict to study conversion of industrially zoned land to other uses, it likely would have identified the potentially significant environmental impact as well as the reasonably foreseeable secondary impacts due to displacement. The DEIR is therefore inadequate for failing to identify the potentially significant impact and attempting to mitigate its impacts to a level less than significant.

Even though the text of the Downtown Plan DEIR claims it is consistent with the General Plan Framework Element, the tabular data included in the DEIR acknowledges that, at best, the Downtown Plan is only *partially consistent and partially inconsistent*. (DEIR, pp. 4.10-30 to 4.10-31.) The DEIR admits:

Allowing new residential uses would potentially be in conflict with Framework Element Policy 3.14.4 which encourages the City to "limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zone to uses which support the primary industrial function of the location in which they are located." Additionally, it may be in conflict with the language in the Framework Element that calls to "preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents." (*Ibid.*, p. 4.10-31.)

But the DEIR fails to call attention to the requisite studies needed before industrial land may be converted to other uses.

The DEIR's conclusion that cumulative land use impacts are less than significant is due to the DEIR's incomplete analysis of the General Plan Framework's industrial land use policies, especially the policy to preserve industrial uses and to allow industrial conversion to other uses only after appropriate studies are undertaken. (General Plan Framework, Chap. 3, *infra*, note 3.)

ADCCLA believes a reasonable mitigation to ensure job producing uses are best preserved, consistent with the General Plan Framework element, is to ensure projects requesting development bonuses maintain at least 1.5 FAR for productive uses, exclusive of square footage maintained as private work space within live/work dwelling units.

productive use. The IX3 designation is unfortunately less restrictive and still allows a minimum average unit size of only 750 square feet.

⁸ See Kelsi Maree Borland, *Los Angeles Leads Nation in Industrial Vacancy*, GlobeSt.com, Jan. 21, 2020, available at: <https://www.globest.com/2020/01/21/los-angeles-leads-nation-in-industrial-vacancy/> (last checked Dec. 4, 2020).

The Draft Community Plan Implementation Ordinance and New Zoning Code

The DEIR provides only a generalized analysis of the New Zoning Code and Draft CPIO, but there are several important issues that deserve further consideration in the Final EIR.

Most important, Article 13 of the New Zoning Code, dealing with administrative procedures, is not included as part of the New Zoning Code exhibit in Appendix G of the Draft EIR, even though it will be applicable to the Downtown Plan area. (DEIR, Appendix G, p. 3.) The DEIR notes that Planning is currently undertaking an update to the current zoning code's administration provisions, with the intention to carry those updated provisions forward. (DEIR, p. 3-53.) The fact that the language is missing makes any meaningful environmental analysis of this section impossible. The City's general assurance of its intention to carry forward items that are not yet drafted, let alone approved, does not substitute for analysis of the actual language from the administrative section. The DEIR and project documents fail to provide even an estimated timeline for completion of this portion of the zoning code. Environmental review of the New Zoning Code is thus necessarily incomplete and inadequate. More important, by failing to proceed with the DEIR while it is missing important project-related language, public commenters are robbed of the opportunity to have the City consider and respond in writing to any concerns they might have raised in response to reviewing the draft language for the Administration portion of the Zoning Code, as required by CEQA.⁹

The draft Community Plan Implementation Ordinance makes repeated reference to Article 13. (See, e.g., Draft CPIO, pp. 7-9, Sections I-6(B), I-6(C)(1)-(5), I-7(A), II-3(A)(4), and especially Section II-8, which relates to the setting of a very high Project Review Threshold for Community Benefit Projects.)¹⁰ Commenters can only guess at the possible potentially significant impacts that might arise from modifications to the procedures compared to the procedures in the existing zoning code. Our California Supreme Court has held that the environmental review process is intended "to demonstrate to an apprehensive citizenry that the [City] has, in fact, analyzed and considered the ecological implications of its action." An EIR "is a document of accountability . . . protect[ing] not only the environment but also informed self-government." (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 392.)

The City's failure to present at least a basic draft of administrative procedures violates the City's obligation to disclose project details so that the EIR's informational function can be fulfilled. (See *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 517.) Public participation and

⁹ "The lead agency *shall* consider comments it receives on a draft environmental impact report . . . if those comments are received within the public review period." (Public Resources Code, §§ 21091(d)(1) (emphasis added).) "With respect to the consideration of comments received on a draft environmental impact report, the lead agency shall evaluate comments on environmental issues . . . and shall prepare a *written* response . . ." (Public Resources Code, §§ 21091(d)(2)(A) (emphasis added).)

¹⁰ Compare to the existing municipal code, which calls for Site Plan Review for development projects resulting in an increase of 50 or more dwelling units or guest rooms, or 50,000 square feet of non-residential development, which is 1/10 the proposed review threshold for Community Benefits Program projects. (Los Angeles Municipal Code, § 16.05)

awareness are not served when critical project-related documents are incomplete or not included with the environmental review document.

10, cont.

Potentially significant impacts following expiration of restricted uses

The DEIR appears not to analyze certain features of the New Zoning Code’s General Incentive Programs. For example, Section 9.3.4 subdivision B includes references to bonuses provided for inclusion of Child Care Services, Full Service Grocery Stores, Health Centers, Employment Centers, Schools and Libraries, Social Services, and Public Facilities. (11/12/20 New Zoning Code, p. 9-29 et seq.) But in each case, the particular project benefit that allows the grant of bonus floor area is only required to remain for a period of 10 years following issuance of the project’s Certificate of Occupancy. (*Id.*) Neither the proposed zoning code nor the DEIR explain or analyze how the subsequent use will be assured to be not more impactful than the approved use such that it will not later cause a potentially significant environmental impact.

11

Protecting the unique Los Angeles River resource

ADCCLA members are greatly concerned that the proposed Downtown Plan does not reflect the true importance of the Los Angeles River to the community plan area and City, and especially to the Arts District neighborhood. The DEIR notes that the “Los Angeles River is an important ecological feature” to the community plan area and to the Arts District. But while the DEIR establishes that there are no Significant Ecological Areas in the Downtown Plan area, it also indicates that the “Los Angeles River, as well as small portions of parks and open space, trees and minor urban landscaping, are the *only sources of biological habitat* in and around the Downtown Plan Area.” (DEIR, p. 4.3-1 (emphasis added).) Further, even though the LA River is channelized as it runs through this part of the City, it is still identified as a wetland in the DEIR. (DEIR, p. 4.3-7, Figure 4.3-1; see also DEIR, p. 4.3-20.) This biological habitat is especially vital to the Downtown Plan, given its general scarcity in the planning area, and therefore especially worth preserving.

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The DEIR concludes that “[r]easonably anticipated development from the Downtown Plan would not directly or indirectly affect the Los Angeles River.” (DEIR, p. 4.3-20.) ADCCLA disagrees with this conclusion, in that projects located adjacent to the river benefiting from development bonuses under the Downtown Plan and Zoning Code may be tall enough to cast shadows on, and obscure views from and across the river. While the LA River in this part of the City may not be formally considered a scenic view or scenic resource, ADCCLA contends it is a unique and valuable resource most worthy of preservation and planning efforts. The City’s planning process is very shortsighted in not considering that the LA River may one day be considered a scenic view or resource. The City should ensure that the Downtown Plan includes sufficient long-range vision not to foreclose such future possibilities, and should plan for this unique resource accordingly, by including all river-adjacent parcels, including all public facilities, in the formal planning process, and properly limiting massing, especially height, along the river.

Additional Concerns

Finally, ADCCLA members feel that no discretionary project currently under review in the community plan area should be approved without considering its relationship to the proposed plan. While vested projects are certainly entitled to proceed under the existing community plan and zoning code, City decision makers retain the discretion to ensure that those projects comply fully with the existing municipal code without providing additional discretionary approvals and bonuses that would unfairly undercut the many years of work on the proposed Downtown Plan and New Zoning Code. This is especially true of projects that are grossly out of scale with both the existing and proposed community plans. (See DEIR, p. 4.1-60, describing the “decrease in average height moving from west to east across the Downtown Plan Area,” with the tallest skyscrapers in the Financial District, moderate building heights of three to thirteen stories in the Center City area, three to five story buildings in the Industrial, Manufacturing and Wholesale District, and one to three stories in industrial areas furthest east along the LA River.)

Conclusion

Based on the above, the DEIR for the proposed Downtown Plan and New Zoning Code is currently inadequate, because it is incomplete in numerous respects, includes unsupported speculation, but most important, fails to identify and analyze all potentially significant environmental effects, particularly with respect to impacts in categories of aesthetics, cultural (historical) resources, and land use. ADCCLA looks forward to continuing to work with the Department of City Planning to ensure that the Final EIR is a complete and adequate environmental review document that will ensure the successful adoption of the project, which will serve the Arts District and other communities in the Downtown Los Angeles area for the next twenty years.

Sincerely,



John Given

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December 4, 2020

VIA EMAIL

Mr. Craig Weber
Principal City Planner & Division Head
Community Planning

Ms. Brittany Arceneaux
City Planner

Department of City Planning
200 N. Spring Street
Los Angeles, CA 90012

Re: Los Angeles Aerial Rapid Transit Gondola Connecting Union Station and Dodger Stadium: Consistency with DTLA 2040 Community Plan Update and Comments on DTLA 2040 Plan DEIR (ENV-2017-433-EIR)

Dear Mr. Weber and Ms. Arceneaux:

We write to you on behalf of our client, Aerial Rapid Transit Technologies LLC (“ARTT”), who in 2018, through the Office of Extraordinary Innovation of the Los Angeles County Metropolitan Transit Authority (“Metro”), proposed an aerial rapid transit gondola system connecting Union Station and Dodger Stadium (the “Project” or “LA ART”). In May 2019, ARTT and Metro entered into a Memorandum of Agreement in which Metro agreed to act as lead agency under the California Environmental Quality Act for the environmental review process for the Project. LA ART began the public environmental review process in October 2020 with Metro’s issuance of a Notice of Preparation (“NOP”), which is attached for your information. Recognizing that the City is in the process of updating the Downtown region’s Community Plans through the DTLA 2040 Draft Community Plan (“Draft Plan”), we request that LA ART, which is primarily located in the Draft Plan area, be appropriately acknowledged within the DTLA 2040 Community Plan and the Draft Plan’s final environmental impact report (“FEIR”).

The importance of integrating transportation planning into the Draft Plan has been acknowledged by both Metro and the City, in that Metro has contributed funding to the City for preparation of the Draft Plan. As the Draft Plan recognizes, “the primary purpose of a

Community Plan document is to provide a long term vision for land use, growth and development in each community of Los Angeles,” addressing “transportation options, as well as environmental and economic sustainability.” (Draft Plan, Chapter 2, p. 18.) In light of this long term visionary planning, consideration of LA ART as a new and innovative means of transit within the Draft Plan to provide greater transportation options in Downtown is fully appropriate.

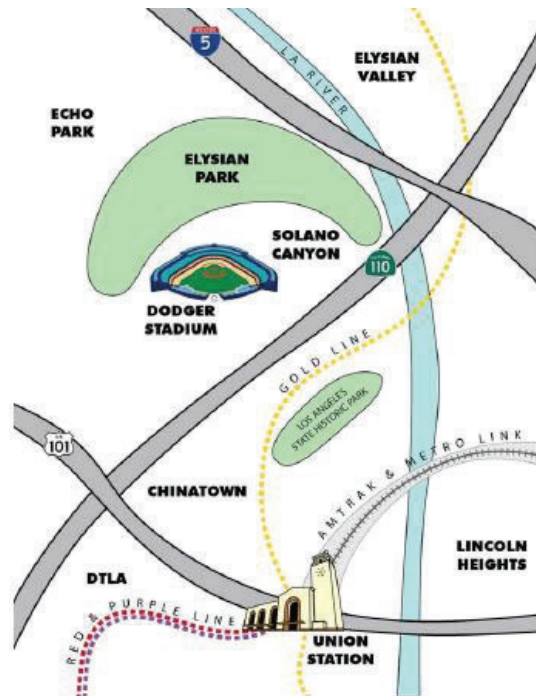
LA ART is proposed to directly link Dodger Stadium to the Los Angeles region’s public transit hub at Union Station – housing Metrolink, Metro’s Red, Gold, and Purple lines, the upcoming Regional Connector and supporting bus, and bicycle and pedestrian connections – increasing mobility options and benefiting the economy and the environment. As discussed in greater detail below, while LA ART is consistent with many of the goals and policies of the Draft Plan and the Draft Plan’s draft environmental impact report (“DEIR”) Project Objectives and language concerning increasing transit options and connectivity in the Plan area, we respectfully request that the Draft Plan and FEIR accommodate and acknowledge LA ART.

As one such change, given LA ART’s significant benefits as an environmentally friendly transit option that would provide a link between Downtown Los Angeles’ public transit hub and communities surrounding Dodger Stadium, we request that the Plan include a definition for “Aerial Rapid Transit” uses, or that the “Transit Terminal” use definition be revised to allow for aerial rapid transit, ensuring the Project is considered within the Plan. Consistent with this revision, the Draft Plan’s FEIR should consider LA ART in its discussion of existing Downtown neighborhoods. Details on these requests are set forth below, together with additional LA ART background.

Project Background and Benefits

As noted above, LA ART would directly link Dodger Stadium to Union Station, providing the first permanent public transit link to Dodger Stadium since it opened in 1962. LA ART offers the capacity to move approximately 5,500 people per hour per direction using environmentally friendly, zero-emission technology, removing game-day automobile traffic from neighborhoods including Chinatown, Elysian Park, Echo Park, and Solano Canyon, as well as SR-110 and other state highways.

The Project area is depicted below, and would begin with a station at Union Station and end at a station at Dodger Stadium.



The proposed route would primarily be over public right-of-way and travel generally from Union Station along Alameda Street, Spring Street, over the Los Angeles State Historic Park, Bishops Road, and over SR-110 to Dodger Stadium. As part of the environmental review process with Metro, and as detailed in the attached NOP, two potential alternative routes that could also provide transit service through an intermediate station located adjacent to the Los Angeles State Historic Park are being considered (the Spring Street Alignment and Broadway Alignment).

In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola route would head northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park, as shown in the attached NOP.

In the Broadway Alternative, the aerial gondola system would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way, providing local transit service with an intermediate station at the intersection of North Broadway and Bishops Road, as shown in the attached NOP.

LA ART could remove up to 3,000 cars on Dodger game or event days, enhancing community safety and resulting in air quality improvements and GHG emissions reductions. In addition, LA ART's station at Dodger Stadium could provide additional connectivity for LA ART riders to access Elysian Park through public transit, which is not currently possible.

LA ART would attract new riders to the Metro system by providing a unique experience connecting to Dodger Stadium. It is envisioned that LA ART would serve existing residents,

workers, and visitors from local communities, as well as attract visitors and tourists from across the region and around the world.

LA ART Is Consistent with DTLA 2040 Draft Plan Goals and Policies and the Draft Environmental Impact Report's Objectives to Incentivize Transit

The Draft Plan's Guiding Principles and DEIR's Project Objectives Recognize the Importance of Transit and Improving Connectivity

LA ART is consistent with the Draft Plan's guiding principles for long-term priorities for the Downtown Community Plan. (Draft Plan, Chapter 1, p. 10.) For instance, one of the guiding principles is to "support and sustain Downtown's ongoing revitalization," by "promoting innovation for decades to come" and "reinforcing Downtown as a destination." (*Ibid.*) LA ART would utilize cutting-edge detachable gondola technology to provide a linkage within Downtown, from Union Station to the Los Angeles State Historic Park and Los Angeles River, while also attracting visitors and tourists to experience unique views of Downtown. LA ART seeks to develop partnerships with Chinatown and El Pueblo merchants and stakeholders to encourage dining and visits prior to games. In addition, the Project seeks to support Chinatown as a vibrant center of commerce, culture, and community. By starting the LA ART experience across from Union Station and El Pueblo, the birthplace of Los Angeles, LA ART can offer tourists an incredible introduction to the City of Angels, together with a narrated gondola ride highlighting the City's history. Accordingly, LA ART would be the exact type of innovative project the Draft Plan seeks to promote.

Similarly, the Draft Plan aims to "promote a transit, bicycle, and pedestrian-friendly environment," by "expanding transit service," and "improving connectivity" Downtown. (Draft Plan, Chapter 1, p. 11.) Likewise, DEIR Primary Objective 4 seeks to "[p]romote a mode-shift from private automobile usage and foster a transit, bicycle, and pedestrian supportive environment." (DEIR, p. 3-24.) LA ART would "expand transit service" and "promote a mode-shift from private automobile usage" by providing yet another transit linkage to Downtown between Union Station — housing Metrolink, Metro's Red, Gold, and Purple lines, the upcoming Regional Connector and supporting bus, and bicycle and pedestrian connections — and Dodger Stadium.

LA ART will be ADA accessible and compliant. The spacious cabins equipped with large sliding doors allow for wheelchairs, bicycles, and strollers, and easy entry and exit for passengers connecting to and from other modes of transit. LA ART's compatibility with bicycles would also support "bike infrastructure." (Draft Plan, Chapter 1, p. 11.) Further, LA ART could take approximately 3,000 cars off the road on Dodger game and event days, enhancing community and pedestrian safety to promote a "pedestrian-friendly environment." By removing these vehicles from the road, LA ART may reduce vehicle miles traveled, in furtherance of Primary Objective 5, which seeks to "[r]educe vehicle miles traveled to meet the goals of Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions." (DEIR, p. 3-24.)

Accordingly, LA ART would support the Draft Plan's guiding principles by providing an innovative transit solution that connects Downtown and Union Station with other communities and attractions, while inviting visitors and tourists to experience Downtown in a unique manner.

The Draft Plan's Downtown-Wide Goals and Policies Encourage the Creation of Sustainable Transportation Options

LA ART is consistent with numerous Downtown-wide goals and policies supporting sustainable transportation options. Policy LU 1.1 seeks to "ensure the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities." (Draft Plan, Chapter 2, p. 18.) LA ART would provide an additional transit option for community members to explore and visit areas of Downtown otherwise difficult to access. Further, LA ART's year-round operation opportunities would provide potential connectivity for residents, Cathedral High School transit patrons, and for Los Angeles State Historic Park and Elysian Park visitors, thus providing transit in furtherance of "complete neighborhoods."

LA ART Is Consistent with the Plan's Goal for Land Use That Supports Transit Access

The "Plan calls for efficient use of land that supports walking, bicycling, and access to transit, reducing energy consumption, and fostering environments for active and passive recreation." (Draft Plan, Chapter 2, p. 27.) The DEIR also emphasizes the importance of developing housing "near transit to reduce automobile reliance and improve mobility," (DEIR, p. 3-27) and "support[s] the development of new transit infrastructure" (*id.*, p. 4.10-27). The DEIR additionally states that the "Downtown Plan would enhance access to all modes in the local circulation system, improving access on transit, roadways, bicycle and pedestrian facilities." (DEIR, p. 4.10-48; see also *id.*, p. 4.15-40.) The Project would provide "new transit infrastructure" in Downtown, further increasing the ability for the City to locate housing near transit. LA ART would also provide an additional transit connection for existing communities such as El Pueblo, Chinatown, Mission Junction, and Solano Canyon to Union Station, "enhance[ing] access to all modes in the local circulation system." In addition, as discussed above, LA ART would "reduce automobile reliance" by providing a permanent transit connection to Dodger Stadium as an alternative to automobile use.

LA ART also would connect to "environments for active and passive recreation" such as the Los Angeles State Historic Park, the Los Angeles River, and Elysian Park, consistent with Metro's Transit to Parks Strategic Plan. LA ART is currently considering public benefits for the Los Angeles State Historic Park, including support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park, crossing over Metro's L Line, to provide access for walkers and bicycles who cannot access the Park directly from Broadway due to existing topography. An ADA accessible pedestrian/bicycle bridge would create additional connections between the Los Angeles State Historic Park and areas of Chinatown, Cathedral High School, and Solano Canyon, supporting park access as well as the Plan goal of "walking, bicycling, and access to transit."

In addition, LA ART's Dodger Stadium station could provide convenient connections to Elysian Park. Therefore, LA ART would support "walking, bicycling, and access to transit," and foster an environment for active and passive recreation by providing links to Downtown area parks. In addition, the Project would support the Plan's aim of providing access to transit by providing a high-quality and high-capacity rapid transit connection between Union Station and Dodger Stadium, potentially allowing more than 10,000 people to be transported to the stadium prior to the start of a game or event. LA ART could therefore take an average of 3,000 cars off the streets before and after each game or special event at Dodger Stadium.

LA ART Will Be Zero-Emission, Supporting the Plan's Goals to Reduce Greenhouse Gas Emissions and Improve Air Quality

LA ART has committed to goals to reduce GHG emissions and improve air quality; as a zero-emission project, LA ART will integrate sustainable and environmentally-friendly design features into its operations and maintenance, thus furthering the Plan's objective of reducing energy consumption.

Policy LU 17.9 calls for the Plan to "support local, regional, state, and federal programs seeking to reduce greenhouse gas emissions, in an effort to minimize pollution sources and to improve air quality." The DEIR also notes the Draft Plan is intended to "improve the efficiency and effectiveness of the transportation system and provide options for alternative transportation." (DEIR, p. 4.5-22.) As a zero-emission project, LA ART is consistent with these aims. Further, LA ART's goal to remove approximately 3,000 cars off the road on Dodger game and event days would reduce congestion and GHG emissions and improve air quality. LA ART may therefore provide emissions benefits and increased access to areas within the Draft Plan between Union Station and Dodger Stadium, including disadvantaged communities identified by CalEnviroScreen 3.0 as in the top 98% of California communities burdened by pollution. Accordingly, LA ART is consistent with the Draft Plan's Policy LU 17.9 to support efforts to reduce GHG emissions and improve air quality and the DEIR's stated intent to "improve the efficiency and effectiveness of the transportation system."

The Project Supports Downtown Places Goals and Policies

The Transit Core neighborhood includes Union Station. The Draft Plan recognizes that "[a]s the regional transportation system expands, the Station will continue to evolve as a transit center and a mixed use destination." (Draft Plan, Chapter 2, p. 31.) Policy LU 22.16 seeks to "[a]dvance efforts to plan for the future integration of high speed rail and other transit projects." (*Ibid.*) Union Station currently hosts 36 million people per year and 100,000 daily transit riders. Metro projections forecast 72 million people per year and 200,000 daily riders in 2040 due to Metro's expansive transit network. LA ART would provide yet another link to this transit center by providing a station in close proximity to Union Station, representing an effort to integrate rail with other transit projects in accordance with Policy LU 22.16. The proposed Union Station location would integrate with Metro's proposed Union Station Forecourt and Esplanade Improvements and provides connection to historic El Pueblo.

Other neighborhood policies are aimed at improving transit connections. (See e.g., LU 49.4, Draft Plan, Chapter 2, p. 45.) The Project would facilitate these policies by providing an additional transit option in Downtown. For instance, LA ART has the potential to connect El Pueblo, Union Station, Chinatown, the Mission Junction Area (including William Mead Homes), Cathedral High School, and Solano Canyon, in addition to the Los Angeles State Historic Park, the Los Angeles River, and Elysian Park. Providing access to Union Station via LA ART can increase regional connectivity and access with cleaner air for these communities, which are currently burdened by pollution.

With respect to the El Pueblo de Los Angeles Historic District (“El Pueblo”), Draft Plan LU 53.12 looks to “encourage more active nighttime uses.” (Draft Plan, Chapter 2, p. 47.) The Project would provide a link to El Pueblo before and after Dodger games, thus supplying additional visitors to the El Pueblo and incentivizing nighttime uses to capture these visitors. Therefore, the Project is consistent with—and indeed facilitates—the Draft Plan’s Downtown Places Goals and Policies.

The Project Is Consistent with the Draft Plan’s Mobility & Connectivity Goals and Policies

The Draft Plan’s Mobility & Connectivity chapter recognizes that “[p]roviding safe and convenient multimodal access throughout Downtown’s districts addresses several of the guiding principles of this Plan. A safe, accessible circulation system reinforces land use policies and connects people to jobs, homes, and services.” (Draft Plan, Chapter 3, p. 49.) Further, “safety and comfort for all users is a primary priority of the Downtown mobility system.” (*Ibid.*) The Project would support this overarching aim in several ways.

First, aerial rapid transit has an excellent safety record, and operations will include multiple measures to ensure rider and public safety. The proposed Project would employ a Tricable Detachable Gondola system (also known as “3S”), which allows for higher-capacity cabins to safely and efficiently transport passengers. The naming convention for this system is derived from the German word “seil”, which translates in English to “rope”. Hence, Tricable Detachable Gondola systems are known as “3S” systems due to its use of three ropes, or cables.

Second, beyond ensuring the safety of riders, LA ART would enhance community and pedestrian safety by removing car trips from local streets and arterials surrounding Dodger Stadium. Further, the Project would provide “comfort for all users” because it is ADA accessible and compliant. The spacious cabins equipped with large sliding doors allow for wheelchairs, bicycles, and strollers, and easy entry and exit for passengers.

Third, the Project would provide “convenient” access to other areas of Downtown, such as El Pueblo, Union Station, Chinatown, the Mission Junction area (including William Mead Homes), Cathedral High School, and Solano Canyon, in furtherance of the Draft Plan’s Mobility & Connectivity chapter’s overarching intent. When complete, the proposed Project’s capacity would accommodate up to approximately 5,500 people per hour per direction, and the travel time from Union Station to Dodger Stadium would be approximately 7 minutes. Accordingly, LA ART would be able to reliably and efficiently operate at a high capacity, providing a convenient transit option.

More specifically, the Project supports the Draft Plan's goals and policies concerning mobility and connectivity. MC Policy 2.5 seeks to "[f]acilitate integration between different modes of travel to create a seamless experience as users switch between modes and to promote transit use and active transportation." (Draft Plan, Chapter 3, p. 50.) Draft Plan Goal 4 looks to provide a "safe and integrated bicycle network that provides access to transit and key destinations." (Draft Plan, Chapter 3, p. 51.) LA ART's cabins will also be large enough to accommodate bicycles, with large sliding doors to easily transport bicycles on and off the cabins. LA ART would connect to Union Station, and provide a mobility hub at Dodger Stadium for passengers to be able to access a suite of first and last mile multi-modal options, including a bike share program and individual bike lockers, a pedestrian connection to Dodger Stadium, and connections to Elysian Park and adjacent neighborhoods. Accordingly, LA ART would "facilitate integration between different modes of travel," and further the City's bicycle network. For the same reasons, LA ART would be consistent with the DEIR's language supporting "first-mile, last mile solutions" (DEIR, p. 4.1-46; *id.*, p. 4.15-40) and Draft Plan Policy MC 4.4, which aims to "[f]acilitate the integration of bikes on transit to improve first-last mile connections," (*ibid.*) and would support the Draft Plan's ability to engage in Metro's "First-mile, Last-mile" program, which provides "implementing improvements for first and last mile (FLM) portion[s] of an individual's trip, and provides a vision for addressing FLM improvements in a systematic way." (Draft Plan, Chapter 5, p. 70.)

MC Policy 2.6 aims to "[i]mprove access to community services and amenities such as recreational facilities [and] cultural and educational institutions." (Draft Plan, Chapter 3, p. 50.) As discussed above, LA ART would provide access to the historic El Pueblo. Likewise, LA ART may provide transit connectivity to Cathedral High School transit patrons, and for Los Angeles State Historic Park, Los Angeles River, and Elysian Park visitors. By providing an additional transit link to these locations, LA ART would "improve access to . . . recreational facilities" and "cultural and educational institutions." As such, LA ART would be consistent with the Draft Plan's applicable goals and policies concerning mobility and connectivity.

Aerial Rapid Transit Should Be Considered a Permissible Use Under the Plan

The Draft Plan does not currently contemplate aerial rapid transit. The Draft Plan includes use definitions for uses contemplated under the Draft Plan. (See e.g., Draft Plan, Zoning Code Draft, pp. 5-153 to 5-173.) The closest use included within the Draft Plan to LA ART is for "Transit Terminal." (See *id.*, p. 5-160.) "Transit Terminal" is defined as "[a]ny facility such as a bus or train station, where ground transport regularly load and unload passengers." (*Ibid.*) This definition should be broadened to cover LA ART, which is an aerial rapid transit system.

As discussed above, LA ART proposes an innovative and sustainable method of connecting Downtown to Dodger Stadium and surrounding communities, in furtherance of the Draft Plan's guiding principles, goals, and policies. To account for this innovative, environmentally friendly rapid transit gondola system, we request that the Draft Plan be revised to provide for aerial rapid transit. We request that the Draft Plan add a new subdivision (F) to Draft Zoning Code Section 5C.1.4's Transportation Uses for "Aerial Rapid Transit," defined as

“an aerial gondola system consisting of cables, passenger stations and/or non-passenger junction(s), tower(s), and gondola cabins.”

In the alternative, the City could revise the definition of “Transit Terminal” to include accommodate aerial rapid transit under the Plan as follows, with deletions in ~~striketrough~~ and additions in underline:

“Transit Terminal” – Any facility such as a bus, ~~or train,~~ or aerial rapid transit station, where ~~ground~~ transport regularly loads and unloads passengers.

The new “Aerial Rapid Transit” use or the revised “Transit Terminal” use should be permitted in all zones throughout the Draft Plan to ensure that innovative, environmentally friendly rapid transit gondola systems such as LA ART are permitted in the Plan area to allow for placement of gondola stations, junctions, and towers in public right-of-way and public and private property, as well as cables and cabins above the ground. Currently, the RX1 Use District does not permit “Transit Terminal,” and is within the location of LA ART’s proposed alignments.

Similarly, the Draft Plan should remove any roadblocks that would hinder the development of transit. For instance, for projects under the Draft Plan’s Community Plan Implementation Overlay (“CPIO”), the Draft Plan requires the issuance of a building permit for replacement development prior to the issuance of a demolition permit. (Draft Plan, CPIO, p. 9.) Such a requirement places an unnecessary burden on the ability to quickly and efficiently proceed with development in furtherance of the Plan’s goals.

Consideration and inclusion of aerial rapid transit as a permitted use in the Draft Plan is appropriate at this time given Metro’s undertaking of CEQA review for the Project. Aerial rapid transit is a proven, safe, sustainable, high capacity, and highly efficient form of transportation that would function as both a reliable rapid transit system and first/last mile connector, and would serve as an iconic new regional tourist attraction that offers scenic views of Los Angeles, in furtherance of the Draft Plan’s goals and policies.

The FEIR Should Consider LA ART as a Future Transportation Improvement

Consistent with the addition of aerial rapid transit as a permitted use in the Draft Plan, the FEIR should include LA ART when addressing future transit improvements in the Plan area.

For instance, the DEIR notes the “development of future plans and infrastructural improvements that need to be accommodated” in the Draft Plan since the adoption of the existing Central City and Central City North Community Plans, including the “Los Angeles Streetcar, Metro Regional Connector, and High Speed Rail.” The FEIR should include LA ART as a potential future transit improvement in the Plan area, in order to ensure the Plan appropriately “responds to these new conditions and . . . maximize[s] associated benefits from these large scale infrastructure improvements.” (DEIR, p. 3-9.)

Further, the Land Use and Planning section describes El Pueblo and Union Station, noting that Union Station is the “planned site for the California High Speed Rail (HSR) Los



Angeles station.” (DEIR, p. 4.10-3.) The FEIR should also include a reference to the proposed LA ART stations. Like the High Speed Rail station, LA ART is in the planning and environmental phases (the DEIR notes that “the High Speed Rail Station appears unlikely to be built in the foreseeable future”). (*Id.*, p. 4.10-26, fn 3.) The DEIR also notes that the Draft Plan “support[s] the development of new transit infrastructure,” and discusses the high speed rail and “other transit projects, such as the West Santa Ana Branch line and Link US” that would “reinforce Union Station and Downtown as the hub of regional transit.” (*Id.*, p. 4.10-26.) LA ART provides an additional transit connection to Union Station for Downtown neighborhoods. Therefore, the Draft Plan and FEIR should include LA ART in its efforts to integrate future transit projects within the Plan area.

1, cont.

Conclusion

We thank you for your time and attention to this matter, please do not hesitate to contact me should you have any questions.

Very truly yours,



Beth Gordie
of LATHAM & WATKINS LLP

Cc: Shana Bonstin, Deputy Director of Planning
Lisa Webber, Deputy Director of Planning
Valerie Watson, Senior City Planner
Aerial Rapid Transit Technologies LLC
Cindy Starrett, Latham & Watkins
Samantha Seikkula, Latham & Watkins



NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: October 1, 2020
TO: Agencies, Organizations and Interested Parties
SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report
PROJECT TITLE: Los Angeles Aerial Rapid Transit Project
FROM: Los Angeles County Metropolitan Transportation Authority (Metro)

Los Angeles Aerial Rapid Transit Technologies LLC is proposing the Los Angeles Aerial Rapid Transit Project, which would connect Los Angeles Union Station to the Dodger Stadium property via an aerial gondola system in downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is the lead agency in the preparation of a Draft Environmental Impact Report (EIR) for the Los Angeles Aerial Rapid Transit Project (proposed Project) in accordance with the California Environmental Quality Act (CEQA) statutes and guidelines, as amended (Public Resources Code, Section 21000-21178 and California Code of Regulations Title 14, Chapter 3 Section 15000–15387). The purpose of the Draft EIR is to evaluate the potential for environmental impacts associated with implementation of the proposed Project, and to provide mitigation measures where required.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations and individuals that Metro plans to prepare a Draft EIR and to request input on the environmental analysis to be performed. Metro is requesting comments from public agencies on the scope and content of the environmental information relevant to their statutory responsibilities with regard to the proposed Project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Metro is also inviting organizations and interested parties to submit comments on the scope of the environmental document related to the proposed Project.

PROJECT DESCRIPTION: The proposed Project would connect Los Angeles Union Station (LAUS) to the Dodger Stadium property via an aerial gondola system, reducing traffic congestion and expanding mobility options for transit riders. The proposed Project would provide an aerial rapid transit option from LAUS for visitors to Dodger Stadium, as well as the Los Angeles State Historic Park and Elysian Park, while reducing traffic that currently impacts residents of surrounding communities, who can also utilize the aerial gondola system to access the regional transit system accessible at LAUS. The proposed route would travel generally along Alameda Street, Spring Street, and Bishops Road from LAUS to Dodger Stadium. The proposed Project includes options for an intermediate station to provide additional transit service adjacent to the Los Angeles State Historic Park and the location where the proposed Project flies over portions of the Park (the Spring Street Alternative and Broadway Alternative). The proposed aerial gondola system would include aerial cables, passenger stations, a non-passenger junction, towers to support the aerial cables between the stations/junction, and gondola cabins for the passengers. When complete, the proposed Project would have a maximum capacity of approximately 5,500 people per hour per direction, and the travel time from LAUS to Dodger Stadium would be approximately six or seven minutes. Public benefits being considered for the proposed Project include support for a pedestrian bridge between North Broadway and the Los Angeles State Historic Park.



Figure 1 shows the regional location of the proposed Project and Figures 2 and 3 provide an overview of the Spring Street Alternative and Broadway Alternative, respectively. Figure 4 provides examples of modern aerial rapid transit (ART) systems that are currently operating in several urban locations around the world.

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The proposed Project would be located in the City of Los Angeles, within or adjacent to the communities of El Pueblo, Union Station, Chinatown, Mission Junction, Solano Canyon, and Elysian Park. The proposed Project would generally be located within the public right-of-way, and in connection with providing additional transit service adjacent to the Los Angeles State Historic Park, would fly over the Park, which is managed by the California Department of Parks and Recreation, and SR-110 near Dodger Stadium. The surrounding land uses include high and medium density residential, commercial, retail, institutional, transit-related infrastructure (road and rail), parks and open space, and public facilities uses.

PROJECT PURPOSE: The overall purpose of the proposed Project is to expand mobility options for transit riders through a permanent direct transit connection between LAUS and Dodger Stadium, a regional event center, via an aerial gondola system. The proposed Project aims to reduce traffic congestion and associated greenhouse gas emissions during game and special event days. The proposed Project provides the potential to increase transit access for open space, parks, and the surrounding communities by linking to the Los Angeles State Historic Park, Elysian Park, and the region's rapidly growing regional transit system at LAUS. Aerial rapid transit is a proven, safe, quiet, sustainable, high capacity, and highly efficient form of transportation. The proposed Project would function as a reliable rapid transit system, a first/last mile connector, and an iconic new regional tourist destination that offers scenic views of Los Angeles.

PROJECT ALTERNATIVES: A "No-Build" alternative will be analyzed, where no aerial gondola system is installed. Alternative locations for passenger stations, a non-passenger junction, and towers, as well as potential arrangements within a non-passenger junction to allow for passengers, may be evaluated.

The proposed Project would generally be located in the public right-of-way and would commence adjacent to LAUS and El Pueblo following Alameda Street and Spring Street in a northeast direction through the community of Chinatown, flying over the Los Angeles State Historic Park to Bishops Road and then flying over the SR-110 and terminating at Dodger Stadium, located in the community of Elysian Park. Two potential alternatives for providing transit service adjacent to, and flying over the Los Angeles State Historic Park, are being considered. In the Spring Street Alternative, near the intersection of Spring Street and Ann Street, the aerial gondola system would travel northwest with a Park Station on Spring Street and fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way (see Figure 2). The Broadway Alternative would fly over the Los Angeles State Historic Park near the Metro L Line (Gold) right-of-way and continue northwest to an intermediate station at the intersection of North Broadway and Bishops Road (see Figure 3).



PROBABLE ENVIRONMENTAL EFFECTS: The purpose of the Draft EIR is to disclose the impacts of the proposed Project on the environment. The Draft EIR will address all environmental topics listed in Appendix G of the CEQA Guidelines, as listed below.

- Aesthetics
- Agriculture and forestry resources
- Air quality
- Biological resources
- Cultural and historic resources
- Energy
- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Noise
- Population and housing
- Public services
- Recreation
- Transportation
- Tribal cultural resources
- Utilities and service systems
- Wildfire

Mitigation measures to reduce potentially significant impacts during construction and operation of the proposed Project will also be identified in the Draft EIR.

VIRTUAL OPEN HOUSE AND VIRTUAL SCOPING MEETING: As part of the EIR scoping process, project information will be made available to the public online through two primary means: (1) a virtual “open house”; and (2) a virtual scoping meeting. The purpose of the virtual open house is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. The virtual open house will be accessible to stakeholders and the public throughout the public review period. Please access the virtual open house at LAARTvirtualopenhouse.org or through Metro’s website at metro.net/aerialrapidtransit.

The virtual scoping meeting will be held on October 22, 2020, from 6:00 p.m. to 8:00 p.m. The virtual scoping meeting will include an introduction to the proposed Project, an overview of the CEQA process, and the project timeline for environmental review. Stakeholders and the public may submit questions during the online meeting. A recording of the scoping meeting will be posted on the Metro website and the virtual open house following the meeting. Please check Metro’s website at metro.net/aerialrapidtransit to confirm the availability of and the instructions for accessing the virtual scoping meeting.

This NOP and a fact sheet will also be available in Spanish and Cantonese via the virtual open house at LAARTvirtualopenhouse.org and Metro’s website at metro.net/aerialrapidtransit. In addition, Spanish and Cantonese interpretation will be available during the virtual scoping meeting.

Attendees are invited to call 213-418-3423 at least 72 hours in advance of the meeting for more information, to arrange ADA accommodations and/or to request additional translation support.

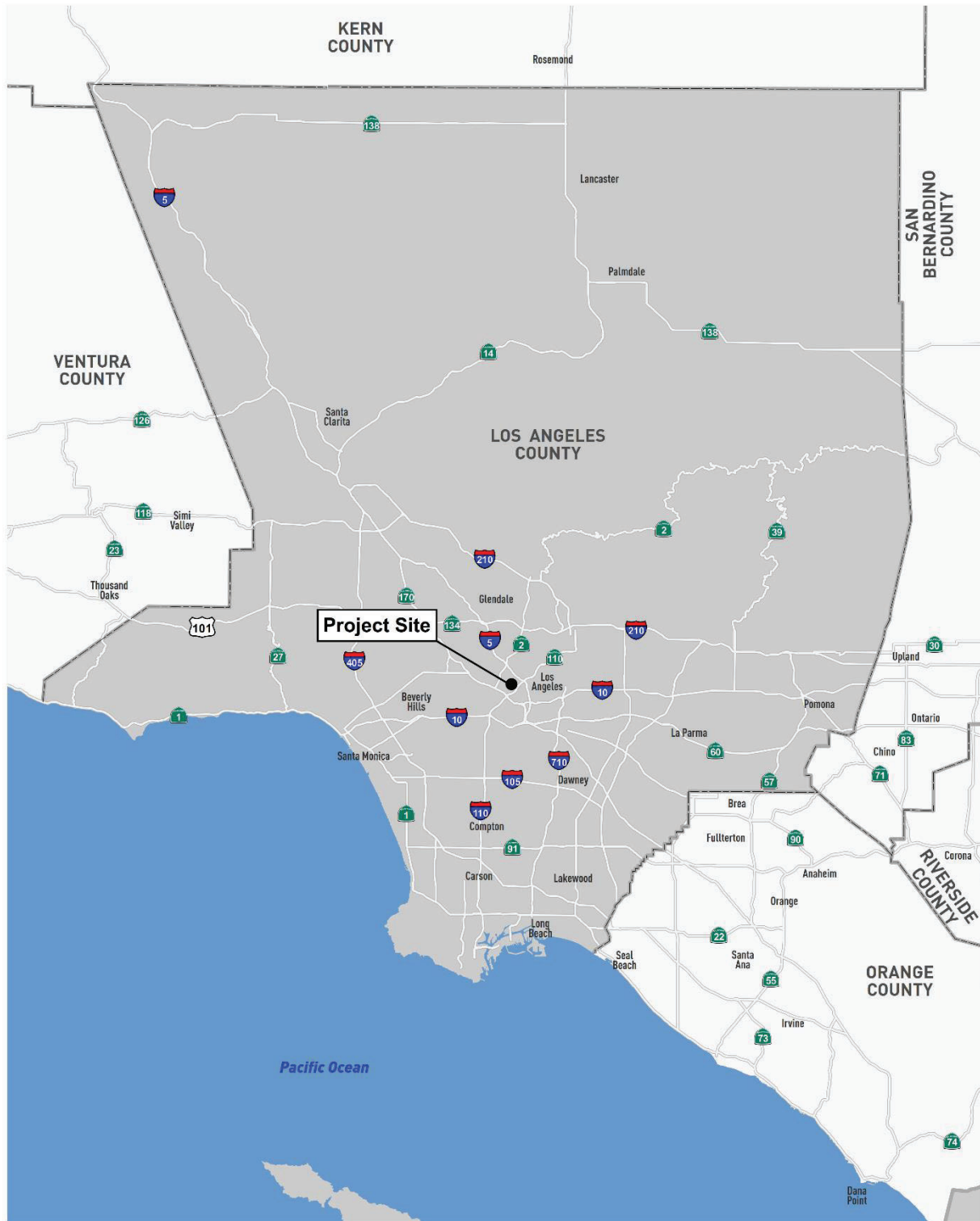


Metro

COMMENT DUE DATE: A 45-day comment period for this NOP will begin on October 1, 2020, and conclude on November 16, 2020. Written comments on the scope of the Draft EIR, including the Project area and description, the impacts to be evaluated, and the methodologies to be used in the evaluation, will be accepted during the comment period and should be sent to Metro by 11:59 pm PST on **November 16, 2020** at the postal address or e-mail address below. Comments may also be submitted through the virtual open house website at LAARTvirtualopenhouse.org.

ADDRESSES: Written or electronic (e-mail) comments may be sent to Mr. Cory Zelmer, Deputy Executive Officer, Metro, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at LAART@metro.net.

For more information, please visit metro.net/aerialrapidtransit, or please call 213-418-3423.



**Figure 1:
Regional Map**



Figure 2:
Proposed Spring Street Alternative

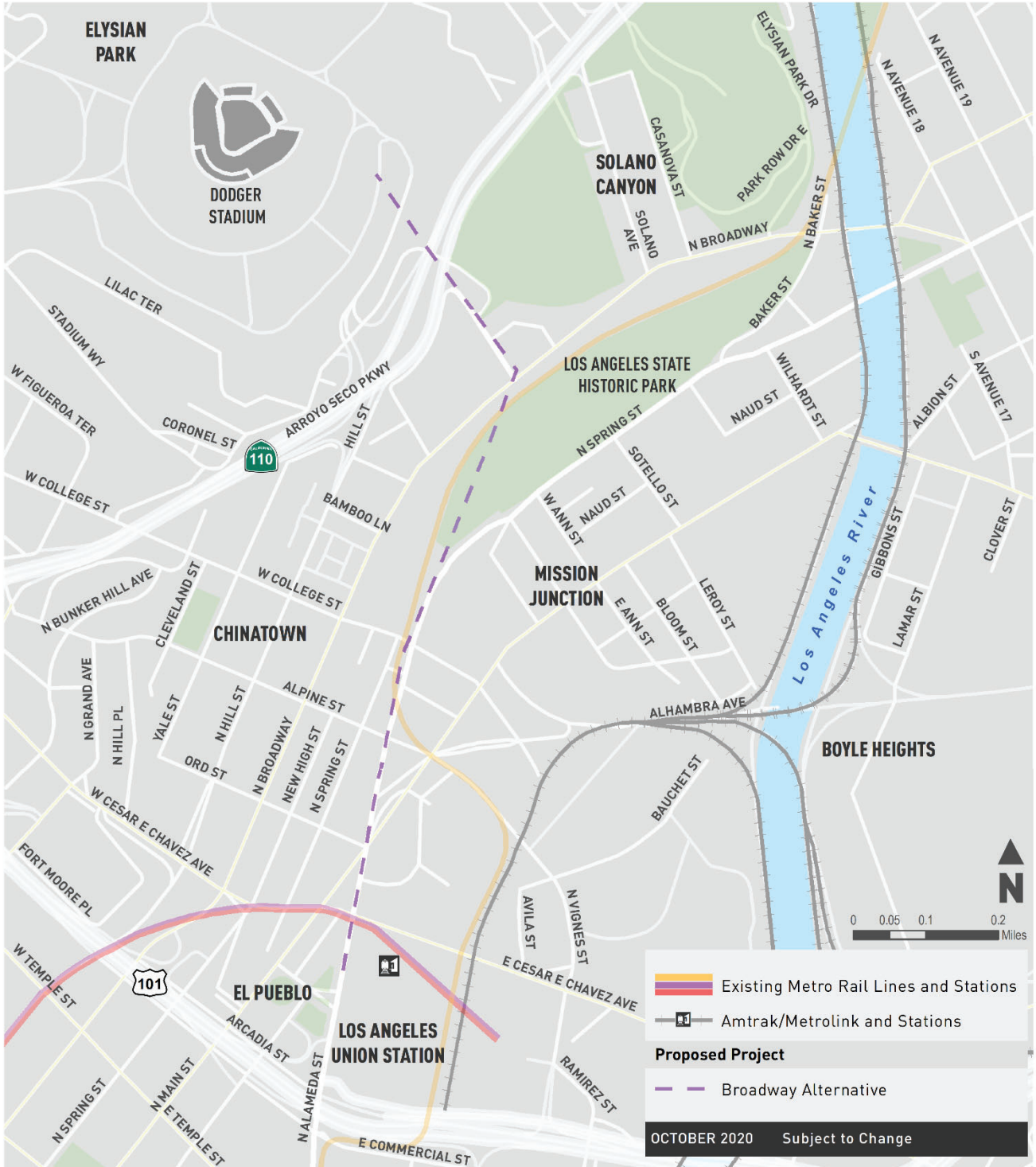


Figure 3:
Proposed Broadway Alternative



Portland, Oregon



London, England



Koblenz, Germany



Roosevelt Island, New York



Mexico City, Mexico



Lantau Island, Hong Kong



La Paz, Bolivia





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David Waite
Cox, Castle & Nicholson LLP

Danielle Wildkress
Brilliant Corners

Lee Raagas
Chief Executive Officer

November 11, 2020

Vince Bertoni
Director of Department of City Planning
City of Los Angeles
200 N. Spring Street, Suite 525
Los Angeles, CA 90012

Re: Central City and Central City North Community Plan Update & Environmental Impact Report (“EIR”) Response Letter

Dear Mr. Bertoni,

Thank you for the opportunity to engage in the process and allowing for the mechanism to communicate Skid Row Housing Trust’s (“the Trust”) perspective and position. The Executive Leadership Team and the Board of Directors of the Organization submit this letter in response to the *DRAFT* Central City and Central City North Community Plan and EIR.

Since 1989, the Trust has been committed to solving homelessness and improving the health and safety of all community members in Los Angeles. The Organization has done this by providing permanent supportive housing (“PSH”) along with wrap around services in the County’s most impoverished neighborhood, Skid Row. The Trust builds and operates beautifully designed, high quality housing projects that serve as neighborhood anchors. We offer 1,897 apartment homes to the people who need them most. The Trust is one of the largest property owners and operators of PSH in Los Angeles with 25 of 27 total buildings in our portfolio located in the Industrial District, Arts District, Historic Core, Toy District, Fashion District, and South Park. The Organization has been headquartered in the Industrial District at E. 7th Street and S. Central Avenue for 30 years. We serve the mission to end homelessness and advocate for equitable and inclusive housing for all.

The Trust is grateful for the diligence and work put into the *DRAFT* community plan by LADCP and staff. The Trust also supports the draft community plan but appreciates the opportunity to offer suggestions to make it more consistent with the City's historic and continuing values to achieve equity, diversity, and inclusivity while trying to fill the deep deficit for housing needs while creating economic opportunities to the Community as a whole. Please find the following bullets outlining key perspectives on this important issue:

- Skid Row Housing Trust supports the provisions to require affordable housing as a prerequisite to development incentives to produce much needed affordable housing and distribute them all across DTLA. The opportunity for mixed income, mixed use, and mixed housing should apply to all parts of downtown where housing is allowed.
- Skid Row Housing Trust strongly opposes only allowing 100% affordable housing in Skid Row where we have the highest concentration of poverty. Further concentrating and perpetuating poverty is neither equitable, diverse, nor inclusive. The Organization advocates for a mixed income, mixed use, and mixed housing in Skid Row and oppose this proposed exclusionary zoning policy. We suggest allowing all types of housing in the Industrial District similar to the Industrial-Mixed Hybrid zone proposed in the Fashion District.
- Skid Row Housing Trust supports the inclusion of PSH in the Arts District but opposes the restrictions on other housing types. The current draft only allows live/work units with minimum 1,000 square footage, average size in Type I, II, and IV construction types. On the west side of Alameda in Skid Row, the community plan proposal results in a long term economically poor community. On the east side of Alameda in the Arts District, only large units with more expensive construction types are allowed. This is an exclusionary policy that will inadvertently create an affluent community lacking economic diversity and limits housing appropriate for families, further exacerbating the issues of equity, diversity, and inclusivity against the intended values of the community plan. The Organization suggests allowing all types of housing in the Arts District where housing is allowed similar to the Fashion District.
- Skid Row Housing Trust suggests adding further incentives for developments that can enhance safety and activity on 6th and 7th Street corridors through Skid Row (from Los Angeles Street to the west to Alameda Street to the east). By offering a higher level and larger incentives, these corridors can potentially better connect the Financial District, Historic Core, and the Arts District and are all are critical to contribute to Skid Row's opportunity to be part of the renaissance of DTLA. Incentives that help diversify the land use conversions



along these corridors and bring essential goods and services back into a community that is devoid of diversity, support, and the fundamental building blocks of a complete community.

- Lastly, the Organization suggests LADCP reconsider land uses adjacent to existing and future transit routes on 7th Street and Alameda Street and designate them as Transit Core. These are areas that support and facilitate high public tax dollar investments and should allow for more opportunities for housing production. This area should receive the same consideration as Transit Core with removal of development hurdles such as minimum parking requirements. The Trust is focused on ending homelessness through a multi-pronged approach, the primary being development and building of PSH units. However, the Organization advocates to prevent individuals and families from falling into homelessness in the first place which is possible with more diverse housing options. Los Angeles and Skid Row along with downtown Community members need more housing. The community plan should assimilate all perspectives and integrate many different opportunities for a holistic benefit. There is a significant risk that would be an opportunity lost if this plan does not put more housing near transit.

The Trust is currently developing more than 1,000 new homes and will continue to build thousands more to end homelessness. To make this possible, we need pro-housing policies and rules in place to produce more housing at a lower cost with significantly improved speed to build. California is 49th in housing production per capita. The upcoming *Housing Element* shows for the next eight (8) years, LA calls for more than 460,000 units of new homes to meet the housing needs in City of Los Angeles alone. Central City and Central City North Community Plan update is a prime opportunity to address the housing crisis while simultaneously bringing awareness and solutions to the inequities in housing access and economic opportunities. We applaud the efforts by LADCP and its staff to implement a vision for an equitable, diverse, and inclusive plan for the next 20 years in our DTLA community. There are many positive changes in the current draft community plan but Skid Row Housing Trust believes it can be further improved by exploring and implementing the above suggested recommendations and/or changes. Without these changes, the city will be implementing exclusionary zoning policies Skid Row and Arts District and squandering potential opportunities for more housing near existing and future transit.

We respectfully request that the City more fully evaluate in the EIR the social and economic impacts associated with restrictive zoning that limits market rate and other development in Skid Row and conversely limits the type of housing and restrictions on PSA in the Arts District. The City should consider Project alternatives and additional

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mitigation measures that more fully address the adverse environmental, social, and economic impacts of restrictive zoning on housing types in Skid Row and the Arts District.

1, cont.

Thank you for the opportunity to comment on the Draft Central City and Central City North Community Plans and look forward to your responses.

Sincerely,



Simon Ha, AIA
Chairman of the Board of Directors
Skid Row Housing Trust

cc:

Kevin De León, LA City Council District 14
Samantha Millman, LA City Planning Commission
Craig Weber, LADCP
Brittany Arceneaux, LADCP
Valerie Watson, LADCP
Lee Raagas, Skid Row Housing Trust
Sierra Atilano, Skid Row Housing Trust
Antonio Le Mons, Skid Row Housing Trust



OMGIVNING

12.02.20

Vince Bertoni, Director
City of Los Angeles Department of City Planning
200 N Spring Street
Los Angeles, CA 90012

Subject: DTLA 2040

Dear Mr. Bertoni,

We are a Los Angeles Architecture firm dedicated to the revitalization of DTLA through the reuse of existing and historic buildings. We have touched over 400 existing buildings in and around DTLA in the last 10 years. We've witnessed the strength of City directives to help transform our city and have been highly involved in policy reform such as the Bringing Back Broadway Initiative, LADBS's Broadway Historic Commercial Reuse Bulletin, Non-ductile Concrete ordinance, and our Founder, Karin Liljegren, was involved in the 1999 Adaptive Reuse Ordinance.

We are excited by the prospect of the DTLA 2040 document to again bring positive change. We have been analyzing and following revisions in the general DTLA 2040 plan for the past few years. In particular, we focused on Adaptive Reuse under Article 9, working with LACP for the past few months. We compared the new Adaptive Reuse incentives in the DTLA 2040 plan with the current Adaptive Reuse Ordinance and applied the new incentives to 8 case study buildings. LACP has been highly engaged in answering our questions and clarifying the language, and we are very appreciative of their time and efforts.

Below we identified our comments for both Article 9 as it pertains to Adaptive Reuse, and the general plan as a whole. While this document is highly transformative, we do not feel that it goes far enough. The cost of renovating and retrofitting old buildings has doubled in the last 20 years due to new codes, strict interpretations of existing codes and general construction cost escalations. Despite the increased challenges, we believe that retaining and reusing existing buildings is the key to carbon reduction in our city, and will play a critical part in the Mayor's 'Decade of Action' plan. These buildings need all the help that they can get to offset the high costs and ensure they remain. Incentives such as free floor area are a perfect solution. In light of what we have all learned from our current health crisis, social injustice crisis and climate crisis, we need as much flexibility and adaptability in our codes as possible.

Article 9 - Adaptive Reuse

1. We recommend LACP distinguish between historic and non-historic adaptive reuse projects through additional incentives applied to historic projects. Currently, the 2040 plan only provides additional incentives for historic projects as part of a unified adaptive reuse project, or through TDR which applies to a small portion of the Arts District. This is very limiting as the

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majority of historic projects downtown are in dense areas with no empty development areas nearby that could be combined to constitute a unified project. This incentive structure promotes larger scale development but does not provide incentives specific to single historic properties which often face much more difficult, costly and lengthy retrofits than non-historic/newer properties.

1, cont.

2. The 2040 plan maintains the original Adaptive Reuse Ordinance floor area exemption incentive for residential use, which allows for new mezzanines to be added within an existing building's envelope. There are many places within existing buildings that can accommodate new floor area. This added area can create more revenue and offset the high cost of renovating and retrofitting these buildings. We recommend Historic Buildings with any use be allowed to have new intermediate floors and mezzanines that do not count towards floor area.
3. Residential and lot amenity space requirements for unified adaptive reuse projects are currently based on the residential floor area for the full site. We recommend that the required amenity space should be based on the new development floor area only.
4. We recommend an update to the 1999 Adaptive Reuse Ordinance through a targeted code amendment in order to adopt the adaptive reuse incentives from the DTLA 2040 plan before the creation and implementation of the full community plan. Otherwise, we anticipate citywide adaptive reuse projects will stall until the community plan is enacted.
5. We recommend removing the requirements to maintain loading dock areas. With change of use projects in industrial areas, loading docks may not be needed and have the potential to drastically limit the opportunities for unified adaptive reuse projects.
6. From our conversation with the Office of Historic Resources, we understood the adaptive reuse qualification date of 1974 was chosen based on 25 years prior to the adoption of the Adaptive Reuse Ordinance. The 1974 date is not applicable to the 2040 community plan and we recommend removing this date. We believe that there should be a 10 year rolling clock to be able to access adaptive reuse incentives.

General DTLA 2040 Plan

7. The historic core FAR requirements do not align with the existing context. Most existing buildings within the historic core are 12 stories in height and are often built to the property line. A Base FAR of 12:1 would be more in-line with existing conditions and will promote a more consistent street frontage. *(Example from DTLA 2040 Draft: Broadway (4th to 7th), Spring St and Main St, Base FAR - 6:1 and Bonus FAR - 8.5:1)*
8. The historic core articulation requirements of base-middle-top and banding requirements will likely result in an Architectural expression defined by mimicry and lacking the sophistication

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capable of modern building technology. We suggest the DTLA plan use restrictions in the form of height and massing to ensure congruity while still allowing for articulation and fenestration honest to our time. Furthermore, the relatively limited base FAR of 6.0 (as compared to the prevalent 12 story character of the area), combined with base-middle-top requirements, will likely result in proportionally awkward buildings that don't properly relate to their context.

3, cont.

9. The DTLA 2040 plan appears to be silent with respect to highway dedications. We suggest DTLA 2040 adopt a policy in line with the CASP to ensure setback consistency goals are not undermined by current archaic highway dedication requirements.
10. The Downtown Plan includes a requirement for two bedroom units in [specific] areas. Projects located within the Subarea A.4 are required to provide a minimum of 30% of all dwelling units as two bedrooms or larger. This requirement is overly prescriptive and may not be viable at all locations.
11. Sustainability features should be considered a community benefit and incorporated into the tiered incentive structure. By making FAR and height bonuses available to buildings with sustainability features above those required by code, the city can incentivize and promote a move towards the Mayor's Green New Deal.

We commend the efforts of Planning staff and look forward to a fruitful collaboration.

Sincerely,



Karin Liljegren, FAIA,
Omgivning Architecture and Interiors
Principal and Founder

OMGIVNING

12.02.20

Vince Bertoni, Director
City of Los Angeles Department of City Planning
200 N Spring Street
Los Angeles, CA 90012

Subject: DTLA 2040

Dear Mr. Bertoni,

We are a Los Angeles Architecture firm dedicated to the revitalization of DTLA through the reuse of existing and historic buildings. We have touched over 400 existing buildings in and around DTLA in the last 10 years. We've witnessed the strength of City directives to help transform our city and have been highly involved in policy reform such as the Bringing Back Broadway Initiative, LADBS's Broadway Historic Commercial Reuse Bulletin, Non-ductile Concrete ordinance, and our Founder, Karin Liljegren, was involved in the 1999 Adaptive Reuse Ordinance.

We are excited by the prospect of the DTLA 2040 document to again bring positive change. We have been analyzing and following revisions in the general DTLA 2040 plan for the past few years. In particular, we focused on Adaptive Reuse under Article 9, working with LACP for the past few months. We compared the new Adaptive Reuse incentives in the DTLA 2040 plan with the current Adaptive Reuse Ordinance and applied the new incentives to 8 case study buildings. LACP has been highly engaged in answering our questions and clarifying the language, and we are very appreciative of their time and efforts.

Below we identified our comments for both Article 9 as it pertains to Adaptive Reuse, and the general plan as a whole. While this document is highly transformative, we do not feel that it goes far enough. The cost of renovating and retrofitting old buildings has doubled in the last 20 years due to new codes, strict interpretations of existing codes and general construction cost escalations. Despite the increased challenges, we believe that retaining and reusing existing buildings is the key to carbon reduction in our city, and will play a critical part in the Mayor's 'Decade of Action' plan. These buildings need all the help that they can get to offset the high costs and ensure they remain. Incentives such as free floor area are a perfect solution. In light of what we have all learned from our current health crisis, social injustice crisis and climate crisis, we need as much flexibility and adaptability in our codes as possible.

Article 9 - Adaptive Reuse

1. We recommend LACP distinguish between historic and non-historic adaptive reuse projects through additional incentives applied to historic projects. Currently, the 2040 plan only provides additional incentives for historic projects as part of a unified adaptive reuse project, or through TDR which applies to a small portion of the Arts District. This is very limiting as the

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majority of historic projects downtown are in dense areas with no empty development areas nearby that could be combined to constitute a unified project. This incentive structure promotes larger scale development but does not provide incentives specific to single historic properties which often face much more difficult, costly and lengthy retrofits than non-historic/newer properties.

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2. The 2040 plan maintains the original Adaptive Reuse Ordinance floor area exemption incentive for residential use, which allows for new mezzanines to be added within an existing building's envelope. There are many places within existing buildings that can accommodate new floor area. This added area can create more revenue and offset the high cost of renovating and retrofitting these buildings. We recommend Historic Buildings with any use be allowed to have new intermediate floors and mezzanines that do not count towards floor area.
3. Residential and lot amenity space requirements for unified adaptive reuse projects are currently based on the residential floor area for the full site. We recommend that the required amenity space should be based on the new development floor area only.
4. We recommend an update to the 1999 Adaptive Reuse Ordinance through a targeted code amendment in order to adopt the adaptive reuse incentives from the DTLA 2040 plan before the creation and implementation of the full community plan. Otherwise, we anticipate citywide adaptive reuse projects will stall until the community plan is enacted.
5. We recommend removing the requirements to maintain loading dock areas. With change of use projects in industrial areas, loading docks may not be needed and have the potential to drastically limit the opportunities for unified adaptive reuse projects.
6. From our conversation with the Office of Historic Resources, we understood the adaptive reuse qualification date of 1974 was chosen based on 25 years prior to the adoption of the Adaptive Reuse Ordinance. The 1974 date is not applicable to the 2040 community plan and we recommend removing this date. We believe that there should be a 10 year rolling clock to be able to access adaptive reuse incentives.

General DTLA 2040 Plan

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We commend the efforts of Planning staff and look forward to a fruitful collaboration.

Sincerely,



Karin Liljegren, FAIA,
Omgivning Architecture and Interiors
Principal and Founder

OMGIVNING'S DTLA 2040 QUESTIONS/CLARIFICATIONS FOR PLANNING

OMGIVNING QUESTION	DATE ASKED	ANSWER/CLARIFICATION FROM CITY PLANNING	OMGIVNING RESPONSE / RECOMMENDATION
Does the new adaptive reuse section allow for conversions from artist in residence to office or residential uses?	08/11/20	Yes, allowable uses for adaptive reuse projects are laid out in the underlying use district of each site.	
What is a "visitor serving facility"? Is it specifically lodging?	08/11/20	Visitor-serving facility refers to lodging hospitality, and retail programs. Under the new code, lodging is considered commercial use.	
Current code language in section 9.4.5.C.3.c (new rooftop structures floor area incentive) is unclear. Would City Planning consider revising the section to state "The construction of new structures on the existing roof, shall not be considered new floor area, as long as the new rooftop structures:"?	09/28/20	Updating for CPC draft	
Can a lot amenity be a small park that also has a food vendor/cafe for tenants? What if it was also open to the public? What about other private tenant/public accessed spaces such as a community room for meeting?	08/11/20	Yes, a small park with food vendors would be allowed as long as it is open to the public and does not require a purchase. Community rooms would constitute residential amenity but not lot amenity under the new code. We are adding clarification language to the public hearing draft to state bars and restaurant seating can count as long as it is open to the building tenants and does not require purchase.	
Can bars/restaurants be considered accessory uses, and can accessory uses apply to AR office buildings under section 9.4.5.C.3.d (lot amenity space incentive)?	08/11/20	Latest draft no longer specifies that rooftop addition must be for accessory uses - can be for any use permitted by the zone. All uses would qualify as long as it is permitted by the use district.	It is unclear to us at this time where in the code it is stated that bars and restaurants may be considered an amenity space to a residential or office use project, and what restrictions would apply. How would this work when you have a bar/restaurant on a roof, and where will these requirements be written?
In the current code, trellises and canvas shade structures are considered new floor area. Please confirm that trellis or shade structures are not considered floor area in the new code. Can you share the code section where this is clarified?	09/03/20	See Floor Area Ratio definition in Article 14 Definitions - only considered floor area if it is enclosed and covered	
Why is section 9.4.5.C.3.g (floor area averaging) limited to unified AR projects? How does this section apply to the floor area incentive under section 9.4.5.C.3.b (floor area exemptions)?	08/11/20	Section 9.4.5.C.3.g (floor area averaging) is geared towards larger, Unified AR development projects. Such as a project that combines a new building and an existing building. You can transfer floor area from an existing building that is below the allowable floor area to a new building, and it will not be considered TFAR if it is on the same development site.	
What is the process for zoning administrators to grant the use of the incentives set forth in this document to projects outside of the downtown community plan area?	08/11/20	Eligibility for the adaptive reuse incentives will be granted using the ZAD process. Normal public hearings and a determination will follow along with a CEQA analysis, unless the building is in the current ARO plan area, then the current ARO can be used for the adaptive reuse of that building	
Can parking be removed for an AR project if parking has been removed for the DTLA 2040 zone? What is the process when there is no parking on any building documentation, which often happens.	08/11/20	Yes, parking can be removed. Parking is no longer required in the downtown planning area. For AR projects outside of the downtown area, the number of required parking spaces is governed by how many spaces existed on the site on June 3, 1999. However, if the required parking stated for the new use is less than the number of existing spaces, the number of spaces may be reduced to the number of required parking spaces.	
Assuming all the new floor area that is added to a building is compliant with the incentives and is not considered new floor area, then is the base or bonus FAR for an adaptive reuse project not applicable?	08/11/20	Yes, assuming all new floor area is allowable under the provided incentives (roof top, basement, mezzanine), then the bonus FAR structure is not applicable. If the new floor area is not called out under the AR exemptions it would be subject to Bonus FAR limitations.	
Is there a procedure for sites located outside of the designated TFAR area to be granted eligibility to use the TFAR program?	08/11/20	TFAR will no longer be applicable in the downtown area, and tier 3 benefits have been added in its place. TDR for Historic Preservation however, will remain a tier 2 benefit in the Arts District only.	Please refer to the "Transfer of Development Rights" slide from our Adaptive Reuse 2.0 Case Studies presentation and confirm that our analysis of this incentive is correct.
If there is a new development site that is using either Unified AR or TDR incentives, can the improvements to the existing building still take advantage of the AR incentives (such as additional floor area) laid out in section 9.4.5.C?	09/29/20	Yes	
Can projects using the TDR incentive take advantage of multiple donor sites to further increase their development potential?	09/29/20	No Please see definition of Unified Adaptive Reuse Project: An Adaptive Reuse Project composed of two or more buildings, so long as the Project has all of the following characteristics: (a) functional linkages, such as pedestrian or vehicular connections; (b) common architectural and landscape features, which constitute distinctive design elements of the Project; and (c) a unified appearance when viewed from adjoining streets. Unified Adaptive Reuse Projects may include lots that abut or are separated only by an alley or are located across the street from any portion of each other.	

We understand the intent of Section 9.4.5.B1 and 2 (applicability) is to have a rolling date (currently shown as buildings that are a min of 5 years old) and that the date of "1974" came from the current ARO. Please confirm.	09/02/20	Correct, rolling date of 25 years	Per our experience and in conversation with OHR, we all believe the "1974" date was a random date set 25 years prior to when the ARO was adopted. It is not applicable to this new document and we recommend removing the date. We do however feel that a building that is only 5 years old may be a little too young to incentivize reuse of buildings and could maybe be 10 years old.
Currently, the AR incentive that allows for new area to be added into an existing building's envelope is section 9.4.5.C.3.e (mezzanine incentive). Would City Planning consider adding an intermediate floor incentive?	09/02/20	No, this is not being considered.	
If only the mezzanine incentive is kept, can it be increased to up to 50% of the room or space in which it's located for non combustible buildings to align with what is in the current LABC? Can the mezzanine incentive be extended to other AR uses, such as an office conversion?	09/29/20	Yes, this update is being incorporated.	
City Planning to confirm the Unified Adaptive Reuse/Historic Buildings Incentive (section 9.4.5.C.3.h) is intended to work as laid out in the scenario illustrated on the "Unified Adaptive Reuse" slide from our Adaptive Reuse 2.0 Case Studies presentation.	09/02/20	Let's discuss	
City Planning to confirm that if no certificate of occupancy exists on record for a building, will other records such as building permits or other assessor records be acceptable for use in establishing the original construction date?	09/02/20	Yes, see section 9.4.6.B1	
Per Section 9.4.5.B.3 (applicability of historic buildings), Survey LA buildings are not eligible to use the provisions of this document, which appears in conflict with the 9.4.5.C.3.h (Historic Buildings Floor Area Incentive). Does City Planning intend to revise this language?	09/02/20	Yes, update is being incorporated.	
There are no additional incentives for historic buildings versus recent past buildings. Are you open to suggestions to further incentives historic buildings?	09/03/20	The unified adaptive reuse incentive is only available for historic buildings. See Section 9.4.5.C.3.h	
City Planning to confirm if an existing building has a recent addition that does not meet Section 9.4.5.B1 or 2 applicability, will the entire project still be granted the use of all of these incentives?	09/02/20	Yes, update is being incorporated in CPC draft.	
City Planning to provide clarification on how AR incentives, such as the mezzanine, new basement use, and new rooftop structure incentives, may be combined with the newly proposed bonus FAR structure. Can City Planning confirm that any floor area added under the AR incentives will be omitted from the floor area calculations?	09/02/20	Yes - see row 16	
City Planning to confirm if sections 9.4.5.C.2 (loading space incentive) and 9.4.5.C.5 (loading space incentive) can be combined into one "Loading Space" incentive.	09/02/20	Yes - will address in next draft	
City Planning to look into and provide clarifying language regarding the eligibility "no longer economically viable," as stated in section 9.4.5.E.2.b (supplemental findings.) Will there be a specific time frame associated with this determination?	09/02/20	Not considering any additional language at this time. Do not anticipate ZAs considering time frames in making determinations.	
Can a path be provided for other jurisdictions to adopt the AR 2.0 section of the DTLA 2040 code before the creation and implementation of a full community plan?	09/03/20	There is potential to update the city wide adaptive reuse ordinance through a targeted code amendment. The Department is not exploring an amendment at this time.	
Are AR projects subject to the same Lot Amenity Space and Residential Amenity Space requirements as new construction within the DTLA Community Plan Area?	09/03/20	The public hearing draft will clarify that AR projects are exempt from lot amenity space and residential amenity space.	
Is the Unified Adaptive Reuse incentive a "by right" incentive?	09/29/20	Yes	
Is the Transfer of Development Rights for Preservation of Historic Resources incentive a "by right" incentive?	09/29/20	No, this requires a Director Determination	
Does the Solar ready zone still apply for new rooftop structures, which was tied originally to adding new floor area, but now no longer considered as adding new floor area?	09/29/20	Solar ready zone is regulated by the building code. This effort does to propose any changes to that language. The zoning code would not consider a roof top addition, mezzanine, or basement conversion as new floor area. Building & Safety interpretation needs to be clarified.	
Will floor area calculations be required to show what is and is not "new floor area" for plan check purposes? If not, how does City Planning anticipate the documentation of this information?	09/29/20	Implementation will be clarified in future drafts.	
City Planning to confirm that if AR incentives can be applied in instances that are not change of use, then can they also be applied multiple times / in multiple permits?	09/29/20	Will be clarified in future drafts.	
For Unified AR projects, is it required to provide residential amenity space based on the entire residential area of the site, or only the residential area of the new construction portion?	10/23/20	Currently the calculation would be based on unified site area. Will explore a reduction in future drafts.	
Section 9.4.5.C.5 states, "Where a loading space is provided, it shall be maintained" does this mean that even if there is a change of use, the loading space must remain?	10/23/20	Exploring removing this requirement in future drafts.	

<p>What if an AR Office Building wanted to use the an Existing Elevator Penthouse as an office tenant space? Would that be allowed? Section D seems to preclude this because it states " Balconies, patios, terraces, recreation and fitness rooms, pools, gardens, and other lot amenity space areas that are created by reusing existing portions of an eligible building."</p>	<p>10/23/20</p>	<p>Elevator penthouse can be used as office tenant space, but it would count as new floor area.</p>	
<p>If conversion of residential to office is allowed. Is there a mechanism to provide HCID relief.</p>	<p>10/23/20</p>		<p>Delete?</p>
<p>Why is the AR 2.0 silent about yards?</p>	<p>10/23/20</p>	<p>No, yards requirement exist in DTLA.</p>	
<p>Why is the the AR 2.0 silent about Mini-Shopping Center and Commercial Corner Development?</p>	<p>10/23/20</p>		



December 3, 2020

Dear Brittany and Craig,

The future of Downtown Los Angeles is exciting!

I have owned and operated several family businesses since 1986 and my family has been in business in the area since 1948. Currently, I am the owner of the California Flower Mall. We welcome the improvements to the neighborhood as they will have numerous positive effects on my business as well as the overall area. We share the City's vision, as articulated in the draft Plan, to **"...promote a dynamic, healthy, and sustainable Downtown core that is well connected to and supports the City of Los Angeles and the region."**

For many years, we have worked extremely hard with our fellow business owners to provide a clean and safe environment for business to survive and supporting our local economy, despite the day to day issues we all face. We understand no one is an island, but investments in the district improves the quality of life for the area.

We appreciate the City's Planning Department working closely with our downtown Districts, local business and property owners, and the community to address many of our concerns in the latest draft Plan.

While we support most of the revised draft Plan (November 2020), we want to submit the following **specific concerns and requests for changes to the City for review and consideration:**

- Remove restrictions on new housing
- Increase minimum floor area ratios
- Allow hotels in the IX2 Use District
- Increase building heights
- Ensure COVID pandemic related flexibility

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- Allow market rate housing in the Central City East area
- Adopt DEIR Alternative #3 to address the ongoing housing crisis and SCAH RHNA mandates
- Make the Community Benefits Program more financially feasible

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Each of these items is further explained and expanded upon in the [LA Fashion District's Response Letter](#) for you to reference.

Thank you for your consideration on these important items. We look forward to further refinements of the visionary DTLA 2040 Plan.

Respectfully,

Mark Chatoff
President, CFM
Founding Board Member, Past Chair & Current Board Member, Fashion District BID

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californiaflowermall.com



December 1, 2020

Brittany Arceneaux, City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012
Via email: brittany.arceneaux@lacity.org

Re: Comments on ENV-2017-433-EIR: DTLA 2040 Draft Environmental Impact Report (DEIR)

Dear Ms. Arceneaux,

Established in 1924, Central City Association is an advocacy organization committed to DTLA's vibrancy and increasing investment in the region. We are a membership organization comprised of approximately 300 members and our membership reflects the diversity of DTLA including housing builders, nonprofit organizations and large employers. We are committed to the DTLA 2040 Community Plan and making sure that it advances DTLA's growth and serves as a model for other areas in the city that are proximate to transit. We offer this letter to comment on the Draft Environmental Impact Report (DEIR) for DTLA 2040 and to raise key issues within the plan that we believe inhibit much-needed housing production amid a housing and homelessness crisis and will hinder economic recovery from the COVID-19 pandemic and future economic growth. **Importantly, the DEIR for this plan was prepared in a vastly different context than today -- prior to the COVID-19 pandemic and resulting economic depression, before the City was assigned a housing production goal of over 455,000 for the next eight years and apart from state and federal infrastructure considerations. As such, we strongly encourage the adoption of Alternative 3 in the DEIR to allow for the greatest housing and development capacity and flexibility to spur DTLA's recovery and best position the heart our city for private and public investment (REC #1).**

We believe that DTLA 2040 cannot be considered in a vacuum separate from the conditions affecting DTLA and the city at large, and what is at stake for our future. Our detailed comments on the plan herein are informed by three major considerations:

1. The deep impacts of the COVID-19 pandemic on DTLA and the City's economy and future growth;
2. The persistent housing and homelessness crisis, and unprecedented City housing production responsibility of over 455,000 new units over the next eight years alone, per the 6th Cycle Regional Housing Needs Assessment (RHNA); and
3. The need for local land use plans to demonstrate a clear and substantial commitment to transit-oriented growth to compete for state and federal transportation infrastructure funding.

1. The Impacts of the COVID-19 Pandemic

While COVID-19 has impacted every community, DTLA, the city's urban high-rise core, has faced unique challenges as perceptions of urban living contributing to pandemic spread have perpetuated. Office towers are nearly empty, and many retail and restaurant businesses are shuttered which will likely persist for years to come as the pandemic has resulted in permanent job losses and shifts to remote work. DTLA normally receives over 22 million visitors in a given year, serving as an anchor of our local economy, but a depressed tourism market without conventions or events is reflected in an astoundingly low hotel occupancy rate of about 40 percent and drops in revenue per available room of over 50 percent compared to last year.¹ Apartment dwellers have increasingly looked to live

¹ *Second Quarter 2020 Downtown LA Market Report*, Downtown Center Business Improvement District:
<https://ctycms.com/ca-dtla/docs/dtla-market-report-q2-2020.pdf>

outside the city center, and residential rents have fallen by seven percent compared to last year and vacancy rates are near 15 percent.²

The pandemic has dramatically changed the landscape of DTLA. Projects that were previously financially viable have greatly diminished in value. We're hopeful that DTLA's economic prospects will strengthen as restrictions are lifted, successful vaccines are obtained and made widely available and perceptions of urban life improve. However, it may be some time before circumstances get better, and DTLA 2040 must be sensitive to this economically vulnerable context if we are to continue to see new growth and community benefits in DTLA.

2. The Housing and Homelessness Crisis and RHNA Obligations

As the Southern California Association of Governments (SCAG) finalizes the 6th Cycle RHNA, it's clear that the City of Los Angeles will be responsible for delivering an incredible amount of new housing by the order of more than 455,000 units between 2021 to 2029. The magnitude of this housing target cannot be overstated – in the City's history, only 420,000 units were built at the peak of housing production over the course of 20 years between 1960 to 1980. At the same time, homelessness in the city continues to increase, growing by over 14 percent last year reaching more than 41,000 unhoused people living in the city, 16 percent of whom are in DTLA which is the largest concentrated street homeless population in the nation. While this housing goal stands out as seemingly astronomical, in reality it reflects a persistent housing and homelessness crisis that has long-been one of the major issues facing the city and region, but left largely unaddressed by solutions of the necessary scale.

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The DTLA 2040 plan notes that SCAG projects that DTLA will make up over 20 percent of the city's growth over the next two decades, which is a significant share of the City's RHNA target and means that at least 12,000 units per year on average need to be built in DTLA over the next eight years alone. As the region's transit and job hub, DTLA must play an outsized role in meeting this ambitious goal, requiring DTLA 2040 to provide substantial capacity for new growth. Alternative 3 of the DEIR is the superior alternative as it would enable the greatest growth and housing production.

3. Competing for State and Federal Infrastructure Funding

State and federal funding for transportation and other infrastructure projects are increasingly tied to land use plans that provide substantial new opportunities for growth and development near transit. Moreover, current efforts to establish an Enhanced Infrastructure Financing District (EIFD) in DTLA offer the promise of a dedicated local source of funding for an array of public benefit projects, including affordable housing, in DTLA that can also help attract supplemental state and federal funding, but can only be impactful if supported by land use planning that promotes new development to bolster property tax increment growth.

As we continue to build out our regional transit system, revamp our bus network to be world class and dedicate resources to making DTLA and our city truly multimodal, the success of these major investments will be dependent on coordination with visionary planning for new development in tandem. It is also critical as we look ahead to draw new public and private investment to DTLA and our city – DTLA 2040 must be a clear signal to this end.

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We believe much of the plan as proposed is a great improvement to DTLA's land use and planning framework and we are appreciative of City Planning's outreach and engagement, and the important changes already made to the plan over the course of its development. We recognize that DTLA 2040 is an enormous undertaking for City Planning as it will be the first community plan to implement the new citywide zoning code. We appreciate the significant resources dedicated to the plan's development and are pleased that DTLA continues to be the City's laboratory for new ideas, but DTLA 2040 must go even farther to promote a bold, exciting and resilient future for our city center. **We offer this letter to strongly encourage adoption of Alternative 3 in the DEIR and to provide detailed suggestions to enhance the plan, with the goal of a connected, equitable and inclusive DTLA that has a broad range of housing**

² Ibid.



options and affordability, park space, education and childcare facilities and diversity in mobility and employment opportunities.

Building off of our [January 21, 2020 letter](#), we’ve broadly categorized our recommendations as follows: 1) maximizing opportunities for housing at all income levels, including middle-income housing and 2) creating flexibility within the plan to be adaptable over the next two decades. Underpinning this all, we are focused on a plan that can support financially feasible development, which is critical to yielding the housing growth and maximum community benefits envisioned in the plan as well as depoliticizing development in DTLA.

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Maximizing Opportunities for Housing, Including Middle-Income Housing

CCA strives to make DTLA the place for new housing at all income levels. Despite being just one percent of the city’s land, DTLA accounts for over one-third of new apartment units built in the city over the past decade. Ensuring that substantial new housing can continue to be built in DTLA is essential to addressing our regional housing crisis and meeting our RHNA and environmental sustainability goals by focusing growth in the densest and most transit- and job-rich area of the city.

On paper the plan would generally expand where housing is allowed from 33 percent of the plan area to 60 percent and major changes toward parking policy like eliminating minimum parking requirements are important steps to supporting project feasibility and fostering high-quality development appropriate for urban cores. Additionally, we appreciate the recent revision to the plan to no longer count above-ground parking toward project FAR, which would have had diminished capacity for housing. Still, there are specific provisions throughout the plan that would negatively impact the feasibility of housing development in practice. We believe the following provisions are problematic as proposed and offer suggested solutions that reasonably accommodate plan intent and economic feasibility.

Financial Feasibility of the Community Benefits System

The plan’s proposed Community Benefits System would allow developments to maximize FAR and build larger than otherwise allowed under the base zoning in return for providing certain public benefits, namely affordable housing, publicly-accessible open space and community facilities. This new system would apply throughout the plan area and replace the Transfer of Floor Area Rights (TFAR) program that currently applies only to South Park, the Financial District and parts of the Historic Core. We are generally supportive of the proposed concept of the Community Benefits System, and we share the goal of realizing more on-site public benefits, especially affordable housing. We are also pleased to see recent changes to the Community Benefits System that provide clearer upfront standards to enable Level 2 benefits like open space and community facilities through a by-right process rather than via discretionary review. However, we are concerned about specific provisions that impact the financial feasibility of utilizing the bonus FAR, particularly for high-rise projects at this immensely economically challenging time for DTLA.

The economic fallout from the pandemic presents major issues for building in DTLA, but it’s important to note that the Community Benefits System, primarily the affordable housing bonus provisions, poses challenges for the financial feasibility of development even in strong economic conditions. As shown in the table below, Level 1 of the DTLA 2040 Community Benefits System is essentially aligned with the City’s Affordable Housing Density Bonus and Tier 1 of the Transit Oriented Communities (TOC) Program in terms of the percentage of affordable housing required by income level (with the exception of options for Deeply Low and Moderate Income housing under DTLA 2040). However, the FAR bonus for providing affordable housing is 35 percent, which is at the lowest end of the City’s affordable housing incentive programs in alignment with the Density Bonus.



Comparison of DTLA 2040 Level 1 Affordable Housing Incentive Program and Other City Affordable Housing Programs

		TOC Tier 1	TOC Tier 2	TOC Tier 3	TOC Tier 4	Affordable Housing Density Bonus	DTLA 2040 Community Benefits Program Level 1
Affordability Requirements	Deeply Low	n/a	n/a	n/a	n/a	n/a	5%
	Extremely Low	8%	9%	10%	11%	n/a	8%
	Very Low	11%	12%	14%	15%	11%	11%
	Low	20%	21%	23%	25%	20%	20%
	Moderate	n/a	n/a	n/a	n/a	n/a	40%
Bonus	Density Increase	50%	60%	70%	80%	35%	n/a
	FAR Increase	40%	45%	50%	55%	35%	35%

The Density Bonus and TOC programs have been effective at producing mixed-income developments with on-site rent-restricted affordable housing elsewhere in the city. However, most development in the city outside of DTLA is mid-rise wood frame construction, which is a less costly type of construction than the high-rise concrete and steel construction that is typical in DTLA. Type I projects, which are generally high-rise buildings made of concrete and steel, cost an average of \$71 per square foot more than other construction types like Type V wood frame buildings.³ Coupled with adverse economic conditions, this means that high-rise construction in DTLA faces higher costs for lower value. We believe DTLA is the best place for high-rise construction, which is the most efficient way to build a high volume of housing near transit, and is largely built with unionized labor, providing well-paying jobs. **We recommend that Level 1 of the DTLA 2040 Community Benefits Program provide a more substantial FAR increase to support the feasibility of high-rise construction. We also believe that the ability to contribute an in-lieu payment or partner with an affordable housing provider to provide affordable units off-site are good, important features of the Community Benefits System that must be maintained as they offer necessary flexibility (REC #2).**

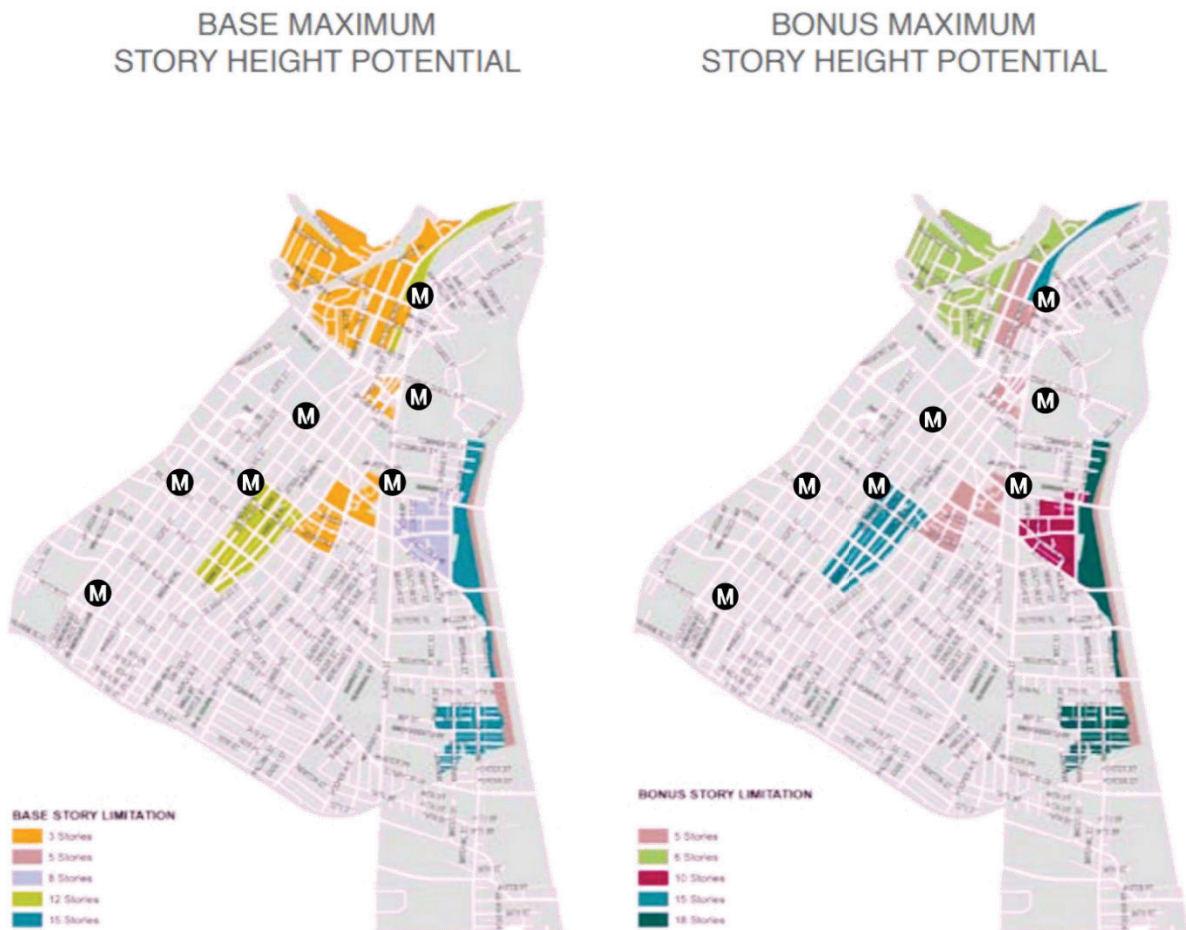
Additionally, we are concerned about recent changes to the plan whereby base FARs were reduced in Chinatown, Little Tokyo and areas of the Historic Core and Fashion District. The changes are substantial: from 6.0 to 2.0, a 66 percent decrease, in Chinatown and Little Tokyo, and from 7.0 and 6.0 to 3.0, a 60 percent and 50 percent decrease respectively, in the Historic Core and Fashion District. While we understand the intent of these changes is to ideally increase usage of the Community Benefits System, we are concerned that this is too dramatic of a change that tips the scales of project economics to be economically infeasible. These are walkable, transit-rich areas where we want to promote growth, but the reductions in base FAR create a de facto scenario where the FAR is too low to build a viable project under the base FAR allowances on the one hand while simultaneously placing a large financial onus on projects to obtain bonus FAR via the Community Benefits System. Because the Level 1 affordable housing FAR bonus is 35 percent of the base FAR, the Level 1 bonus is necessarily reduced as well (for example, a 35 percent bonus on 6.0 base FAR is an additional 2.1 FAR, but is only an additional 0.7 FAR on a 2.0 base FAR). The October 2019 financial feasibility analysis of the Community Benefits System prepared by HR&A Advisors for the City specifically highlights this issue, stating that Chinatown and a large swath of the Fashion District leading into the Historic Core, where most of these FAR changes would apply, “are unlikely to support larger high-rise developments until market performance matures further, and thus are not able to support public benefits to the same degree as Place Types with strong submarkets.” **As it’s clear that these recent reductions in base FAR would jeopardize development feasibility, we firmly recommend maintaining base FARs as they were proposed prior to the Fall 2020 changes to the plan. (REC #3).**

³ *The Hard Costs of Construction: Recent Trends in Labor and Materials Costs for Apartment Buildings in California*, UC Berkeley Turner Center for Housing Innovation: http://turnercenter.berkeley.edu/uploads/Hard_Construction_Costs_March_2020.pdf

Building Height Limits and Minimums

As shown in the map below, the plan would impose base and bonus (with use of the Community Benefits Program) maximum building height limits in Little Tokyo, the northern portion and eastern edge of the Arts District, Chinatown, and Historic Core, all of which are close to existing Metro rail stations. There are also major transit projects in these areas in the pipeline, like the Regional Connector, West Santa Ana Branch and Streetcar. Like the reduction in base FARs, we take issue with the proposed building height limits, particularly in areas near transit stations as we are investing hundreds of billions of dollars in building out our transit system and as these are exactly the areas we need our city to grow to become less car-dependent and more affordable and sustainable. It is essential to demonstrate our commitment to growth in areas near transit as we compete for infrastructure funding from the state and federal governments.

Base and Bonus Height Limits with Existing Metro Stations



We recognize the need to preserve DTLA’s historic neighborhoods, communities and buildings but are concerned about the proposed approach. Blanket height limits are not an appropriate tool for neighborhood preservation. Historic districts and buildings should be considered through the requisite historic preservation and landmarking processes, which is much more targeted and would not inhibit growth on sites that might not have historic or cultural

significance. Additionally, we believe that context-sensitive growth can occur with the use of urban design tools like setbacks and street frontage requirements.

Furthermore, in many cases, the proposed building height limits are not aligned with the economic realities of development and the constraints of relative construction materials. For instance, mixed-use buildings can generally be built with wood frame over a concrete parking and retail podium to a maximum of eight stories under the building code, and buildings made of concrete and steel can be taller but typically need to be a minimum of 20 stories to be financially feasible and justify the additional costs of the more expensive labor and building materials. Some of the proposed base and bonus height limits in areas of DTLA are 12 stories and 15 stories, respectively, and 15 and 18 stories, respectively. With a few exceptions for large sites that can accommodate a lot of building capacity, most mixed-use developments will not even be able to build to the base height limits of 12 and 15 stories, and these height limits will act like an eight-story limit in reality. This means that the growth envisioned by the plan may not actually occur and the resulting community benefits will also not be delivered.

To promote context-sensitive growth and density near transit, respect neighborhood character and appropriately preserve historical assets in a way that reflects the economic realities of development, we recommend that building height maximums be removed and instead utilize FAR, setbacks and frontage requirements to govern building height and massing, and that historic communities be considered instead through the established historic preservation processes (REC #4).

Conversely, the new zoning code proposes to include building height minimums, which may also be problematic and limit the potential for new development. While the intent of this is clearly to encourage, and even require, high-rise development, the reality is that high-rise development may not be feasible in certain locations or for certain uses including most affordable housing developments. For instance, K-12 schools, which are incentivized as a Tier 2 community benefit, typically require one-story or other generally low-rise construction, but they would be precluded in many areas. **We recommend that minimum building height requirements be removed to avoid unintended outcomes like limiting the potential for vacant or underutilized land to be redeveloped into desirable uses like affordable housing, schools or mid-rise mixed-use developments (REC #5).**

Transit Core General Plan Land Use Designation

Similar to our concerns about base FAR reductions and building height limits near transit, we believe the Transit Core General Plan land use designation is not being appropriately applied in connection with where transit exists now and in the future, and that we must do more to leverage public investment in transit infrastructure. The Transit Core designation allows projects that use the Community Benefits System to calculate FAR using the centerline of the street, which has been a successful feature of the current Transfer of Development Rights (TFAR) system that allows projects in DTLA to be larger and yield more public benefits. **We recommend that the Transit Core General Plan land use designation be expanded to include all areas close to existing, entitled and future transit to maximize development opportunities (REC #6).**

Limits on Housing in Hybrid-Industrial Areas

The plan effectively limits new housing in the Fashion District and Arts District to live/work units only. While recent updates to the plan would technically allow more types of housing in the Fashion District, there is a requirement that projects with housing be coupled with a minimum of 1 FAR of office or light industrial space, unless they are live/work. As there is very little demand for new office or light industrial uses in these areas, and with the uncertainties around these uses resulting from COVID, we believe the code as written will have the effect of limiting development in hybrid industrial areas to live/work.



We understand that the City may be constrained in this area by the Framework Element of the General Plan, which essentially limits the ability to rezone industrial areas and requires some amount of “jobs-producing” uses. However, we do not believe that a document adopted 20 years ago should inhibit our ability to plan for another 20 years into the future and cause us to settle for live/work housing when we want to create inclusive, dynamic neighborhoods.

In general, live/work units require high floor to ceiling heights and must be built to commercial standards so are typically more expensive to design and build than a residential unit. The plan requires that live/work units in a project must be a minimum average size of 750 square feet in the Fashion District and 1,000 square feet in the Arts District, which is very economically and spatially inefficient for studios and one-bedroom units. Because they are lofts and lack the walls or partitions of conventional apartments, they are generally not good units for families; requiring these kinds of units is inherently exclusionary. Lastly, they are also impossible to monitor to ensure that they are supporting economic “job-producing” activity, rather than just serving as costly residential lofts.

We recommend that City Planning adopt an amendment to the Framework Element in tandem with DTLA 2040, which will allow for far greater flexibility to plan hybrid industrial areas as mixed-use neighborhoods with a diversity of housing types (REC #7). In lieu of amending the Framework Element, we believe that there could still be more flexibility for different housing types in Hybrid-Industrial areas. **In the absence of an amendment to the Framework Element, we recommend that for projects that include more conventional multi-family housing, set the commercial space requirement as 10% of building area, which will create fairer rules for all projects than the current requirement that is based on lot size, especially those that don’t use a site’s full FAR (REC #8).**

The proposed IX4 Use District that applies to the Arts District also requires that all new structures be built entirely as Type I, II or IV construction, which largely excludes the use of wood materials. As mentioned earlier, wood is more affordable and sustainable than concrete and steel building materials. Wood has also been successfully used to build compellingly designed buildings in the Arts District and throughout the city. Amid our current housing crisis, greatly reducing the ability to use wood construction is counterproductive and runs counter to our goal of making DTLA the place for housing at all income levels. **DTLA 2040 is seemingly the first community plan that has attempted to dictate construction types and we believe such a determination is out of scope for zoning codes to mandate and should be left to building and safety codes – we recommend that this requirement be removed from the plan (REC #9).**

Ban on Market Rate Housing

As proposed, DTLA 2040 will not allow market rate housing in a specific area of DTLA from 5th to 7th Streets and San Pedro Street to Central Avenue. We echo and fully endorse the report titled [The Voices of Central City East](#) submitted by the Central City East Association (CCEA) regarding this neighborhood of DTLA.

As CCEA highlights, the intent of banning market rate housing in this area may be to preserve existing affordable housing and single room occupancy hotels, but it is unnecessary given covenants, the Residential Hotel Conversion and Demolition Ordinance, the Wiggins Settlement and predominance of housing that is owned by non-profit organizations with a mission to provide shelter to vulnerable populations. This area contains the largest concentration of unsheltered homeless people in the nation. It is an area of extreme poverty and need. Banning market rate housing would further concentrate poverty in this area of DTLA and run counter to stated DTLA 2040 plan goals of inclusive and diverse neighborhoods.

To date, there are no market rate developments, built or proposed, in this area. Imposing this provision would only freeze the current conditions and further a failed policy of containment. We believe this policy also directly conflicts with the federal mandate to Affirmatively Further Fair Housing (AFFH). Affordable housing is an important part of DTLA 2040, and it should be integrated throughout the plan area. We strongly support housing opportunities for all incomes across DTLA as the primary tool to address the complicated and extensive challenges of homelessness and poverty in our city.



It's important to recognize that the Community Plan, which is a land use and zoning plan, cannot alone address the challenges of this area. Truly meeting the needs of this area requires a much broader effort that involves mental health, workforce development and social services, which will take coordination from multiple departments and organizations, which we support and encourage.

We support CCEA's report and recommendations, and likewise recommend that the ban on market rate housing from 5th to 7th Streets and San Pedro Street to Central Avenue be removed from DTLA 2040, and instead urge City Planning to consider ways the area's zoning can be tailored to produce mixed-income developments and socioeconomic integration and inclusion (REC #10).

Micro-Units

CCA has been strongly supportive of micro-unit housing, including publishing a [white paper on micro-units](#) and advocating for a [proposal put forth by Councilmember Cedillo](#) for the City to assess barriers and policy changes to support micro-units. The Community Plan Text includes micro-units as a priority for new housing types (LU 2.6), however there is an important missing policy tool that would help effectuate this goal.

A simple but meaningful policy change would be allowing affordable units to be a different mix than market rate units in the same building, but still require the same amount of overall affordable floor area. The unit finishes, access points for entry/exit and amenities would be identical for the market rate and affordable units. For example, DTLA 2040 could allow two 350 square foot affordable units on par with one 700 square foot market rate unit in the same building. This would be a deviation from the City's [Affordable Housing Guidelines](#), which generally require that affordable units be the same average square footage and number of bedrooms as market rate units in the same building.

We believe that DTLA is an appropriate place for a flexible policy to encourage affordable micro-unit housing because it is dense, transit-rich and walkable, which are all complementary to micro-units. We also believe this is meaningful tool to increase the amount of affordable housing that can be leveraged by non-subsidized development and may help to deliver the workforce, moderate income housing that is currently not being built but is needed.

We recommend DTLA 2040 allow affordable units to be a different mix than market rate units in the same mixed-income buildings, but still require the same amount of affordable floor area as a percentage of overall residential floor area akin to the number of affordable units that would be required of the total number of units (REC #11). This would yield a greater number of affordable housing units while still requiring the same dedication of square footage.

Creating Flexibility Within the Plan to be Adaptable Over the Next Two Decades

DTLA 2040 will guide DTLA's growth over the next 20 years but it is unreasonable to believe that we can adequately plan in anticipation of the changes that will take place over that time. It is fundamentally important that the plan set a strong overarching vision for DTLA but be structured to provide sufficient flexibility to adapt to changes if it is to be a success. When we refer to flexibility, we mean allowing a broad range of land use and development scales, designs and typologies in all areas of DTLA, and with clear, simple approval pathways for minor deviations that may be necessary to facilitate development. We believe that highly specific provisions included in the plan today, even if well-intentioned, may have unintended downstream consequences that will make the plan less useable in the future, and instead result in projects seeking discretionary review or quell development altogether. Here again, we are appreciative that City Planning has recently made important changes that remove unnecessary constraints and create more flexibility in alignment with plan goals with revisions such as no longer requiring schools and child care facilities to obtain Conditional Use Permits (CUPs) in most areas, and not limiting hotels by number of rooms or ground-floor commercial tenants by square footage outside of Chinatown and Little Tokyo. We believe there are additional areas of the plan that can be amended to ultimately make DTLA 2040 more flexible and sustainable, and we outline each area of the plan where we believe provisions are overly rigid and with our recommended revisions.



Approval Processes

We know that City Planning and CCA have a shared goal of ensuring that DTLA 2040 greatly reduces the need for projects to seek discretionary approvals and creates greater capacity for by-right and ministerial approval processes. The approval processes laid out in DTLA 2040 refer back to the Processes and Procedures Ordinance, which is Article 13 of the new citywide zoning code being created as part of the re:code LA project. However, we are concerned that the Processes and Procedures Ordinance has not yet been finalized and adopted, and likely will not be until the middle of 2021. This makes it very challenging to provide detailed comments on the approval processes under DTLA 2040 and creates uncertainty for implications that the Processes and Procedures Ordinance might have on DTLA 2040. We're hopeful that the proposed zoning that is established under DTLA 2040 will produce financially feasible developments, but we know that there's a good possibility that projects with unique circumstances will need to deviate from the baseline zoning to be feasible. **While ultimately providing objective criteria and flexibility in each site's zoning is the best way to avoid issues of uncertainty and discretion in the approval process, we recommend that City Planning provide very clear, administrative clearance processes that are CEQA-exempt for deviations and relief mechanisms like alternative compliance, variances and adjustments (REC #12).**

4, cont.

We also appreciate that the proposed plan creates higher Site Plan Review thresholds for projects that use the Community Benefits System to be 500 units or 500,000 square feet of nonresidential space, up from 50 units and 50,000 square feet of nonresidential space. We have long been advocates for a more sensible approach to Site Plan Review that does not punish dense, urban development, particularly in our urban core. Although we believe the higher Site Plan Review benchmark is certainly an improvement over the very low threshold currently, we believe that affording this only to projects that use the Community Benefits System creates a punitive scenario for projects using only the base zoning and does not account for DTLA's role as the city's center for growth. **We recommend that projects, whether using the base zoning or the Community Benefits System, not be subject to Site Plan Review or other discretionary review processes if they comply with a site's allowable zoning and are not seeking any additional changes (REC #13).** We believe this is logical and is the very purpose of areawide planning efforts like DTLA 2040. Many cities use this model, and San Diego, the nearest big city to do so, is a good example.

Frontage Design Requirements

Through the use of Frontage Districts, the plan would create highly specific design requirements for buildings in the Arts District and Historic Core. Recent updates to the plan relaxed some of these requirements by now allowing buildings in these areas to have balconies, no longer prohibiting features like flat roofs and applying the frontage requirements to only the first few stories of buildings. These changes are improvements, but we believe the Frontage Districts in the Arts District and Historic Core are still very prescriptive and will constrain creative approaches to design and architecture. We continue to work with our members to contemplate how these Frontage Districts can be more flexible. We suggest providing a range for ground-floor heights rather than a set minimum of 22' in the Arts District, changing language for symmetrical lite pattern to be more open such that "glazed openings should be divided into smaller components" or something similar, making base-middle-top a "reference" rather than a requirement so that there is room for architects to interpret incorporation and similarly expanding options for expressing the horizontal and vertical banding "by reference" or "interpretation." **We recommend that City Planning continue to explore ways of modifying the Arts District and Historic Core Frontage Districts to strike a balance between fostering contextual design with the potential for creative approaches and innovation. We welcome the opportunity to collaborate to further consider how this can be accomplished (REC #14).**

Industrial Zoning

The plan expands opportunities for mixed-use development, but there is still a large area of DTLA proposed to be maintained as industrial even though we know that retaining industrial land does not mean retaining industrial jobs or job-intensive uses. We witnessed the number of job-intensive uses like manufacturing convert to less productive



uses like wholesale in DTLA despite the fact that land uses have not been changed in much of DTLA’s industrial areas. Between 2002 to 2017, manufacturing jobs decreased by 64 percent while jobs in wholesale trade increased by only six percent within the DTLA 2040 area.⁴

DTLA’s economic success over the past two decades has instead been defined by increased livability, with the introduction of substantially more housing, public investments in transit and open space and accompanying amenities like places to shop and eat. This change has attracted new DTLA residents, encouraged more job-intensive and higher-paying businesses to locate here and more visitors to come here, which have replaced industrial-oriented jobs that largely disappeared over the past two decades. As those jobs shrunk between 2002 to 2017, jobs have increased by 14 percent in information industries, 24 percent in professional, scientific and technology services, 44 percent in arts and entertainment, 72 percent in accommodation and food services and 119 percent in health care industries.⁵

We should continue to build on this success and inject new uses into areas where jobs have declined, not perpetuate the decline of those areas by freezing the allowable land uses. Moreover, the few existing schools in DTLA are in industrial areas, meaning we should aim to introduce new active uses to support community building around these schools and support their long-term success.

Industrial areas are not likely to change overnight. Industrial vacancy rates are historically low and industrial rents are historically high, due to supply constraints across the LA area for small-format industrial uses for warehousing and distribution. Even if the zoning were permissive of conversion to other uses, the current market for industrial uses is likely strong enough that these properties would not convert to other uses in the near term. **We recommend that DTLA 2040 not include areas zoned exclusively for industrial uses, and that these areas should instead provide more flexible zoning to allow them to gradually convert to other uses, including housing, over the long term (REC #15).**

Adaptive Reuse

The Adaptive Reuse Ordinance (ARO) was a major catalyst for the revitalization of DTLA following its adoption in 1999. It unlocked the potential of DTLA’s beautiful but obsolete historic office and bank buildings to have new lives as quality housing stock, and led to the first major influx of residents in DTLA. However, only buildings constructed prior to 1974 can utilize the ARO by-right, and any built more recently than that must go through an onerous discretionary review process.

We believe that expanding and enhancing the ARO can be an important tool to furthering the economic vitality of DTLA and is needed more than ever as the future of many of our commercial uses face great uncertainty due to the pandemic. We appreciate that City Planning has already made positive updates to the ARO in the draft plan like expanding eligible uses and by exempting certain features like basements and rooftop additions from FAR calculations. **To increase usage of the ARO, we recommend applying it to buildings constructed after 1974 on a rolling basis going forward (REC #16).**

Limits on Hotel Rooms and Ground-Floor Commercial Tenant Sizes

Recent changes to the plan largely removed limitations on hotels by number of rooms and ground-floor commercial tenants by square footage in all areas of the plan except for Chinatown and Little Tokyo, expressed by the CX1 Use District, which limits hotels to a maximum of 49 rooms and ground-floor commercial tenants to a maximum of 5,000 square feet.

⁴ According to data from the U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2017) for the Downtown Community Plan Area.

⁵ Ibid.



Tourism is an anchor of our local economy and is critical to supporting businesses in Chinatown and Little Tokyo. **We recommend that the 49-room limit on hotels be removed in Chinatown and Little Tokyo as there is no clear rationale for this limit, and it is antithetical to strengthening DTLA’s role as a major visitor destination (REC #17).** Additionally, unique among other big cities, DTLA 2040 would not allow hotel rooms to have kitchenettes. Rooms with kitchenettes are an increasingly popular lodging option, and are a useful, safe alternative amid the pandemic as dining out is limited. For DTLA to truly be a world class destination, it needs more flexible and adaptive lodging solutions that reflects the way guests travel today and how current events will shape guests’ future preferences. **We recommend that DTLA 2040 allow hotel rooms to include kitchenettes (REC #18).** This is also an opportunity for the City to clear up issues of interpretation around extended stay hotels and show its commitment to innovation in lodging options.

Moreover, the intent of the limitation on ground-floor commercial business size seems to be to preserve these areas for small businesses, and/or achieve a small-scale business look and feel. We believe supporting small business growth and preservation is a worthwhile objective, but limiting businesses by square footage is a blunt policy tool that could negatively impact neighborhoods and exclude potentially desirable businesses. For instance, even the smallest grocery stores typically require 7,500 to 10,000 square feet of space, but these limitations would preclude them, despite a strong need for grocery stores in DTLA.

There’s also no guarantee that small space limits would result in small businesses occupying these spaces instead of a franchise or chain business – this capacity is likely outside the scope of any Community Plan and would be better addressed through economic development policies. Instead, the Community Plan and zoning code could promote urban design that imbues a small business aesthetic, with awnings, required transparent frontages, plantings and articulation of storefronts. **We recommend that the tenant size limits be removed in Chinatown and Little Tokyo, and that other urban design tools be employed to provide for a small commercial look and feel in targeted areas while working with other City agencies to develop economic development tools to support small business in DTLA (REC #19).**

Public Open Space

The Community Benefits System suggests that public parks and open space must be provided at the ground floor. We believe this may be overly restrictive and prevent creative architecture and landscape design for these spaces. For example, a constrained site with proposed on-site public open space may not be able to provide all the open space at the ground floor but could instead provide terraced, stepped or undulating open space. This flexibility would allow the provision while also providing a unique design. A good local example is the public open space attached to the Walt Disney Concert Hall. **We recommend that the language regarding public on-site open space be expanded to state that it must be “clearly accessible” to the public, rather than required to be on the ground floor (REC #20).**

Transfer of Development Rights (TDR)

DTLA 2040 proposes to create a new TDR system applicable only to the Arts District. We would like to better understand why the TDR system only applies to the Arts District, and whether receiver sites may be outside the designated area or if both donor and receiver sites must be in the area. It is also unclear why SurveyLA or any historic survey may be used under the TDR system when they do not necessarily result in official historic designations. **We recommend that the TDR system be more broadly applicable across DTLA and that the criteria for historic resources be more closely tied to official historic designation (REC #21).**

Downtown Development Corporation & Infrastructure Coordination

Although the creation of a Downtown Development Corporation, an entity that would coordinate infrastructure and development projects and resources in DTLA, is outside of the scope of City Planning, it is worth considering as a policy objective in the Community Plan. The Community Benefits System is dynamic and exciting but is ultimately



limited to public benefits that can be provided by individual development projects on a one-off basis. For example, this means that while we have a broad objective of building more high-quality public open space in DTLA, the Community Benefits System may encourage individual sites to provide relatively small public open spaces, but is generally not designed to contribute to larger-scale open space projects like the redesign of Pershing Square or the Park 101 freeway cap park. These larger-scale projects would be better suited for a Downtown Development Corporation that could leverage public and private funds, and tools like EIFDs currently under study for DTLA and other tax increment financing (TIF) mechanisms. Notably, EIFDs can also fund affordable housing.

We believe that both on-site public benefits with individual projects and large-scale public benefit projects are important and welcome in DTLA. The Community Plan should lay the foundation for both. **We recommend that City Planning include a policy goal to coordinate DTLA 2040 land use planning with EIFD planning being led by LA Metro and the Economic and Workforce Development Department (EWDD) and that DTLA 2040 include the creation of a Downtown Development Corporation to plan, manage and implement large-scale public benefit projects and support funding for affordable housing within its policy objectives (REC #22).**

We know that the future of DTLA will set the course for the future of our city, and the DTLA 2040 plan will serve as the guiding framework for DTLA's growth over the next two decades. This plan is also being considered at a time when DTLA faces incredible uncertainty and adversity due to an unthinkable combination of circumstances including a global pandemic that has resulted in economic depression and questions about the fundamental values of dense urban living, development-related corruption charges against our neighborhood's former City Councilmember, and a persistent housing and homelessness crisis. The moment for leadership and a bold, visionary plan for DTLA could not be more important or necessary. We are pleased to work with you on this tremendously important plan, at an unprecedented time in the city's history. We are grateful for City Planning's continued partnership and look forward to seeing this plan be further refined as it moves through the approval process. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "J Lall".

Jessica Lall
President & CEO, Central City Association of Los Angeles

Attachment: Summary of Recommendations

CC: Councilmember Gil Cedillo, Council District 1
Councilmember Kevin de Leon, Council District 14
Councilmember Curren Price, Council District 9
Deputy Mayor William Chun, Office of Mayor Eric Garcetti



Summary of Recommendations

1. We strongly encourage the adoption of Alternative 3 in the DEIR to allow for the greatest development capacity and flexibility to spur DTLA's recovery and best position the heart our city for private and public investment.
2. Provide a more substantial FAR increase for Level 1 of the DTLA 2040 Community Benefits Program to support the feasibility of high-rise construction, and maintain the ability for in-lieu payments or partnering with affordable housing providers to provide affordable units off-site, which offer necessary flexibility.
3. Maintain base FARs as they were proposed prior to the Fall 2020 changes to the plan as it's clear that recent reductions in base FAR would jeopardize development feasibility.
4. To promote context-sensitive growth and density near transit, respect neighborhood character and appropriately preserve historical assets in a way that reflects the economic realities of development, building height maximums should be removed and instead FAR, setbacks and frontage requirements should govern building height and massing, and historic communities instead considered through established historic preservation processes.
5. Remove minimum building height requirements to avoid unintended outcomes like limiting the potential for vacant or underutilized land to be redeveloped into desirable uses like affordable housing, schools or mid-rise mixed-use developments.
6. Expand the Transit Core General Plan land use designation to include all areas close to existing, entitled and future transit to maximize development opportunities.
7. Adopt an amendment to the Framework Element in tandem with DTLA 2040, which will allow for far greater flexibility to plan hybrid industrial areas as mixed-use neighborhoods with a diversity of housing types.
8. In the absence of an amendment to the Framework Element, for projects that include more conventional multi-family housing, set the commercial space requirement as 10% of building area, which will create fairer rules for all projects than the current requirement that is based on lot size, especially those that don't use a site's full FAR.
9. Remove requirements dictating construction types -- DTLA 2040 is seemingly the first community plan that has attempted to dictate construction types and we believe such a determination is out of scope for zoning codes to mandate and should be left to building and safety codes.
10. Echoing CCEA's recommendations, remove the ban on market rate housing from 5th to 7th Streets and San Pedro Street to Central Avenue, and instead consider ways the area's zoning can be tailored to produce mixed-income developments and socioeconomic integration and inclusion.
11. Allow affordable units to be a different mix than market rate units in the same mixed-income buildings, but still require the same amount of affordable floor area as a percentage of overall residential floor area.
12. Provide very clear, administrative clearance processes that are CEQA-exempt for deviations and relief mechanisms like alternative compliance, variances and adjustments.
13. Whether using the base zoning or the Community Benefits System, projects should not be subject to Site Plan Review or other discretionary review processes if they comply with a site's allowable zoning and are not seeking any additional changes.
14. Continue to explore ways of modifying the Arts District and Historic Core Frontage Districts to strike a balance between fostering contextual design with the potential for creative approaches and innovation – our members welcome the opportunity to collaborate to further consider how this can be accomplished.
15. Do not zone areas exclusively for industrial uses – these areas should instead provide more flexible zoning to allow them to gradually convert to other uses, including housing, over the long term.
16. To increase usage of the ARO, apply it to buildings constructed after 1974 on a rolling basis going forward.
17. Remove the 49-room limit on hotels in Chinatown and Little Tokyo as there is no clear rationale for this limit, and it is antithetical to strengthening DTLA's role as a major visitor destination.
18. Allow hotel rooms to include kitchenettes.



19. Remove tenant size limits in Chinatown and Little Tokyo, and use other urban design tools to provide for a small commercial look and feel in targeted areas while working with other City agencies to develop economic development tools to support small business in DTLA.
20. Expand the language regarding public on-site open space to state that it must be “clearly accessible” to the public, rather than required to be on the ground floor.
21. Apply the TDR system more broadly across DTLA and more closely tie the criteria for historic resources to official historic designation.
22. Include a policy goal to coordinate DTLA 2040 land use planning with EIFD planning being led by LA Metro and EWDD and include the creation of a Downtown Development Corporation to plan, manage and implement large-scale public benefit projects and support funding for affordable housing within the plan’s policy objectives.



November 30, 2020

Brittany Arceneaux
City Planner/DTLA 2040 Project Manager
Los Angeles City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

RE: LA FASHION DISTRICT'S COMMENTS ON THE REVISED PUBLIC REVIEW DRAFT DTLA 2040 PLAN

Dear Brittany,

The future of Downtown Los Angeles is exciting! The LA Fashion District Business Improvement District (BID) is a private, non-profit corporation created and maintained by local property owners. We serve the LA Fashion District community—businesses, employees, residents, visitors, and more. Our mission is to help facilitate and provide a **clean, safe, friendly, and prosperous place to work, shop, live and do business**. We serve a 107-block area generally between 7th Street to the north and the Santa Monica 10 Freeway to the south, and from Broadway to the west and Paloma Street to the east.

We reviewed the latest version of the Downtown Community Plan, Zoning Code, and Community Benefits Program (collectively referred to as the *Public Hearing Draft DTLA 2040 Plan*, dated November 2020) and the Draft Environmental Impact Report (dated August 6, 2020). The LA Fashion District appreciates the amount of thoughtful planning, creativity, and focus on positive change that City staff, decision makers, local business and property owners, and the community have given to this planning process over the past six years.

We share the City's vision, as articulated in the draft Plan, to **"...promote a dynamic, healthy, and sustainable Downtown core that is well connected to and supports the City of Los Angeles and the region."** The draft Plan outlines a bold vision for accommodating anticipated growth through 2040 while creating a livable and healthy community for workers, residents, and visitors. The goals and policies described in this Plan focus on continuing Downtown's remarkable renaissance and promoting it as a center of innovation in the public and private realms. The draft 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.

We appreciate the City's Planning Department working closely with our District, other Downtown Districts, local business and property owners, and the community to address many of our concerns in the latest draft Plan. This includes easing restrictions on daycares and new schools (e.g., no longer



requiring Conditional Use Permits for these uses within commercial areas), removing above grade parking from Floor Area Ratio (FAR) calculations, and increasing the minimum size of Live/Work units to 750 square feet. These changes provide needed flexibility to ensure property owners and developers can create projects that meet the City's vision for Downtown.

We do, however, have deep concerns regarding several aspects of the policy and zoning approach for the LA Fashion District as currently reflected in the draft Plan. Particularly, the sweeping reductions to base Floor Area Ratios (FARs) for new projects that were made between the August and November 2020 versions of the draft Plan. The approach the City seems to be taking in the current draft Plan is to "restrict" higher density housing projects to only those that provide additional community benefits (which can significantly increase the overall project costs and reduce its feasibility), rather than "promoting" needed housing projects by allowing higher FARs. Given our current housing crisis, ongoing COVID Pandemic, and pending economic downturn, **additional flexibility for business and property owners to provide needed housing is critical** so we can respond to future market shifts and challenges while achieving the City's bold vision for Downtown.

While the LA Fashion District supports most of the revised draft Plan (November 2020), we submit the following **specific concerns and requests for changes to the City for review and consideration**. We strongly feel that these focused changes to the draft Plan are necessary for the City and community to fully realize the vision for the future of our beloved Downtown.

1. REMOVE RESTRICTIONS ON NEW HOUSING

The western edge of the Fashion District between Broadway and Santee Street shares similar zoning with the eastern edge of South Park, which is flexible and allows a range of housing types. However, the Fashion District east of Santee Street is largely zoned for hybrid-industrial and industrial-mixed uses which are more restrictive, with the exception of City Market that sits in the middle of the Fashion District and is zoned for an array of mixed residential and commercial uses. In general, the City's proposed zoning approach for the Fashion District is to allow a wide mix of uses in the western portion and gradually increase more restrictive industrial-focused zoning eastward.

Amid our current housing crisis, precluding housing in some areas and limiting housing to Live/Work or PSH units in other areas is **counterproductive and contrary to our common goal of making Downtown the place for housing people at all income levels**. While recent updates to the draft Plan would technically allow more types of housing in the Fashion District, there is a requirement that projects with housing be coupled with a minimum of 1.0 FAR of office or light industrial space, unless they are Live/Work. As there is very little demand for new office or light industrial uses in these areas, and with the uncertainties around these uses resulting from COVID, we believe the code as written will have the effect of limiting development in hybrid industrial areas to Live/Work.

We believe the current approach as outlined in the Plan will result in exclusionary and economically stratified growth since Live/Work units are typically more expensive to build than traditional housing units. This more restrictive approach to housing will likely result in a less integrated or inclusive community. Additionally, as the fashion industry undergoes major changes and as employment shrinks, the future economic vitality of the LA Fashion District neighborhood is dependent on welcoming a variety of new residents.



Request: *The LA Fashion District requests the City to consider allowing more flexibility and a greater range of housing types in the Plan. Specifically, we request the City to adopt an amendment to the Framework Element in tandem with DTLA 2040, which will allow for far greater flexibility to plan hybrid industrial areas as mixed-use neighborhoods with a diversity of housing types. In lieu of amending the Framework Element, we believe that there could still be more flexibility for different housing types in Hybrid-Industrial areas. In the absence of an amendment to the Framework Element, we recommend that for projects that include more conventional multi-family housing, set the commercial space requirement as 10 percent of the building area, which will create fairer rules for all projects than the current requirement that is based on lot size, especially those that don't use a site's full FAR.*

2. INCREASE MINIMUM FLOOR AREA RATIOS

We are very concerned with the recent changes to the DTLA 2040 Plan whereby base Floor Area Ratios (FAR) in the Fashion District have been dramatically reduced. The changes shown in the November 2020 Public Hearing Draft are substantial: from 7.0 and 6.0 to 3.0 -- **a 60 percent and 50 percent base FAR decrease respectively within the Fashion District.** While we understand the intent of these changes is to ideally increase usage of the Community Benefits System, we are very concerned that this is too dramatic of a change that tips the scales of project economics to be economically infeasible. These are walkable, transit-rich areas where we want to promote growth, but the reductions in base FAR create a de facto scenario where the FAR is too low to build a viable project under the base FAR allowances on the one hand while simultaneously placing a large financial onus on projects to obtain bonus FAR via the Community Benefits System.

Because the Level 1 affordable housing FAR bonus is 35 percent of the base FAR, the Level 1 bonus is necessarily reduced as well (for example, a 35 percent bonus on 6.0 base FAR is an additional 2.1 FAR, but is only an additional 0.7 FAR on a 2.0 base FAR). The October 2019 financial feasibility analysis of the Community Benefits System prepared by HR&A Advisors for the City specifically highlights this issue on a large swath of the Fashion District leading into the Historic Core, where most of these FAR changes would apply, "are unlikely to support larger high-rise developments until market performance matures further, and thus are not able to support public benefits to the same degree as Place Types with strong submarkets."

Request: *The LA Fashion District requests the City to firmly maintain base Floor Area Ratios (FARs) as proposed in the August 2020 draft DTLA 2040 Plan. A failure to do so would diminish the development feasibility of new affordable and market-rate housing projects and hinder the City's ability to implement the vision as outlined in the DTLA 2040 Plan.*



3. ALLOW HOTELS IN THE IX2 USE DISTRICT

We feel that new hotels will support economic growth and help create more urban energy in the Fashion District. We are excited to see the City remove the limitation on new hotels and motels in the IX2 Use District. Limiting hotels does not support the economic goals for Downtown or the vision to transform the area into a vibrant, 24/7, active urban environment. Hotels are an important asset for Downtown because they support tourism, increase the local tax base, and promote positive “after hour” activity and energy.

Request: *The LA Fashion District requests the City to allow new or expanded hotels within the IX2 Use District without restrictions on the total number of hotel room keys.*

4. INCREASE BUILDING HEIGHTS

The DTLA 2040 Plan as proposed would impose base and bonus (with use of the Community Benefits Program) maximum building height limits in many parts of the LA Fashion District, including the new DM4 Form District. We have concerns with the proposed building height limits, particularly in areas near transit stations as we are investing hundreds of billions of dollars in building out our transit system and as these are exactly the areas we need our city to grow to become less car-dependent and more affordable and sustainable. It is also critical to demonstrate our commitment to growth in areas near transit as we compete for infrastructure funding from the State and Federal governments.

Our understanding is that height limits were proposed in these areas to preserve their character and historical context. We treasure Downtown’s historic neighborhoods, communities and buildings, and we want to see them continue to play a vital part of its future. Yet, blanket height limits are not an appropriate tool for neighborhood preservation. These districts and buildings should be considered through the appropriate historic preservation and landmarking processes, which is much more targeted and would not needlessly inhibit growth on sites that might not have historic or cultural significance. Additionally, we believe that context-sensitive growth can occur with the use of urban design tools like setbacks and street frontage requirements.

Furthermore, in many cases, the proposed building height limits are not aligned with the economic realities of development and the constraints of relative construction materials. For instance, mixed-use buildings can generally be built with wood frame over a concrete parking and retail podium to a maximum of eight stories under the building code, and buildings made of concrete and steel can be taller but typically need to be a minimum of 20 stories to be financially feasible and justify the additional costs of the more expensive labor and building materials. Some of the proposed base and bonus height limits in areas of Downtown are 12 stories and 15 stories, respectively, and 15 and 18 stories, respectively. With a few exceptions for large sites that can accommodate a lot of building capacity in terms of width, most mixed-use developments will not even be able to build to the base height limits of 12 and 15 stories, and these height limits will act like seven- and eight-story limits in reality.



The draft Plan also creates scenarios where height limits preclude maximizing a site's allowable FAR, like the MLN1 Form District which allows 6.0 FAR but limits buildings to a maximum of five stories. This means that the growth envisioned by the plan may not actually occur and the resulting community benefits will also not be delivered.

Request: *The LA Fashion District requests the City to remove building height maximums within the DM4 Form District and instead utilize FAR, setback, and frontage requirements to govern building height and massing, and that historic communities be considered instead through the established historic preservation processes. This approach will promote context-sensitive growth and density near transit, respect neighborhood character and appropriately preserve historical assets in a way that reflects the economic realities of development.*

5. ENSURE COVID PANDEMIC RELATED FLEXIBILITY

The COVID pandemic has dramatically affected local manufacturing businesses, offices, stores, and restaurants. Projects and uses that were previously financially viable have greatly diminished in value. We are hopeful that Downtown's economic prospects will strengthen as restrictions are lifted, successful vaccines are obtained and made widely available, and perceptions of urban life improve. However, it may be some time before circumstances get better, and the draft Plan must be sensitive to this economically vulnerable context if we are to continue to see new growth and community benefits in Downtown. While we do not know where the future will take us when it comes to permanent social distancing, we encourage the City to permit and allow the quick implementation of outdoor shopping (on sidewalks), street closures for outdoor markets and dining, and other temporary spaces within the public realm to help private companies.

Request: *The LA Fashion District requests the City streamline temporary street closures to allow outdoor markets, shopping/retail, and dining spaces. These spaces should be encouraged even if they will have temporary impacts on traffic or transit operations. And these spaces shall be compliant with all Los Angeles County health requirements around social gathering and social distancing.*

6. ALLOW MARKET RATE HOUSING IN THE CENTRAL CITY EAST AREA

The current draft Plan prohibits market rate housing in a specific part of Downtown between 5th and 7th Streets and San Pedro Street and Central Avenue. The intent of this provision is likely to preserve existing affordable housing and single room occupancy hotels, but it is unnecessary given covenants, the Residential Hotel Conversion and Demolition Ordinance, and the Wiggins Settlement. This area contains the largest concentration of unsheltered homeless people in the nation and is in an area of extreme poverty and housing need. Banning market rate housing would further concentrate poverty in this area of Downtown and run counter to stated draft Plan goals of inclusive and diverse neighborhoods.

Imposing this provision would only freeze the current conditions and further a failed policy of containment. We believe this policy also directly conflicts with the Federal mandate to Affirmatively Further Fair Housing (AFFH). Affordable housing is an important part of DTLA 2040, and it should be integrated throughout the plan area. We strongly support housing opportunities for all incomes across



Downtown as the primary tool to address the complicated and extensive challenges of homelessness and poverty in our city.

It is important to recognize that the Community Plan, which is a land use and zoning plan, cannot alone address the challenges of this area. Truly meeting the needs of this area requires a much broader effort that involves mental health, workforce development and social services, which will take coordination from multiple departments and organizations, which we support and encourage. As such, we echo the Central City East Association’s “The Voices of Central City East” report (October 16, 2020) and share their concerns and long-term vision for the area.

***Request:** The LA Fashion District requests the City to remove the ban on market rate housing from 5th to 7th Streets and San Pedro Street to Central Avenue, and instead urge City Planning to consider ways the area’s zoning can be tailored to produce mixed-income developments and socioeconomic integration and inclusion.*

7. ADOPT DEIR ALTERNATIVE #3 TO ADDRESS THE ONGOING HOUSING CRISIS AND SCAG RHNA MANDATES

As the Southern California Association of Governments (SCAG) finalizes the 6th Cycle Regional Housing Needs Assessment (RHNA), it is clear that the City of Los Angeles will be responsible for delivering an incredible amount of new housing by the order of more than 455,000 units between 2021 to 2029. The magnitude of this housing target cannot be overstated – in the City’s history, only 420,000 units were built at the peak of housing production over the course of 20 years between 1960 to 1980. At the same time, homelessness in the city continues to increase, growing by over 14 percent last year reaching more than 41,000 unhoused people living in the city, 16 percent of whom are in Downtown, which is the largest concentrated street homeless population in the nation. While this housing goal stands out as seemingly astronomical, in reality it reflects a persistent housing and homelessness crisis that has long been one of the major issues facing the city and region. Unfortunately, this issue has historically been left largely unaddressed by solutions of the necessary scale.

The DTLA 2040 Plan notes that SCAG projects that Downtown will make up over 20 percent of the city’s growth over the next two decades, which is a significant share of the City’s RHNA target and means that **at least 12,000 units per year on average will need to be built in Downtown over the next eight years alone**. As the region’s transit and job hub, Downtown must play an outsized role in meeting this ambitious goal, requiring DTLA 2040 to provide substantial capacity for new housing growth at all income levels. Alternative 3 of the DEIR is the superior alternative as it would enable the greatest growth and housing production.

The Draft Environmental Impact Report (DEIR) for this plan was contemplated prior to the COVID-19 pandemic and resulting economic depression. We believe much of the plan as proposed is a great improvement to DTLA’s land use and planning framework and we are appreciative of City Planning’s outreach and engagement. We recognize that DTLA 2040 is an enormous undertaking for City Planning as it will be the first community plan to implement the new code. We appreciate the significant resources dedicated to the plan’s development. We are pleased that DTLA continues to be the City’s laboratory for new ideas. DTLA 2040 must go even farther to promote a bold and exciting future for our city center.

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***Request:** The LA Fashion District requests the City adopt DEIR Alternative 3 as the preferred option to allow for the greatest development capacity and flexibility for Downtown. Adoption of Alternative 3 allows for the greatest housing and development capacity and flexibility to spur Downtown's recovery and best positions the heart our city for private and public investment.*

1, cont.

8. MAKE THE COMMUNITY BENEFITS PROGRAM MORE FINANCIALLY FEASIBLE

We are concerned about specific provisions that impact the financial feasibility of utilizing the bonus FAR, particularly for high-rise projects at this immensely economically challenging time for Downtown. The economic fallout from the pandemic presents major issues for building in Downtown, but it is important to note that the Community Benefits System, primarily the affordable housing bonus provisions, poses challenges for the financial feasibility of development even in strong economic conditions. Level 1 of the Community Benefits Program is essentially aligned with the City's Affordable Housing Density Bonus and Tier 1 of the Transit Oriented Communities (TOC) Program in terms of the percentage of affordable housing required by income level (with the exception of options for Deeply Low and Moderate Income housing under the draft Plan). However, the FAR bonus for providing affordable housing is 35 percent, which is at the lowest end of the City's affordable housing incentive programs in alignment with the Density Bonus.

***Request:** The LA Fashion District requests the City change the Level 1 of the DTLA 2040 Community Benefits Program provide a more substantial FAR increase to support the feasibility of high-rise construction. We also believe that the ability to contribute an in-lieu payment or partner with an affordable housing provider to provide affordable units off-site are good, important features of the Community Benefits System that must be maintained as they offer necessary flexibility.*

Thank you for your consideration on these important items. We look forward to further discussions and refinement of the visionary DTLA 2040 Plan.

Rena Masten Leddy
Executive Director
www.fashiondistrict.org

November 23, 2020

Shana M. Bonstin, Deputy Director,
Community Planning Bureau
Los Angeles Department of City Planning
200 North Spring Street
Los Angeles, California 90012

RE: Draft Environmental Impact Report (EIR): Downtown Community Plan Update/New Zoning Code for Downtown Community Plan; DLANC Comments as of November 23, 2020

Dear Ms Bonstin:

At a public meeting on November 23, 2020, the Board of Directors of the Downtown Los Angeles Neighborhood Council (“DLANC”) voted to provide the following comments below pursuant to the motion passed on November 16, 2020, by DLANC’s Planning & Land Use Committee (“PLUC”).

Background: DLANC previously provided a letter to Los Angeles Department of City Planning dated January 29, 2019 including comments to the Draft 2040 Plan. DLANC reviewed the revised Downtown Community Plan and other documents included in the DEIR. This letter includes some comments carried through from the previous letter that have not been addressed as well as additional comments on the revised Community Plan and other documents in the DEIR for your consideration.

COMMENT 1: Adoption of Downtown Community Plan

Section 2.2 of the DEIR states that the primary issue to be resolved through the planning and environmental review process for the Proposed Project is whether the City should adopt the updated Downtown Plan and New Zoning Code to replace the existing community plans and code.

DLANC conditionally supports the adoption and implementation of the Downtown Community Plan as revised and included in the DEIR. DLANC support is conditioned on incorporation of the following stipulations and comments below for the plan. DLANC support may include other items of stipulation and additional comments as the Community Plan process progresses and the Final EIR document is modified.

COMMENT 2: Preferred Alternative

The DLANC Board supports the adoption of Alternative 3: Increased Development Potential. Alternative 3 would result in the highest level of development in all areas of Downtown Los Angeles to meet all the basic project objectives, which are in line with the DLANC Vision

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Document. Simply put, Alternative 3 is the most in line with the guiding policies of the DLANC Vision Document of all Alternatives.

3, cont.

COMMENT 3: Existing Regional Parks or Recreation Facilities

The Draft EIR identifies an impact of Significant and unavoidable. The DLANC Board requests the Downtown Plan designate more land area for Parks and Open Space to accommodate for the anticipated growth proposed in this plan.

4

COMMENT 4: The DLANC Board supports level 1 of the community benefits program provision for affordable housing in the DTLA 2040 plan, which requires the option for on-site, in-lieu fee, off-site and off-site acquisitions, all located in Downtown LA.

COMMENT 5: The DLANC Board rejects the DTLA2040 plan’s proposed exclusion of market rate housing and rejects the requirement of 100% affordable housing in any one specific area/land use designation in downtown.

COMMENT 6: The DLANC Board rejects any required minimum or average unit size in any area within Downtown.

COMMENT 7: The DLANC Board requests traditional residential dwelling units be allowed in all areas in addition to those currently shown as being restricted to live-work only units in the Industrial-Mixed districts.

COMMENT 8: The DLANC Board requests a proposal that allows any area within ¼ mile radius of an existing or planned Metro station, including the location at 7th and Alameda, to have the “Transit Core” FAR and land use designation. The historic Broadway corridor south of 3rd Street should be exempt from this request.

COMMENT 9: The DLANC Board rejects the inclusion of all Parking Requirements at any location in Downtown.

COMMENT 10: The DLANC Board request to reconsider the toy district zoning to remove height restrictions.

COMMENT 11: The DLANC Board request to expand the Traditional Core and Transit Core areas east to continue down Maple past 9th street down the 10 Freeway to be consistent with the Federal Opportunity zone boundary and for consistency in the neighborhood.

Please provide a digital copy of your responses to these comments and any decisions on any actions taken based on these comments in a letter by mail to planning@dlanc.com. Thank you in advance for your consideration of the comments presented in this Letter.

Very truly yours,



Patricia Berman
DLANC President

Very truly yours,



Ryan Afari
DLANC Planning & Land Use Committee Chair

CC: Kevin de Leon (Council District 14) (via email)
Gil Cedillo (Council District 1) (via email)
Curren Price (Council District 9) (via email)
Cecilia Lamas (Central Planning Commission) (via email)

On Tue, Dec 1, 2020 at 5:16 PM Daniel Gehman <DGehman@danielian.com> wrote:

Hello Brittany. I am writing to urge the City to pursue Alternative 3 of the DEIR to maximize plan capacity and flexibility. I firmly believe this will be in the best interest of a vibrant dtLA.

Thanks for your consideration.

Daniel Gehman, AIA LEED AP
Principal



60 Corporate Park | Irvine | CA | 92606
www.danielian.com | office 949.474.6030

The Danielian team is currently hard at work, ensuring our clients receive the same level of customer care and responsiveness we are known for. While we have transitioned to a remote working environment, we remain available to you via phone, email, and virtual meetings during our normal business hours.

City of Los Angeles, Department of City Planning
ATTN: Bryan Eck, City Planner
Case Numbers:
CPC2017 432CPU; ENV2017 433EIR
200 N. Spring Street, Room 667
Los Angeles, CA 9001

This is the response of Allan Harris and Cheryl Younger, 108 West 2nd [REDACTED], Los Angeles CA 90012, to the request for comments about the preparation of an EIR for the Central City Community Plan and new Zoning Code. The Higgins Building is located at 108 West 2nd Street. Built in 1910 as a classic Beaux Arts building, it is a Cultural monument of the City of Los Angeles. The Building consists of 135 residential condominium units and seven commercial units.

1. Community Plan.

A. We object to the inclusion of the Higgins Building in the Central City Community Plan as part of the Transit Zone, urging that it is properly included in the Traditional Zone. Argument in support of this position is attached in the Letter of Allan Harris to Bryan Eck of the Los Angeles Department of City Planning dated February 20, 2017, attached as Exhibit "A" hereto.

B. Creation of a Bradbury, St. Vibiana, St. George Hotel, Higgins Building, City Hall Historic District.

We believe that the city should create a Bradbury, St. Vibiana, St. George Hotel, Higgins Building, City Hall Historic District. Argument in support of this proposal is contained in a monograph written by Allan Harris, Chair of the Higgins Loft Neighborhood Impact Committee, attached hereto as Exhibit "B" hereto.

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2. Scope of EIR. The following planning concerns should be addressed in the EIR:

A. Parking. The recent building of large buildings downtown has reduced the number of accessible and affordable parking facilities for downtown residents. The Department of City Planning should consider the demand for future parking which is available and affordable. The creation of a Municipal Parking Authority should be considered.

2

B. Population size and density. The optimal population and density for a fully built downtown should be considered and achieved. Overbuilding and the Manhattanization of downtown should be avoided. The tipping point of building

3

and population growth beyond which the quality of life deteriorates should be addressed.

3, cont.

C. Control of excessively tall buildings. Downtown is sufficiently built up that each section of the downtown has its own scale and character. Out of scale buildings that destroy the character of individual sections should be avoided.

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Additionally, the effect of large and tall buildings on air quality, air flow and future climate temperature increase should be considered.

D. Increased Community control over development. The profit concerns of developers should not dictate what gets built. Community opinion as to design, size, scale and amenities should be given a voice. Giving greater voting control to Neighborhood Councils as to these matters would help.

5

E. Protecting the aesthetics of City Hall. Recent proposals in the area of City Hall of buildings far in excess of the height of City Hall, 28 stories, are troubling. The City Hall is a wonderful aesthetic feature of Los Angeles. Not only just in many movies, it stands perpetually as a splendid example of our city and its architectural beauty. Restrictions against buildings of the size that would mar its majesty in our skyline and view shed should be prohibited.

6

Respectfully Submitted,

Allan Harris
Cheryl Younger

Allan Harris is a licensed attorney of the states of New York and New Jersey, a retired New Jersey Municipal Court Judge, and served as attorney to the Paterson New Jersey Zoning Board of Adjustment. He is also chair of the Higgins Loft Neighborhood Impact Committee

Cheryl Younger is an internationally exhibited Art Photographer and an M.A., M.F.A. from the University of Iowa. She has been associated with, inter alia, Columbia University in New York and New York University,

EXHIBIT "A"

Dear Mr. Eck,

February 20, 2017

It was a pleasure to meet you last Thursday at the Scoping Meeting on the Downtown Plan environmental impact report meeting. With reference to our discussion and my written and oral request the the Higgins Building being placed in the Traditional Core and not the Transit Core, I recall your concerns that there was not "enough teeth going northward from Fourth Street to embrace the Higgins Building" (Forgive me if my paraphrase might be inaccurate).

The heart of the Traditional Core as expressed in the language of this zone by the City Planning Department is that it is a "Rich collection of historically significant buildings." Historically, the Higgins building in my opinion has been erroneously excluded from being in the Historic Core. My review of the buildings included in the Traditional zone if you extend it northward from Fourth Street to 2nd Street running from the west side of Broadway to Los Angeles Street encompasses a wealth of historically significant architectural treasures:

1. Our Higgins Building at 2nd and Main, a Cultural Monument of Los Angeles, for which we will be applying for registration on on the National Register of Historic Places. This is one of the premier examples of Beaux Art Architecture west of the Mississippi.
2. St. Vibiana across the street built in 1876, a masterpiece of Italianate architecture which is on the National Register.
3. The Bradbury Building at 3rd and Broadway, which is on the National Register and certainly one of the most unique old buildings in downtown Los Angeles.
4. The St. George Hotel built in 1903, just east of Main Street on 3rd.
5. Grand Central Market, on Broadway near 3rd, flourishing since 1917 as a unique market place and downtown tourist attraction.
6. Million Dollar Theater, just North of the Grand Central Market, built in 1917, is the Grand Daddy of opulent downtown theaters.
7. The Douglas Building on Spring just north of 3rd, built in 1898, is one of the oldest adaptive reuse buildings in downtown.
8. Biddy Mason Park, at 333 S. Spring Street is an historic pedestrian park chronicling the achievement of the African-American 19th Century midwife and Philanthropist, Biddy Mason.
9. The Downtown Independent Theater at 251 S. Main Street, built on the bones of the old Arrow Theater, in 1925, where there has been a theater since that time.



10. The 5 story "Pope of Broadway" mural of Anthony Quinn, just restored on the Victor Clothing Building at 240 South Broadway, while painted in 1984, certainly adds coloratura to the area.

In sum, the area I argue should be part of the Traditional core certainly meets the Planning Department's historically significant criteria for this zone. I would ask that you revisit this request and change your zone classification to include this area.

Thank you,

Allan Harris
Chair
Higgins Loft Neighborhood Impact Committee

7, cont.

EXHIBIT "B"

City Planners:

A call for a Bradbury, Vibiana, St. George Hotel, Higgins, City Hall Historic District.

Downtown Los Angeles is a precious, fragile area. It has historic jewels which if not cared for properly will be forever lost. If you look at St. Vibiana's Cathedral today, you will see a perfect example of careless planning. The beautiful 1876 Italianate church has been dwarfed and eaten up by an eight story modern "money-strocity" apartment building sandwiched next to it on its Southside.

Across the street, Joe's Auto Park, has served a 30-day wrecking ball notice on the Independent Theater, a performance space with roots back to 1925, The Smell, the Iconic Indie music venue, and the Nueva Jalisco, the first and only Latino Vaquero Gay Bar in the city. What's in store for these historic properties does not require a gaze into a Chrystal ball. With 30 plus story high rise developments on the drawing boards for 4th and Hill, and 4th and Broadway, you can visualize the next megalopian high rise sweeping away these treasures with the building of another mindless giant.

Just to the North stands the majestic Los Angeles City Hall, immortalized in not only countless movies, but in beautiful continuity to the mesmerized gaze of our community. Stand atop the plaza at the Chandler Opera House and look east to the triumph of Grand Park as it sweeps down the mall culminating in City Hall. The park and mall are examples of planning at its most successful level. Walk south from City Hall and view the Los Angeles Police Administration Building and the Cal-Trans Building, heartening examples of contemporary architecture.

Cross the street, and the Higgins Building, a Los Angeles Cultural Historic Monument, a classic example of Beaux Arts Design constructed in 1910, stands proudly at the corner of 2nd and Main.

This is all a wonderful patrimony; but if Joes's Lot building plans between Spring and Main and for most of that area between 2nd and 3rd, destroys the smaller historic buildings and erects a sterile, high rise behemoth on that large lot, consider the irreparable damage in the context of city aesthetics.

Will there be a giant high rise rival that impairs the view and singular majesty of City Hall. Will the Higgins Building be marginalized as an aesthetic also ran like Vibiana? When the large parking lot is gone, where will commuters looking to access our burgeoning transit system at the Regional Connectors new station at 2nd and Spring, park their cars?

Historic Districts preserve the architectural and cultural achievements that make great cities so venerable. Across the globe, sensible city planners have saved their "Olde Townes". From



Tokyo and Shanghai to Boston and Philadelphia, historic districts have received their sacrosanct timeless status.

Therefore, I call upon City Planners to save the area Northward from 3rd Street to City Hall, and bordered by Broadway to Los Angeles Streets, creating a Bradbury, Vibiana, St. George Hotel, Higgins Building, City Hall Historic District. Earmark the Joe's Parking Lot by way of eminent domain for a large park with underground parking and you will create a planning triumph that will rival Grand Park. If you have ever stood on the steps of the Philadelphia Museum of Art and looked towards City Hall or trod the Great mall in Washington, you will know the thrill of timeless planning excellence. Los Angeles can achieve the same success.

The purpose of the Historic District is to save existing buildings from destruction through development and to preserve the historic character of the area from any development, high-rise or otherwise, that would be esthetically and culturally deleterious to the unique character of the existing neighborhood.

Let me finish on a personal note for the Higgins Building at 2nd and Main where I reside. For some inexplicable reason the Higgins Building never winds up in the Historic Core where it rightfully belongs. In the proposed City Plan the same error is made. It is historically and architecturally part of the historic core and should belong in it. Therefore, Vibiana, The St. George Hotel, and the Higgins building should be moved to the downtown Traditional Core and not the Transit Core.

Sincerely,
Allan M. Harris
108 West 2nd Street, [REDACTED]
Los Angeles, CA 90012
[REDACTED]
[REDACTED]

8, cont.

On Mon, Nov 30, 2020 at 3:50 PM Susan Hunter <[REDACTED]> wrote:

Good afternoon,

I wanted to submit the following comments as concern for the proposed Downtown Community Plan.

- 1) The plan fails to acknowledge the population decline in Downtown, compounded with the evacuation of people from the City due to COVID. Census data should be used to confirm the actual population numbers of the community. | 1
- 2) The community wants to preserve RSO housing stock, but the plan is encouraging development and density in the areas that have a large pool of RSO housing stock. This is a conflict.
- 3) The plan fails to call for inclusionary zoning in new developments. We have a legal right to do so under AB 1505.
- 4) The proposed plan doesn't allow for downzoning should the population decline, and fails to look at other alternatives.
- 5) The housing count for the housing built since 2015 isn't correct. The plan fails to account for housing currently under construction. Our housing needs are much less. | 2
- 6) The plan fails to build in for a universal right of return for existing tenants.

Overall, this plan just allows for developer influence and corruption of elected officials, while simultaneously creating a community that bars low-income families and people of color. We will end up with an oversupply of luxury housing stock, which leads to dilapidation. We need a real community plan that is based on real demand and realistic projections of growth. This proposed plan fails to do so. The population projections, real housing needs, and other alternatives are not correct or are missing in this proposed project. It is also intentionally missing diversity, which is the most shameful part and a reflection on a city that criticizes previous racist planning policies such as red lining, but is doing the exact same thing with this proposed plan. | 3

Thank you for your time,
Susan Hunter

On Fri, Dec 4, 2020 at 4:52 PM Phyllis Ling <[REDACTED]> wrote:

Dear Ms. Arceneaux,

I am writing to express support for the recent changes in the Fall 2020 draft of the DTLA 2040 Community Plan that address community feedback toward the need to strengthen incentives for affordable housing in the Chinatown area. Especially in this part of the city, but also throughout the state, there is a shortage of affordable housing, not a shortage of luxury or market-rate housing. I support reductions in base FAR and height limits to further incentivize the building of affordable housing, especially since parking minimums are being eliminated. Furthermore, affordable housing should not only consist of micro-units, but residential housing that serves families, such as two and three-bedroom units. Including a mix of housing types is an important part of a community plan that is sustainable, equitable, and inclusive.

Regarding the Draft EIR specifically, I ask that more be done to mitigate damage and destruction to the Zanja Madre. The Zanja Madre should be afforded as much protection as paleontological and other archeological artifacts.

I ask that mitigation include a more regulated process for applicants seeking grading permits for both discretionary and non-discretionary projects, especially for properties that are adjacent to parcels where known segments of the Zanja Madre have been found. This may require consulting with a historical society or agency to identify parcels that have a high likelihood of containing segments of the Zanja Madre, such as parcels adjacent to the the Metro Gold Line/LA State Historic Park property, and those adjacent to or in-line with the Blossom Plaza property. In these zones, there should be required archeological monitoring as a part of the grading or excavation permit, rather than a warning letter with recommendations.

As to why these mitigation efforts are needed, I point to an article by Carren Jao of KCET in 2014, titled "Are We Doing All We Can for the Zanja Madre?", regarding the treatment of the Zanja Madre at Blossom Plaza:

<https://www.kcet.org/shows/earth-focus/are-we-doing-all-we-can-for-the-zanja-madre>

In it, photographer and historian William Preston Bowling comments on the treatment of the Zanja Madre at the Blosson Plaza construction site:

"In Bowling's eyes, the site was far from the traditional image of painstaking archaeological digs often depicted in mainstream media. Instead of tarps covering sensitive portions of the site, brushes to be used for gentle sweeping of artifacts, and clipboards meticulously scribbled with notes on every little thing, Bowling witnessed an almost cavalier treatment of the 100-foot section of the Mother Ditch.

Some issues that concern him is the apparent lack of oversight by trained archaeologists, the use of machinery on the site, and the offhand attitude of construction workers of artifacts uncovered. His worries were further fed upon seeing the photos published by the Los Angeles Times, which showed workers (not archeologists) walking on top of the Zanja and old smoked glass bottles littering the ground "like discarded beer cans."

What are the chances that additional sections of the Zanja Madre will be uncovered in Chinatown in the next 20 years?
I ask that we do more to plan for this eventuality.

Sincerely,

Phyllis Ling

████████ Resident and Property Owner

████████████████████

On Wed, Dec 2, 2020 at 3:25 PM Laurie Sale <[REDACTED]> wrote:

SCS BUILDING FUND, LLC

[REDACTED]
LOS ANGELES, CA 90069
[REDACTED]

December 2, 2020

Dear Brittany and Craig,

The future of Downtown Los Angeles is exciting!

My family is a third-generation property owner in DTLA at: [REDACTED] [REDACTED] for over 80 years. As a longtime stakeholder in our downtown community, we share the City's vision, as articulated in the draft Plan, to **"...promote a dynamic, healthy, and sustainable Downtown core that is well connected to and supports the City of Los Angeles and the region."**

We appreciate the City's Planning Department working closely with our downtown Districts, local business and property owners, and the community to address many of our concerns in the latest

draft Plan.

While we support most of the revised draft Plan (November 2020), we want to submit the following **specific concerns and requests for changes to the City for review and consideration:**

- Remove restrictions on new housing
- Increase minimum floor area ratios
- Allow hotels in the IX2 Use District
- Increase building heights
- Ensure COVID pandemic related flexibility
- Allow market rate housing in the Central City East area
- Adopt DEIR Alternative #3 to address the ongoing housing crisis and SCAH RHNA mandates
- Make the Community Benefits Program more financially feasible

1

Each of these items is further explained and expanded upon in the LA Fashion District's Response Letter for you to reference.

Thank you for your consideration on these important items. We look forward to further refinements of the visionary DTLA 2040 Plan.

Respectfully,

Laurie Sale

SCS BUILDING FUND, LLC

LAURIE SALE



"When you see something that is not right, not fair, not just, you have to speak up.

You have to say something; you have to do something." John Lewis

Letter 21

On Fri, Dec 4, 2020 at 11:44 AM Marks,Alexander S <[REDACTED]> wrote:

Hi Ms. Arceneaux-

The Metropolitan Water District of Southern California (Metropolitan) reviewed the attached notice of availability of an environmental impact report for the city of Los Angeles' proposed Downtown Community Plan Update/New Zoning Code for Downtown Community Plan project.

Metropolitan owns real property within the Central City North Community Plan portion of the Downtown Community Plan area located at Union Station and on North Figueroa Terrace.

We have no comments on the project at this time; however, please keep us on the notification list of the project's future milestones, including release of the final environmental impact report.

Thank you,
Alex Marks

Alex Marks, AICP
Environmental Specialist
The Metropolitan Water District
(213) 217-7629



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Representing Carpenters in Southern California, Nevada, Arizona, Utah, New Mexico, and Colorado

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Dan Langford
Executive Secretary-Treasurer/CEO

Frank Hawk
Vice President/COO

November 30, 2020

Brittany Arceneaux, City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

Via email: brittany.arceneaux@lacity.org

Dear Ms. Arceneaux:

On behalf of the Southwest Regional Council of Carpenters, representing **57,000 families, approximately 15,000 that reside in the City of LA**, I submit the following for your consideration for inclusion in the DTLA 2040 Plan.

As you consider this new Plan, it is our belief that our region, state and country have reached a societal and developmental tipping point that will require a bold, collaborative policy approach. We also believe that Los Angeles has the talent, resources and political will to lead the country in taking on this challenge. Central to that effort will be your economic development strategy planning that determines not just the structures in our lives, but to an important degree, how we live in those communities. We offer a comprehensive framework for consideration of the DTLA Plan, aiming to help foster intergenerational wealth and rebuild the middle class of Los Angeles that reflects the aspirations of the key leaders of our state and City

"COVID-19 has laid bare the deep inequities found in the heart of our economies, societies, and laws, and mayors understand that returning to normal simply will not suffice — we need to build healthier, more resilient, and more inclusive cities across the globe... This report reveals what we have known from the outset of the pandemic: that only a green and just recovery can help lift us out of this crisis, protect our planet, and lay the foundation for a more sustainable, equitable, and prosperous future," **Eric Garcetti, LA Mayor and Chair of the International C40 Global Mayors group introducing new research from their Covid19 Recovery Task Force.**

"We need to create a new framework for the City to build community wealth in order for families and children to thrive. Implementation of this framework provides the City of Los Angeles the opportunity to elevate community development values, goals and programs. This is the moment to amplify the City's commitment to addressing poverty and align departmental oversight of anti-poverty investments to respond to the broad public

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demand for bold change... this new framework directs investments to create systems-change and a thoughtful approach in how the City supports low-income working households. **City Council President Nury Martinez, introducing a motion to create a new Department for Families, Children and Community Investment.**

"Building a workforce development strategy to support a skilled and trained housing workforce pipeline with high-road wage rates, and promoting innovative alternative construction methods" **Governor Gavin Newsom's 2020 Budget proposal addressing the California Housing Crisis.**

Severe economic inequality, societal disruption reaching tragic proportion, pandemic challenges, and environmental threats approaching an existential level, require a new interdisciplinary approach to reimagining and rebuilding our city to face these challenges.

The key to addressing our multiple crises (housing/transportation/local small business development, education/job training, career building job quality/family-supporting wages and benefits, quality green construction/innovation) will be recognizing the interconnectedness of these challenges and aligning economic development to achieve broad community wealth for all Angelenos. But maximizing shared prosperity for the City's working families will require specific and intentional labor policies that should be addressed in the City's planning documents.

The approach of city planning/economic development must move beyond addressing a series of discrete challenges. Nor can we expect the private sector to provide what is needed for a healthy community simply by providing jobs.

Development, particularly affordable housing with the goal of ownership, must be viewed through a much larger social equity prism. Ideally, family supporting jobs (careers) create increased demand serviced by locally owned small businesses. *"Strategically located street corners and commercial corridors can concentrate locally owned small businesses, startup companies, health clinics, community amenities, and housing within walking distance of each other and near public transit."* **Accelerator for America, Towards a New System of Community Wealth.**

Development of these dense ecosystems of locally owned small businesses, properties, and residences, mixed-income, mixed purpose and mixed-use, will be a vital component to revitalize the City's urban core. It will create *"a community in which residents can both live and work, and have access to the retail and services needed on a daily basis... encouraging both economic opportunity and economic equity... and provides the foundation to support healthier communities through a strategy directs growth in a sustainable manner."*

Downtown Business Plan, Guiding Principles.

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But that strategy must be given the mandate of public policy. *"Deliberate policy interventions are necessary in order to advance job quality and social equity"* **CA Workforce Development Board, A Jobs and Climate Action Plan for 2030.**

The City can play a key role in creating, building and sustaining the middle class, including raising those trapped below the poverty line into a sustainable, productive standard of living that in turn closes the wealth gap, stabilizes society and assures that Los Angeles thrives for all residents in the years ahead.

In competitive solicitations and/or when incentives are being utilized, the City should explicitly incorporate language requiring family-supporting wages, high job quality and job access to community members rather than accepting low-bids founded on low wages. Specifically:

- The construction workforce should receive; full family health plans, pension and retirement plans, vacation/holiday pay and paid sick leave and meet skilled and trained workforce standards through certified apprenticeship.
- High quality responsible bidder standards should be established to ensure construction contractors at every level comply with labor law and have no history of fraudulent or grossly negligent business practices. To ensure accountability General contractors should be required to self-perform a minimum of 5% of all construction craft work for which they are responsible.

The City should partner with the LA School District, the Community College system and craft unions to prepare a local workforce to reach journey-level skill standards so all City construction projects provide a career pathway to family-sustaining jobs needed to rebuild a healthy blue-collar workforce in the City. Building and sustaining a career path to a high-road wage workforce that is skilled and well trained should be considered for what it is - an investment expanding consumer spending and tax revenue base essential for a thriving city, rather than a cost.

The City should partner with public agencies and stakeholders to integrate transportation, housing, environmental, small locally owned business development and family-wage workforce development policy to maximize progress on all fronts. Incentives should reflect that broad focus. All built by responsible developers and contractors using skilled, well-paid workers, trained and hired locally.

We recognize that this is a complex undertaking and appreciate that you are aware of and have been grappling with these issues. But we also believe that we are in desperate need of a new, New Deal that will afford untold thousands of young Angelenos, in our case construction workers, the opportunity to earn a family-supporting wage and build their careers, their families and their community in the City of Angels.

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President/COO

Dan Langford
Executive Secretary-Treasurer/CEO

Frank Hawk
Vice President/COO

We stand ready to work with you, your staff and the City of Los Angeles to build a more equitable and prosperous future.

Sincerely,

Dan Langford
Executive Secretary Treasurer
Southwest Regional Council of Carpenters

CC: Councilmember Gil Cedillo, Council District 1
Councilmember Kevin de Leon, Council District 14
Councilmember Curren Price, Council District 9
Deputy Mayor William Chun, Office of Mayor Eric Garcetti

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Letter 23

On Thu, Oct 15, 2020 at 12:11 PM Doug Smith <[REDACTED]> wrote:

Hi Brittany,

On behalf of CCU, please find the attached letter with feedback and recommendations regarding the creation of a Community Benefits Fund for the DTLA Community Plan. Thanks again to the entire team for the great summary you provided in September. We hope these recommendations can help inform the continued development of the program. Once you've had a chance to review, please let us know if we can clarify anything or provide any additional information. We will also be following up soon with additional feedback on the Summer 2020 draft, including the use definitions we discussed in September.

Thanks again for all your work on this.

Best,

Doug Smith (he, him, his)

Supervising Senior Staff Attorney | Community Development Project

Public Counsel

610 South Ardmore Avenue | Los Angeles, CA 90005

[REDACTED]

October 15, 2020

Brittany Arceneaux
Los Angeles City Planning
200 N. Spring St., Room 667
Los Angeles, CA 90012

**RE: CCU feedback on establishing a Community Benefits Fund in the DTLA
Community Plan Update**

Dear Ms. Arceneaux,

We are pleased to offer comments and recommendations regarding the Department's proposal to eliminate the TFAR program and replace it with a Community Benefits Fund in the Downtown Community Plan Update (Draft Community Plan Program P21). Thank you for summarizing the proposal during our meeting on September 2, 2020, and for your invitation to follow up with additional feedback. We offer these recommendations on the Community Benefits Fund as part of a broader set of feedback we will be providing on the current Draft Plan, with additional analysis and recommendations forthcoming.

1. The Downtown Community Plan should eliminate the existing TFAR program and replace it with a well-crafted Community Benefits Program.

We support the recommendation to eliminate the TFAR program. In its several decades of existence, TFAR failed to meet the needs of, and in many cases harmed, low-income downtown residents. The program significantly undervalued development rights, failed to provide much-needed affordable housing, and was a confusing and overly-politicized morass of complicated calculations, discretion and unaccountable decision-making.

While the downtown TFAR program is a failure, the underlying planning concepts of value capture and transfer of development rights still hold great potential to improve the lives of downtown residents, if done right. We would support a program that allows projects in certain areas to acquire additional development rights by contributing to a fund that supports significant benefits identified by low-income communities, is transparently managed, and is subject to meaningful community oversight.

2. The Community Benefits Fund should prevent displacement and require new on-site affordable housing for participating residential projects and targeted economic justice programs for participating non-residential projects.

The Community Benefits Fund (the "Fund") should be structured to first require that residential projects include a baseline of deeply affordable on-site units (at rates that meet or exceed TOC standards, higher than currently proposed in the Draft Plan) in order to be eligible for additional FAR by contributing to the Fund. Stated another way, the Fund must be an option *in addition* to providing on-site affordable housing, not a de facto in lieu fee.

Non-residential projects, in contrast, should be required to first provide certain economic justice benefits on-site in order to be eligible for additional FAR by contributing to the Fund. We recommend the following economic justice benefits, as informed by our work with Chinatown, Little Tokyo, and Skid Row:

- Publicly Accessible Open Space, defined as “public plazas, pocket parks, passive and active recreation areas that are privately constructed and maintained; do not include hostile architecture; are accessible for use by the general public at hours comparable to those of City parks and facilities as indicated by visible signage at all entry points; and include all of the following: adequate shade, free seating, free phone charging, free electric outlets, free internet access and safe drinking water.”
- Dedicated space for Reduced Rent Community-Serving Small Business, defined as “a privately-owned corporation, cooperative, non-profit, social enterprise or other entity that has a long-term lease guaranteeing below market rate rent and serves the neighborhood in which it is located by employing local residents or providing culturally appropriate and/or needed goods or services for local low-income residents, and meets at least three of the following four standards: (a) has no more than 25 employees/shareholders; (b) is not franchised or affiliated with a national chain; (c) pays all employees a living wage; (d) has been operating in the Community Plan Area for at least 15 years.”
- Sidewalk Vendor Commissary, defined as “a Commissary that is approved by the Los Angeles County Department of Public Health to accommodate all operations necessary to service mobile food facilities and is made available exclusively to low-income Sidewalk Vendors.”
- Resiliency Centers, defined as “an area or building designed for free public use as temporary shelters or relief centers, during future disasters and climate events, including, but not limited to, exceptional heat and cold, heavy rainfalls, earthquakes, and unhealthy air quality, which are easily accessible to houseless persons, youth, seniors, people with disabilities, and other residents at-risk during emergency and climate events. Resiliency centers should include free internet access, outlets for emergency cell phone and computer batteries; free and adequate seating, space to provide disaster relief services and distribute emergency supplies, bathroom facilities, clean potable water, and have a dedicated space that can operate independently from the main electrical system of the larger complex. The independent system must have an onsite power system capable of reliably sustaining operations, defined as emergency heating and cooling capability, refrigeration of temperature sensitive medicines, and emergency lighting, during an extended outage. Resiliency centers are not replacements for emergency shelters.

3. The Community Benefits Fund should require a meaningful contribution from participating projects, commensurate with the value of the alternative “Level 2” public benefit options in the CPIO.

If the Fund allows developers to access incentives that would otherwise be accessed through on-site affordable housing, the fee amount should be calculated to cover the cost of building the same number of affordable housing units elsewhere in the Community Plan Area. It is important that the fee not be set so low that this program undermines the other community benefit options included in the Level 2 Public Benefits Incentive program. Consider setting a fee using a methodology similar to the Measure JJJ In-Lieu Fee Schedule to ensure the fee amount is high enough to build the same number of affordable units that a developer would otherwise have provided on-site.

4. The Community Benefits Fund should be allocated to a targeted list of housing and economic justice programs.

The Fund should be completely dedicated to providing community benefits in underserved neighborhoods in the Downtown Community Plan Area. The Fund presents an opportunity to resource and implement many of the goals, policies, and programs described in the Draft Plan text. With a robust Community Benefits Fund, the DTLA Community Plan would move beyond language of equitable values into action by actually prioritizing and funding programs that serve the communities historically harmed by land use and planning. We recommend the Fund be structured to allocate dollars specifically for:

- Land acquisition by Community Land Trusts, for the purposes of establishing permanent, community controlled affordable housing.
- Seeding an “opportunity to purchase” program to enable organized tenant groups and/or community based organizations to acquire buildings in default or facing expiring affordability covenants.
- New 100% affordable housing and permanent supportive housing projects.
- Grants for low-income micro-entrepreneurs working in the Downtown Community Plan Area.
- Rent subsidies to provide below-market rent to Community-Serving Small Businesses, prioritizing businesses owned by lower-income or moderate-income persons.
- Piloting a Legacy Business Program to explore ways to ensure the longevity of community-serving institutions which have served their neighborhood for 15 or more years.
- Design and procurement of sidewalk vending carts that comply with relevant food safety regulations for donation to sidewalk vendors working in the Downtown Community Plan Area.
- Amenities needed by houseless residents, such as no-fee ATMs, free high-quality wireless internet, drinking fountains, shade structures, free phone charging stations,

- public restrooms, and other amenities identified in consultation with houseless residents.
- Emergency cash assistance for low-income residential and commercial tenants at risk of displacement.
 - Universal Basic Income pilot program for low-income Downtown Community Plan Area residents.

5. The Community Benefits Fund accounting and disbursement should be transparent and subject to community oversight.

The Fund should also include the creation of an oversight commission comprising downtown residents affected by the affordable housing and eviction crisis, including at least 50% current or former houseless residents, with representatives from multiple downtown neighborhoods including Skid Row, Chinatown, and Little Tokyo. This commission should receive an appropriate stipend for service, and be properly trained and empowered to adopt guidelines for Fund applications and disbursement, review and approve applications, and receive periodic progress reports from city staff on implementation, enforcement, and spending of program revenue. The commission should also be empowered and appropriately staffed to produce and present an annual report to the City Council with an assessment of the program's impact on advancing housing and economic justice and recommendations for improvements.

We appreciate your consideration of these recommendations and look forward to continued conversations and collaboration to ensure an equitable and inclusive Downtown Community Plan.

Sincerely,

Central City United¹

cc: Shana Bonstin
Craig Weber
Clare Kelley
Valerie Watson
Councilmember Gil Cedillo
Councilmember Kevin de León
Councilmember Curren Price

¹ The Central City United coalition is led by the Southeast Asian Community Alliance (SEACA), Little Tokyo Service Center (LTSC) and the Los Angeles Community Action Network (LA CAN), as key stakeholders in the Chinatown, Little Tokyo and Skid Row neighborhoods of Downtown, along with Public Counsel.



SOUTH PARK

THE PLACE TO BE

Letter 24

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Director of Operations

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& Policy

LULU WOLDEMARIAM

Operations Manager

December 2, 2020

Vince Bertoni
Planning Director
City of Los Angeles Department of City Planning
200 N Spring St
Los Angeles, CA 90012

Re: DTLA 2040

Dear Mr. Bertoni,

The South Park neighborhood consists of 52-blocks in the southwest corner of Downtown Los Angeles and includes significant real estate and community anchors such as the Staples Center, L.A. LIVE, Los Angeles Convention Center and the California Hospital Medical Center. Not only does the neighborhood play host to millions of visitors, convention- and event-goers; it is also home to more than 12,000 Angelenos, making it the residential hub within the broader downtown community, as well as the fastest-growing residential population in the City of Los Angeles. The neighborhood has seen the majority of the ground-up development in DTLA over the past 15 years, and most of those projects are residential buildings. Currently, there are nine projects under construction (six residential buildings totaling 2,352 units and three hotels totaling 475 keys). In the pipeline, there are 40 projects: 23 residential buildings totaling 8,486 units; 15 hotels totaling 6,886 keys; and one office building bringing in an additional 80,000 sf. Clearly the growth we've seen since the STAPLES Center put South Park on the map in 1999 shows no indication of slowing down.

Established in 2005, the South Park Business Improvement District (SPBID) is a non-profit organization providing maintenance, security, community-building, and economic development programs for residents, property owners, visitors and businesses in the area. Our mission is to maintain a clean, safe and vibrant neighborhood for all. In addition to programming, the BID achieves these goals by consistently taking a holistic view of the neighborhood – *What do residents need by way of retail? Can workers walk safely from train stations to their place of employment?* – as well as understanding how the neighborhood fits into the broader context of downtown. Our diverse board of directors, made up of stakeholders with various degrees of financial and personal investment in the neighborhood, understands the importance of a well-crafted and forward-thinking Community Plan. We appreciate the communication throughout the process thus far, as well as this opportunity to provide comments on the latest draft.

We are pleased to see the efforts to create a more transparent and direct implementation of community benefits as a result of new development in the downtown area. The program contemplates an incentive system that would promote

SOUTH PARK BUSINESS IMPROVEMENT DISTRICT

1150-B S Hope St, Los Angeles, CA 90015
www.southpark.la



on- and off-site public benefits like affordable housing, open space, and community facilities. This will likely improve the predictability and localization of benefits delivered to the neighborhood, two factors that are sorely lacking in DTLA's current Community Plan. Specifically as it relates to South Park, we are pleased to see that baseline FAR has been increased throughout the district. We firmly support the elimination of parking requirements and mixed-use zoning, as both of these conditions foster a more pedestrian-friendly environment.

There are several aspects of the plan that we feel should be reconsidered:

- **Partnership in Directing Community Benefits:** The degree to which Business Improvements Districts engage with developers within their districts varies from organization to organization, and largely depends on the environment as it relates to the potential for new development to occur. Some BIDs, including the South Park BID, have formalized an internal process for reviewing and offering support of new development projects. As direct service providers and liaisons between stakeholders and the City, we feel strongly that there should be a mechanism allowing those Business Improvement Districts who have the capacity and expertise to help direct community benefits, in partnership with the Council Office and other community organizations.
- **Building Height:** The minimum building height requirement is an unnecessary hurdle that could hurt the potential of projects like schools (which tend to be ~3 stories).
- **Consistency of Growth:** While we support the overall increase to FAR, we see no reason not to match the by-right FAR south of Pico Blvd to the rest of the district. As of today, most of the new development that we've seen has occurred north of Pico Blvd, creating a stark contrast in the accessibility and equitability of the different areas of our neighborhood. This seems to be the antithesis of the overall goals of the updated plan.
- **Level 1 Projects:** We recommend a more substantial FAR bonus for Level 1 projects that attempt to increase inventory of affordable housing. Specifically, we recommend additional FAR greater than 35% for those projects.
- Overall the plan thoughtfully knits downtown together into a single, cohesive neighborhood, while also recognizing the uniqueness of each individual area. Given the growth spurt in the residential population in the broader downtown area - and the projections that it will continue - downtown needs to invest in amenities like schools and daycares. Additionally, we should look to improve the areas around the existing amenities. Where there are schools, the plan should be amended to allow for the transformation of the surrounding neighborhoods from industrial to mixed-use. To that end, we lend our support to the report entitled *The Voice of Central City East* furnished by our counterparts in the Industrial District BID. The report is included as an attachment to this letter.
- We'd also like to recognize that this is an important opportunity to coordinate with the efforts being undertaken by the Economic & Workforce Development Department to research the feasibility and ultimately establish an Enhanced Infrastructure Financing District. We urge the Planning Department to formalize the coordination with EWDD to identify potential projects to be funded through the EIFD.



SOUTH PARK

THE PLACE TO BE

Finally, we'd like to commend the work of the Planning Department in creating and implementing a thoughtful and efficient way of engaging the community throughout this process. The importance of this document cannot be overstated: it will guide the future growth of downtown for the next two decades, and potentially beyond. We must ensure that the stakeholders, both current and potential, are considered, and that our community is positioned to lean into opportunity, equipped with a clear and unified vision of tomorrow.

Should you require any further clarification about the elements illuminated above, please reach out to the BID's Executive Director, Ellen Riotto, at [REDACTED] or [REDACTED]

Sincerely,

Ellen Riotto

THE VOICES OF CENTRAL CITY EAST

IDEAS & IDEALS FOR OUR NEIGHBORHOOD

A response to the Los Angeles Department of City Planning's DTLA 2040 draft plans by the Central City East Association – informed by conversations with non-profit organizations and service providers in Central City East.



OCTOBER 16, 2020



CCEA Boundary
Image Source: Google Earth.

ACKNOWLEDGMENTS



The Central City East Association (CCEA) is a 501(c)(6) not-for-profit business corporation. It is the principal advocate for property owners, businesses, service providers, employees, and residents on 46 blocks of Downtown Los Angeles, spanning the area from San Pedro Street to Alameda Street, and 3rd Street to 8th Street/Olympic Blvd. Since 1998, CCEA has also administered the Downtown Industrial Business Improvement District.

The Central City East Association thanks the following stakeholders for their participation and input.



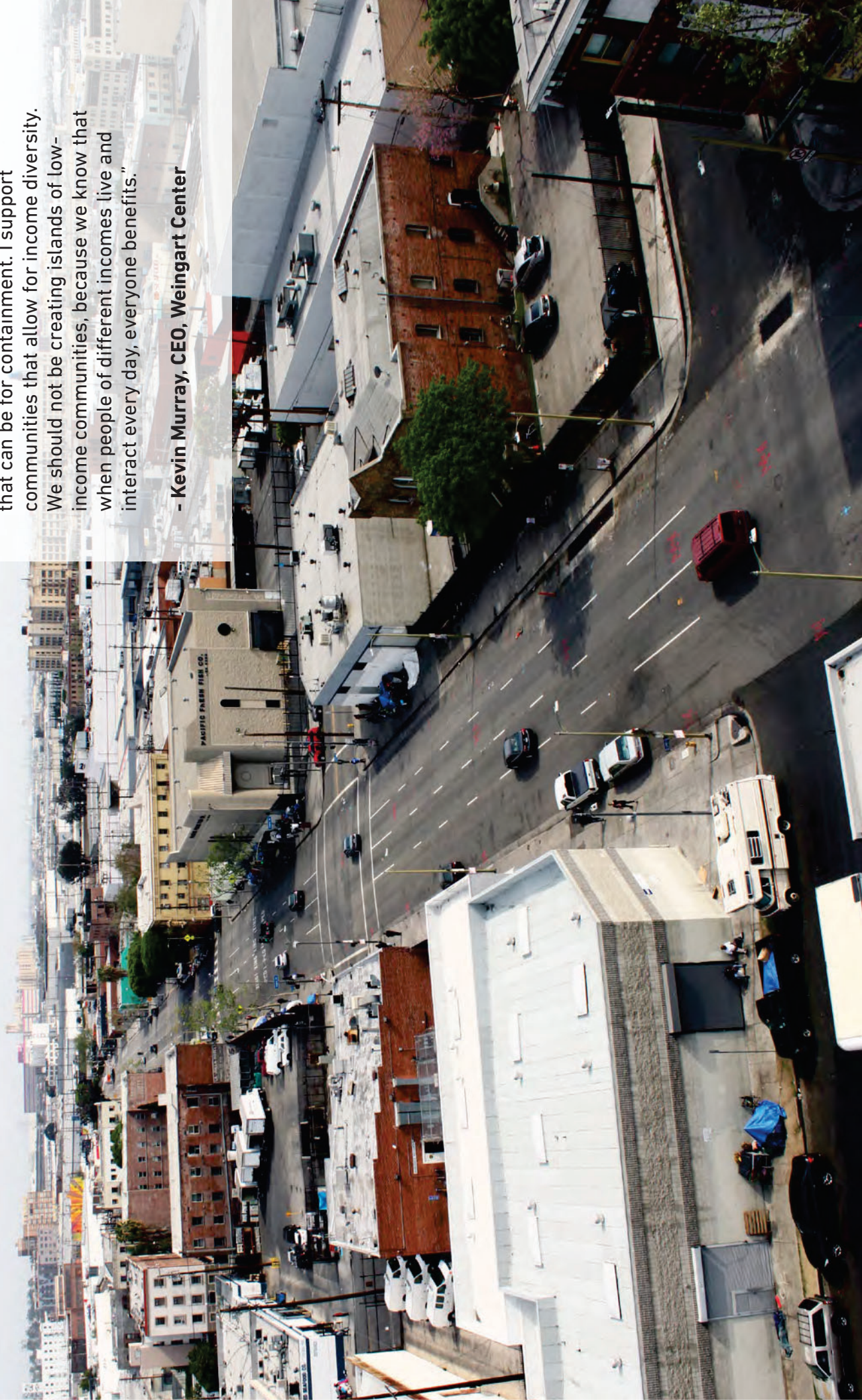
All photographs and graphics were provided by CCEA or Dudek unless otherwise noted.

For more information, contact:

Estela Lopez, Executive Director, Central City East Association
725 Crocker Street, Los Angeles, CA 90021
elopez@centralcityeast.org

“Our mission is to build housing for very low-income individuals, and any plan that disallows us to do so will not have our support. But having said that, there is nobody that can be for containment. I support communities that allow for income diversity. We should not be creating islands of low-income communities, because we know that when people of different incomes live and interact every day, everyone benefits.”

- Kevin Murray, CEO, Weingart Center



EXECUTIVE SUMMARY

The Central City East Association (CCEA) represents the stakeholders of a 46-block industrial district in the heart of Downtown Los Angeles. Since 2015, CCEA has engaged the Los Angeles Department of City Planning in providing input to the ongoing DTLA 2040 Community Plan Update. Via this document CCEA is responding to the latest DTLA 2040 draft plan circulated in August 2020.

The ideas and principles included here have been informed by a coalition of nine non-profit institutions operating in Central City East. Their perspective, we believe, will provide you guidance in planning for the future of our neighborhood. However, our input is not limited to Central City East nor so to DTLA. The planning challenges that intersect here are a manifestation of citywide policy. We are therefore deliberately weighing in on citywide issues – specifically the City’s uneven housing policy, which has subjected neighborhoods like ours to a host of planning oddities and follies.

We want to stress that DTLA 2040’s housing policy toward Central City East ranks as our highest priority. The draft plan’s current approach to the 15 blocks that make up the heart of our neighborhood (between San Pedro and Central, and between 5th and 7th) allows future residential development but would limit future residents based on income.

While the intention is to expand housing affordability – a position we wholeheartedly

support, the outcome is essentially segregation by income and a continuation of the City’s failed policy of Containment. It is our consensus opinion that Containment must be actively reversed. The current draft plan reinforces it.

Our overarching goal for Central City East is that it retain and strengthen its industrial-residential identity. DTLA 2040 should not preclude future industrial and commercial uses and should allow for housing of all types and all incomes. The latter is important in setting us on a path away from intentional, permanent poverty. Given the nature of our affordable housing stock we know that the threat of displacement does not hover over our residents. Additionally, we are suggesting that the plan anticipate transit along Alameda Street and introduce transit-supportive uses and densities within the 5-minute walk of station locations.

We support many suggested elements of the draft plan. Specifically, we are in favor of the Downtown-wide expansion of housing, the elimination of parking minimums, and the formalization of traditionally industrial districts as complete neighborhoods.

We thank you for the opportunity to provide input and encourage you to pursue policies that actively reverse past actions and help us become a complete neighborhood.

“Skid Row Housing Trust has been dedicating housing solutions for 30 years and is committed for the next 30. Because of this experience, we know how important it is to pursue balanced communities of all income levels. This approach is critical in Skid Row and across all of Los Angeles. Holistically and together, we have an opportunity to do things the right way, to improve living standards in our community while being an example for those like ours across the nation moving forward.”

- Lee Raagas, CEO, Skid Row Housing Trust



2

PARTNERING FOR A BETTER FUTURE

Since 1985, the Central City East Association (CCEA) has represented and served the businesses, residents, workers, property owners, and service providers of a 46-block industrial district in the heart of Downtown Los Angeles. Our neighborhood is adjacent to and overlaps Skid Row, known to the rest of the city and the world as “the nation’s largest cluster of homelessness”.

Our identity, to us, is different. We live and work here. Some members of CCEA produce things, sell goods, and store merchandise. Others provide health and educational services. Yet others endeavor every day to bring our unsheltered neighbors off the street and make our city a better, more compassionate version of itself. We know that no other neighborhood in this city is expected to play the role that has been assigned to ours.

But we do not shirk our role. We treasure our service providers. They are our community’s anchors and make us who we are. It has been this way for a century and will assuredly be so for another. However, we do worry about the uneven expectations the City places on its neighborhoods citywide. Some, like ours, play an outsized role in accommodating and supporting our impoverished and unsheltered community members. As you are

well aware, most do not. We have ideas and we would like you to hear what we have to say.

City planning is an atypical policy arena for us to enter. But we know that we are all occupants of our physical environment. We are neighbors, workers, and residents. Our lived reality and understanding of our neighborhood shapes our work. How our neighborhood evolves and changes in the coming decades will influence our members’ missions and their ability to carry it out.

Via this document we are providing a vetted and considered set of suggestions for the future of our neighborhood and we thank you for the opportunity to do so. We are specifically responding to the Department of City Planning’s DTLA 2040 draft plan circulated in August 2020 (although some maps that we refer to were released in October 2019).

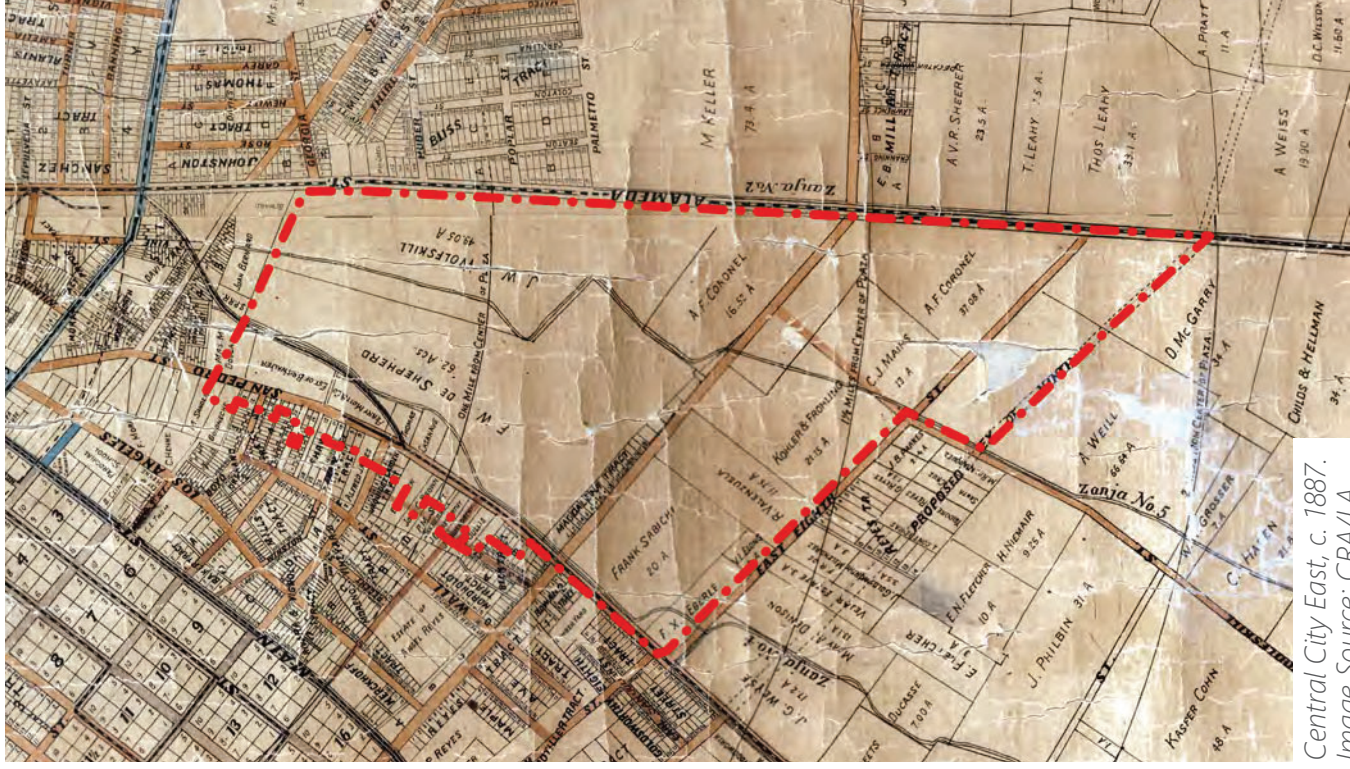
Our input is not limited to the geographic extents of Central City East (CCE) nor so to that of DTLA. The planning challenges that intersect in our district are a manifestation of citywide policy. We are therefore deliberately weighing in on regional and citywide issues.

The stakeholders who have contributed their voices to this document represent a coalition of long-standing service providers and non-profit institutions. For decades, this coalition has spearheaded the region's efforts to support our unsheltered community members. Their collective experience and knowledge, we hope, will provide you a thoughtful perspective in how you plan activities and uses in Central City East and how you define our neighborhood's role and identity.

We support your efforts and are hopeful that DTLA 2040 charts a new path toward a more equitable, compassionate, and livable vision for our city.

How did we get here?

Skid Row and Central City East of today are not an accidental occurrence or happenstance assemblage of activities. The district can trace twin threads to its origin story. First, it is a direct result of its location. It lay adjacent to the now-demolished Central Station, Los Angeles' port of arrival for thousands of transcontinental immigrants arriving by rail. Many were impoverished and down on their luck and made use of the scores of cheap hotels that cropped up to serve them. Some of these hotels still survive and now serve as the City's most stable and protected affordable housing stock. Second, in the 1970s, the city instituted a policy of Containment that emerged from an unlikely coalition of Downtown boosters, citywide NIMBYs, and affordable housing advocates. This policy sought to contain homeless services and homeless Angelenos in the Skid Row area to shield the rest of Downtown and the city from "the horror" of



Central City East, c. 1887.
Image Source: CRA/LA.

encountering their unsheltered neighbors on the streets.

Containment has done more to shape our district and its regional identity than any other policy. It is also, we believe, the single biggest planning folly of the City of Los Angeles. We explain and expand why in this document.

Central City East: A Compressed History

Pre-1900

Prior to the 20th century, the areas east of San Pedro Avenue – the future location of our neighborhood – were largely undeveloped, consisting of agricultural fields, vineyards, and orchards.¹

1914

The opening of Southern Pacific Railroad's Central Station in 1914 was by far the most significant milestone in our neighborhood's growth². Located at 5th and Central, the station became the main port of arrival for thousands of transcontinental immigrants arriving by rail. To serve them, our neighborhood provided hotels, flophouses, brothels, saloons, missions, and soup kitchens³.

1921

The City of Los Angeles rezoned the eastern half of Downtown for industrial uses in 1921. As a result, much of the existing housing stock that had long existed in the district could now give way to new industrial activity.



Central City East, c. 1927.
Image Source: CRA/LA.

1920s to 1960s

The Great Depression, the Dust Bowl, and the wars that followed (World War II, Korean War, and Vietnam War) forced the displacement and migration of many farmers, workers, war veterans, and transients in search of jobs and a better life in Los Angeles. Given the proximity of rail and the clustering of cheap housing and social services, many settled in the district⁴. Central Station was demolished in 1956, ending a chapter of our neighborhood's origin story.

1960s

Many hotels were falling into disrepair, forcing owners to either repair or demolish their properties to maintain compliance with the City's building and safety codes. Many opted for demolition, resulting in the loss of much of the district's housing stock and displacement of a significant portion of the population⁵.

1972 and 1976

In 1972, the City of Los Angeles and the Community Redevelopment Authority (CRA/LA) authored the Silver Book Plan – a 20-year vision of DTLA that called for the razing of Skid Row and its affordable housing stock. In response, in 1976, affordable housing activists put forth their own plan, the Blue Book, which aimed to save housing in Skid Row. A coalition of Downtown boosters, citywide NIMBYs, and affordable housing advocates settled on a compromise – the policy of Containment. It saved the neighborhood's housing stock, but also created a 50-block zone to contain the homeless⁶.



Central Station, c. 1950s.
Image Source: USC Digital Collection.



Wall Street. c. 1932.
Image Source: California Historical Society.



Volunteers of America, c. 1950.
Image Source: Los Angeles Public Library.

Post-1976

With Containment firmly in place as a guiding policy, CRA/LA formed the Single Room Occupancy (SRO) Housing Corporation to acquire and rehabilitate the hotels in the district. Service providers relocated within the Containment zone and expanded their services. Areas outside the zone were now shielded from their fellow Angelenos, who happened to not have a home to live in⁷. In 2016, Los Angeles City Council adopted a motion to formally reverse the policy of Containment, forty years after it established the framework for shaping our neighborhood.

Today, Central City East is an industrial-residential neighborhood, shaped by an odd intersection of compromises and policies. It is a dual-use district – accommodating either industrial activity or 100% affordable housing with no intervening uses to provide it the amenities that other neighborhoods attract (and are allowed by policy).

We are the city's largest cluster of seafood, produce, and flower businesses. We are also the city's largest cluster of homeless service providers, shelters, missions, and affordable housing stock. To be clear, we embrace this, all of it. But we also know that the City's existing – and proposed – policies are holding us back from becoming a more complete neighborhood.

We continue to build on past efforts

We want to acknowledge our years-long engagement with the Department of City Planning. We are in the sixth year and appreciate the numerous opportunities to provide input. In 2015,



Skid Row Highlighted in the *The Silver Book*, c. 1972.
Image Source: *Los Angeles Poverty Department*.

Pain, Poverty Along Skid Row

Redevelopment will proceed to deal with the Row where it is, recognizing both the physical place and the people who live there, attempting to improve those lives even while improving buildings.

The new plan also has an element of containment. “The most practical approach,” says the Citizens Advisory Committee report, “indicates action that will minimize the impact of Skid Row on the rest of downtown.”

In plainer terms, that suggests keeping the residents in their place. New services and amenities will be installed on the east side of the Row, away from the Central Business District and toward a more insulated community.

Los Angeles Times Article. December 19, 1977.
Image Source: *Los Angeles Times*.

CCEA volunteered to supplement the Department of City Planning's outreach efforts by engaging stakeholders in our neighborhood and assembling their input. Then and now, our goal has been to provide you with first-hand insights into the everyday issues and institutional knowledge of our stakeholders.

During our latest round of stakeholder outreach, conducted in the summer of 2020, we have strived to engage with the same non-profit partners as we did in 2015. Our intention has been to validate, confirm, and update the input previously received.

In this document you will read that our overarching position is to actively reverse the policy of Containment, which applied to no other neighborhood in the City but ours.

Containment has shaped our community, the daily lives of our residents and workers, and the operations of our non-profit partners in ways that none other have been. We are here to help you rethink it. Again, we thank you for all your work.

Central City East Association

Recommendations informed by conversations with our neighbors:

- Inner-City Arts
- Para Los Niños
- Skid Row Housing Trust
- SRO Housing Corporation
- The Midnight Mission
- The People Concern
- Union Rescue Mission
- Volunteers of America
- Weingart Center



Central City East, 2020.
Image Source: Google Earth.

3

PRINCIPLES FOR A BETTER DOWNTOWN, A BETTER CITY

Over the course of two months, in the summer of 2020, CCEA met individually with nine non-profit institutions in our neighborhood. The missions of these stakeholders vary. Some endeavor to bring our unsheltered neighbors off the street by providing temporary accommodation, developing permanent supportive housing, and offering mental health services. Others are involved in expanding education, art, and creative opportunities. Whether they have had a presence of 100 years or ten in the District, each is a pillar of our community. We believe their institutional memory and understanding of our neighborhood will serve as a valuable input as you continue refining the draft DTLA 2040 plan.

During these conversations, several themes emerged. We have organized these as our planning principles on the following pages to help you rethink and reshape the plan. As you review these, we would like to note that the single most significant issue that came up in our conversations was the current plan's housing approach to the 15 blocks that make up the heart of our district (between San Pedro and Central, and between 5th and 7th). Here, as you know, your August 2020 draft plan proposes a policy that would allow residential development but would limit future residents based on income.

Since providing you our input after the first outreach exercise in 2015, our stakeholders were hopeful that the City would use DTLA 2040 as the vehicle to undo the City's policy of Containment and allow Central City East to evolve into a neighborhood with a mix of uses, residents, incomes, and generations. Unfortunately, it appears to instead double down on Containment and proposes residential uses based solely on the principle that the neighborhood's only future role is to receive, house, and provide services for our most impoverished fellow citizens.

But we know Containment did not work. Far from solving homelessness for thousands of our unsheltered neighbors, it allowed the rest of the city to turn its back on them, utilizing a flawed and oft-used argument that the homeless belong in Skid Row and Central City East and nowhere else.

Principle I: Dismantle the City's Policy of Containment

Los Angeles' policy of Containment, instituted in the 1970's, is our city's defining planning folly. While notionally set aside via a City Council motion in 2016, it has for nearly 50 years served as the structural framework for how our neighborhood is perceived and operates. We urge you to employ DTLA 2040 as the means to, once and for all, dismantle, reverse, and undo this destructive anachronism – via actionable policies that go beyond words. For far too long, Containment has concentrated and confined our region's most vulnerable populations to some 50 blocks in the heart of Downtown (to "shield the rest of Downtown and the City" from the impacts of the homelessness).

DTLA 2040, however, singles out, yet again, our neighborhood to disproportionately serve the region's needs. The plan's IX1 Use District (applicable approximately on 15 blocks from 5th to 7th Streets and San Pedro Street to Central Avenue) restricts any new housing to those of the lowest of incomes only. This approach further perpetuates the cycle of designed and concentrated poverty in our community and reinforces Containment. As shown in [Figure 1](#), the IX1 Use District allows for only "Critical Housing for Deeply Low, Extremely Low, Very Low, Low, & Moderate Income households, in addition to supportive housing uses.

Market rate housing is not allowed." Nowhere else in Downtown (or the City, as far as we can tell) is a single neighborhood or area purposefully restricted by income.

While your intention is to expand housing affordability – a position we wholeheartedly support, the outcome is essentially segregation by income. We believe that using income as a criteria to create neighborhoods – impoverished or affluent alike – is not good policy with no evidence of success anywhere.

If mixed-income and multi-generational neighborhoods are what the City aspires to everywhere else, why not here? Residents of our neighborhood are deserving of upward economic mobility just as much as residents elsewhere in the City (a case in point: as of July 2020, the draft community plans for the ongoing Westside planning updates show no income-based housing policies). We urge you to be consistent with your own tenets of neighborhood planning that prioritizes diversity of housing typologies for a diversity of populations, from small to big, owned to rented, affordable to market-rate in making "complete communities."⁸

"The policy of Containment has been an absolute failure. It has neither shielded the rest of Los Angeles from the ravages of homelessness, nor did it create a healthy neighborhood in Skid Row and Central City East."

- G. Michael Arnold, President & CEO, Midnight Mission.

DTLA 2040 calls out the following housing categories in its Housing Map:

Allow for buildings to have all types of housing, including Affordable, family, live/work, supportive, & market rate. Allow for larger buildings where builders have dedicated space for Community Benefits.

Allow for live/work housing, where space is also dedicated to commercial or light industrial job-generating uses. Live/work uses may range from Affordable to market rate. Allow for larger buildings where builders have dedicated space for Affordable Housing. As of the August 2020 draft, Hybrid Industrial 1 (IH1) was updated to allow all types of residential unit designs, not just live/work. Allowing a greater mix of uses encourages opportunities for new housing development.

Allow for live/work housing, where space is also dedicated to commercial or light industrial job-generating uses. Live/work uses may range from Affordable to market rate. Allow for larger buildings where builders have dedicated space for Affordable Housing.

Allow for only Critical Housing for Deeply Low, Extremely Low, Very Low, Low, & Moderate Income households, in addition to supportive housing uses. Market rate housing is not allowed.

Allow for live/work housing through reuse of existing buildings, where space is also dedicated to commercial or light industrial job-generating uses. Live/work uses may range from Affordable to market rate.

“The ideal is to have mixed-income, mixed-use, mixed-housing in our neighborhood, so that we have a balanced community, and the ability to create a vision for hope for everyone in our community.”

- Orlando Ward, Executive Director of External Affairs, Los Volunteers of America, Los Angeles

IX1 Use District

— CCEA Boundary

Figure 1. DTLA 2040 Housing Map.
Map Source: DTLA 2040, City of Los Angeles, October 2019.

Principle 2: No Net Loss of Affordable Housing, No Displacement

The mission of our non-profit partners is to house and support our unsheltered neighbors and fellow citizens. So, while we ask for Containment to be dismantled, we also insist that there be no net loss of affordable housing nor any threat of residential displacement in our community.

Fortunately, the supply of affordable housing in Central City East is stable and protected. Our stock of affordable units is overwhelmingly supplied by institutions whose mission and raison d'être is to shelter and provide aid to our most vulnerable populations.

The residents living in these units, given the nature of ownership, will never be threatened by displacement. Obviously, we do not intend for our district to abandon its service mission.

Although existing policies and judicial decisions (e.g., Wiggins Settlement Agreement) help to preserve and protect some of Downtown's invaluable affordable housing, the City should go beyond and mandate that there occur no net loss of affordable housing units throughout Los Angeles, including Downtown.

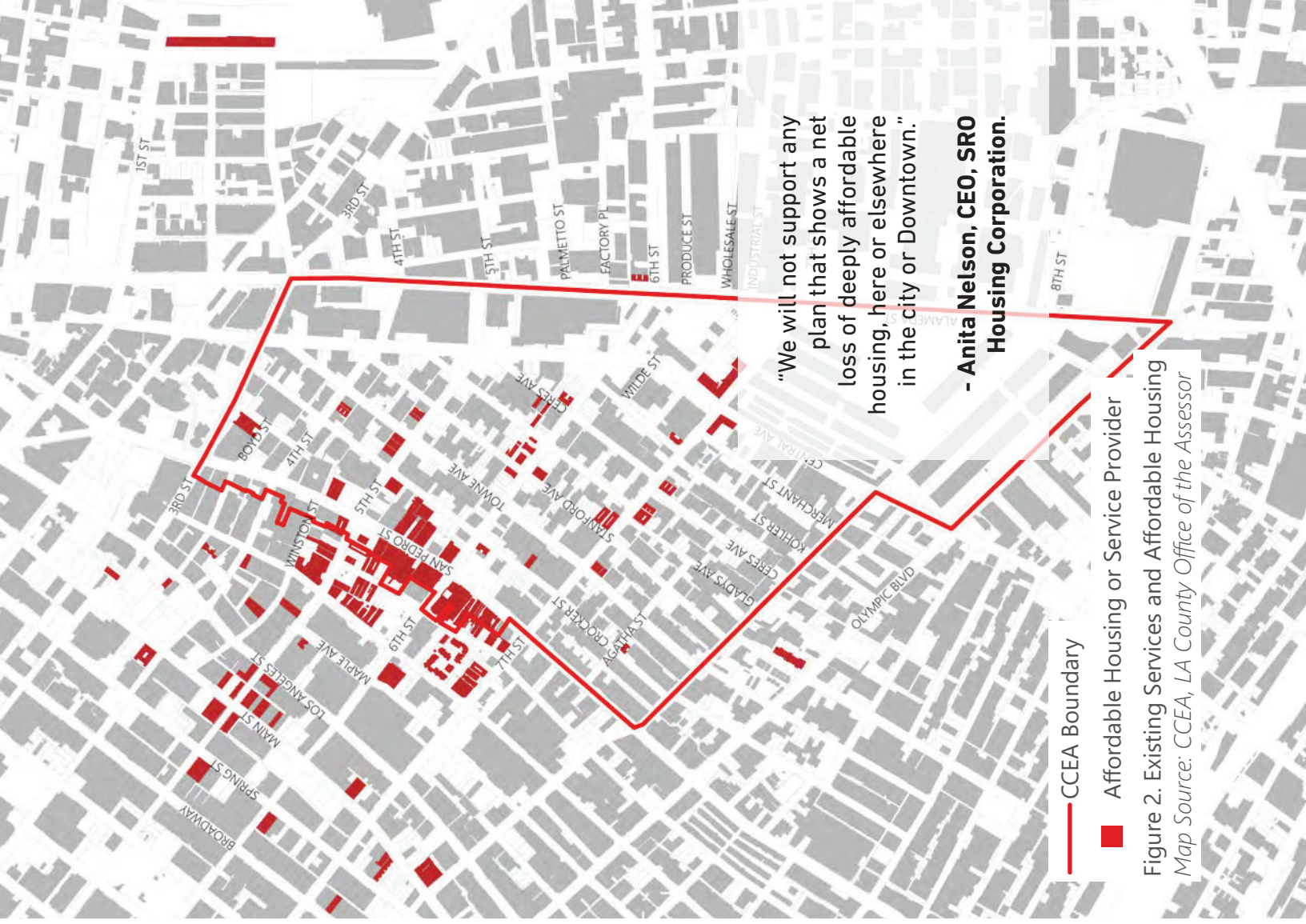



Figure 2. Existing Services and Affordable Housing
Map Source: CCEA, LA County Office of the Assessor

Principle 3: Help us become a Complete Neighborhood

While the rest of the City may have a TV-screen impression of the daily reality of Skid Row and Central City East, we know this is a neighborhood – unlike others, but a neighborhood nonetheless. People live here, they work here. However, our unbalanced land use policy (that allows only two uses: industrial activity or income-determined housing), prevents the introduction of amenities, services, and mix of residents that other neighborhoods naturally attract and expect. If the City would like to demonstrate that it really does aspire to mixed-income neighborhoods, it would be prudent to showcase ours.

With a stable and protected affordable housing stock, Central City East presents a rare opportunity to create a mixed-income neighborhood – one that would elsewhere be politically challenging and economically infeasible.

Allow our neighborhood to build a range of housing types and accommodate residents of all incomes and we will demonstrate that mixed-income neighborhoods are feasible, stable, and better.



“This is the one place in Los Angeles that we can make a true mixed-income neighborhood.

The supply of affordable housing is stable, the threat of displacement is low. Nowhere else are these conditions met.”

**-John Maceri, CEO,
The People Concern**

“Planning and housing policy have a tremendous impact on improving quality of life, or making it more miserable. Containment has demonstrated that its unintended consequence is the creation of unhealthy neighborhoods. If the City is committed to creating healthier neighborhoods for all its residents, the DTLA 2040 draft plan, simply put, does not do it.”

**- G. Michael Arnold, President
& CEO, Midnight Mission**

Principle 4: Make Housing Universally Abundant

Los Angeles is living through a self-inflicted housing crisis. For decades, we have seen the construction of new homes across the city dwindle for the sole reason that residents of affluent neighborhoods have stymied them (to protect their community character, to preserve pastoral sprawl, to prevent a traffic apocalypse, or any number of self-serving anxieties). This manufactured anti-development attitude has made housing unavailable in a city that continues to grow and expand its job base. It has made Los Angeles unaffordable for an entire generation of Angelenos.

We have to do two things. First, we must address the long-term imbalances in our citywide planning framework that suppresses housing production (of all types). We are a city of opportunity; the self-described creative capital of the world. We create new jobs by the thousands, but simultaneously shut out working-class, current and future Angelenos by denying them affordable housing.

Second, we need more affordable housing in the short-term to provide relief to Angelenos facing the threat of displacement and eventually homelessness. We urge you to consider the 50-year evidence we have of the effects of housing scarcity, here and across the largest cities of the nation.

Make it easy for this city to produce more homes citywide, so neighborhoods like ours are not subject to planning oddities like Containment and income-based residential restrictions.



“Create more affordable housing options throughout the City and County rather than corral and contain it in Skid Row.”

- Reverend Andrew Bales, CEO,
Union Rescue Mission

Principle 5: Address the Real Reason why Housing is so Unaffordable in the City

Like most cities in California, the City of Los Angeles is wrestling with decades-long structural imbalances in its citywide housing policy. If housing affordability is our goal, we must reconsider these policies.

The reason why gentrification, displacement, and housing scarcity is the lived reality of an entire generation of Angelenos is because all new multi-family housing (the housing type that is typically affordable) is allowed only in a quarter or the city's land area.

Because we ban affordable housing in most of our city, neighborhoods like ours are presented with an outsized responsibility for providing affordable housing. But we already account for the largest share of deeply affordable housing in the region.

The arena for all housing policy maneuvers has been corralled within a quarter of Los Angeles' geography. Planners are therefore forced to resort to policy contortions – like the one that DTLA 2040 proposes for our neighborhood – to invent affordable housing out of thin air. But we don't have to set ourselves up for permanent failure.

We need to expand affordable housing citywide, not just along arterial corridors or in Downtown.

"Our priority is expanding the supply of affordable housing across the region, not only in Skid Row."

- Anita Nelson, CEO,
SRO Housing Corporation.

"Inner-City Arts provides students from low-income communities a safe oasis of learning, achievement, and creativity in the heart of Skid Row. Their safety is our priority and responsibility. On a daily basis, it feels more challenging to achieve that here. We need to rethink the future of our neighborhood."

- George Garcia, Interim Executive Director, Inner-City Arts


Map Source: Google Earth, 2020.

Principle 6: Equitably Distribute Services Region-Wide

Non-profits and service providers in our neighborhood are operating at and beyond their capacity. The continued clustering of their facilities presents major operational challenges and costs that diminish the effectiveness of fulfilling missions.

Further, there is a human cost to requiring our unsheltered citizens from across the region to travel to Skid Row to avail services. It forces them to break their connections to their communities and upends any remnants of stability.

Over the decades we have seen the cumulative disservice clustering and Containment have done to those most in need. To be clear, we are not going anywhere and the need for services are real and should be expanded not cut back. However, they should not be provided in Skid Row and Central City East alone.



“Some of our funding partners prefer that we extract our clients out of DTLA and integrate them into communities across the region. For those who stay, there are negative effects – especially for people in recovery and in transition from traumatic experiences.”

- Orlando Ward, Executive Director of External Affairs, Volunteers of America Los Angeles

“From an institutional standpoint, clustering our facilities in Skid Row and CCE presents major operational challenges and costs. We pay a premium for what are otherwise regular maintenance and repair jobs. It is very difficult to recruit and retain staff.”

-Anita Nelson, CEO, SRO Housing Corporation

Principle 7: Plan for a Better, Kinder Los Angeles

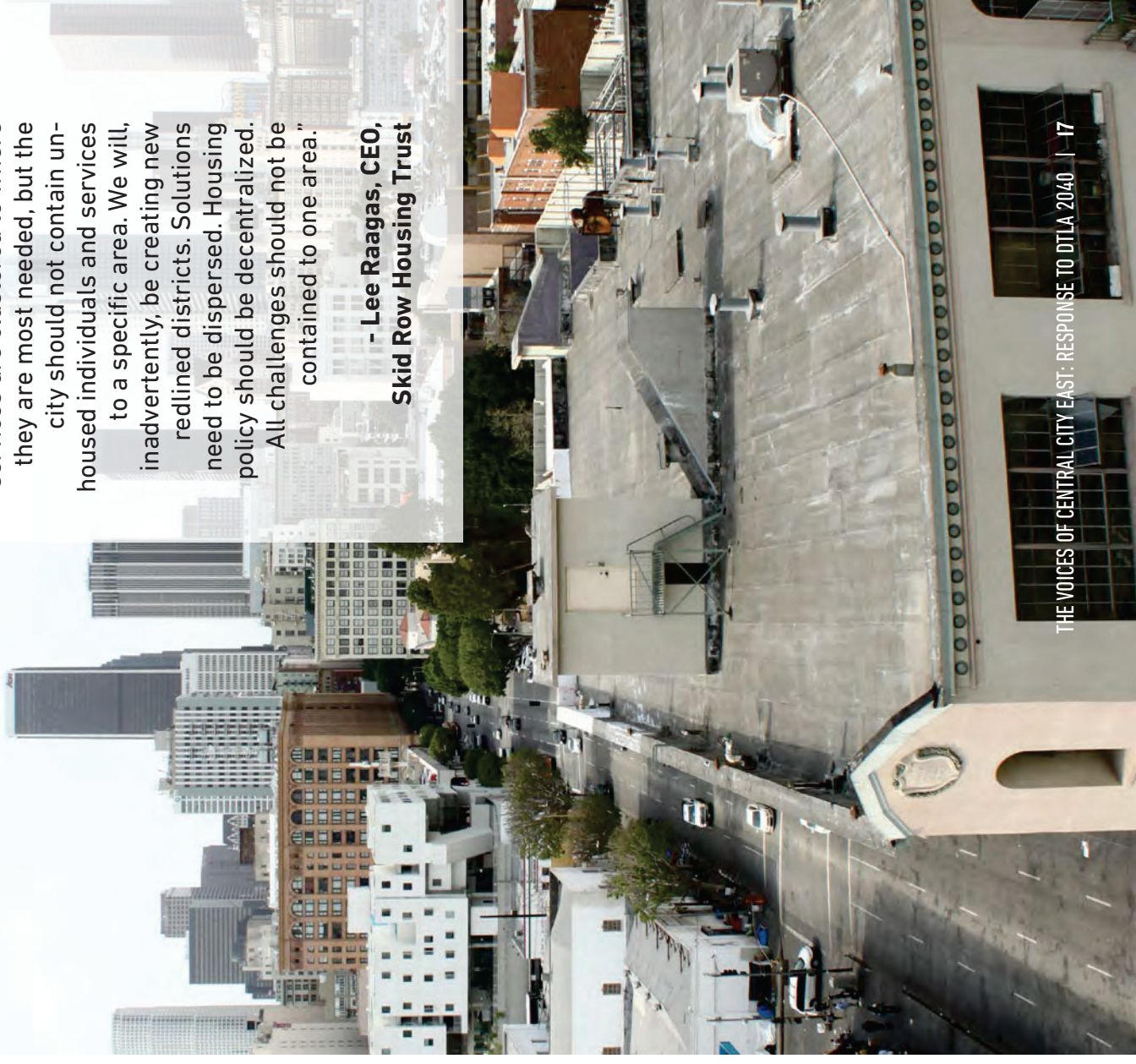
The legacy of 50-years of Containment is twofold. First and most visibly, it has created the city-sanctioned clustering of unsheltered Angelenos on the streets of our neighborhood. Second and less obvious, it has created a permission structure where residents across the city are allowed to tell their un-housed neighbors, “you do not belong here, but in Skid Row.”

This ultimately is the long-lasting effect of Containment. It has allowed policy makers, civic leaders, and ordinary Angelenos to become distant and oblivious to the disastrous consequences of isolating and clustering people by need and income.

Actively reversing Containment – and certainly not reinforcing it by pursuing income-based planning – is a necessary first step to make Los Angeles a kinder and better version of itself.

“We know that there are operational efficiencies when services are clustered to where they are most needed, but the city should not contain un-housed individuals and services to a specific area. We will, inadvertently, be creating new redlined districts. Solutions need to be dispersed. Housing policy should be decentralized. All challenges should not be contained to one area.”

**- Lee Raagas, CEO,
Skid Row Housing Trust**

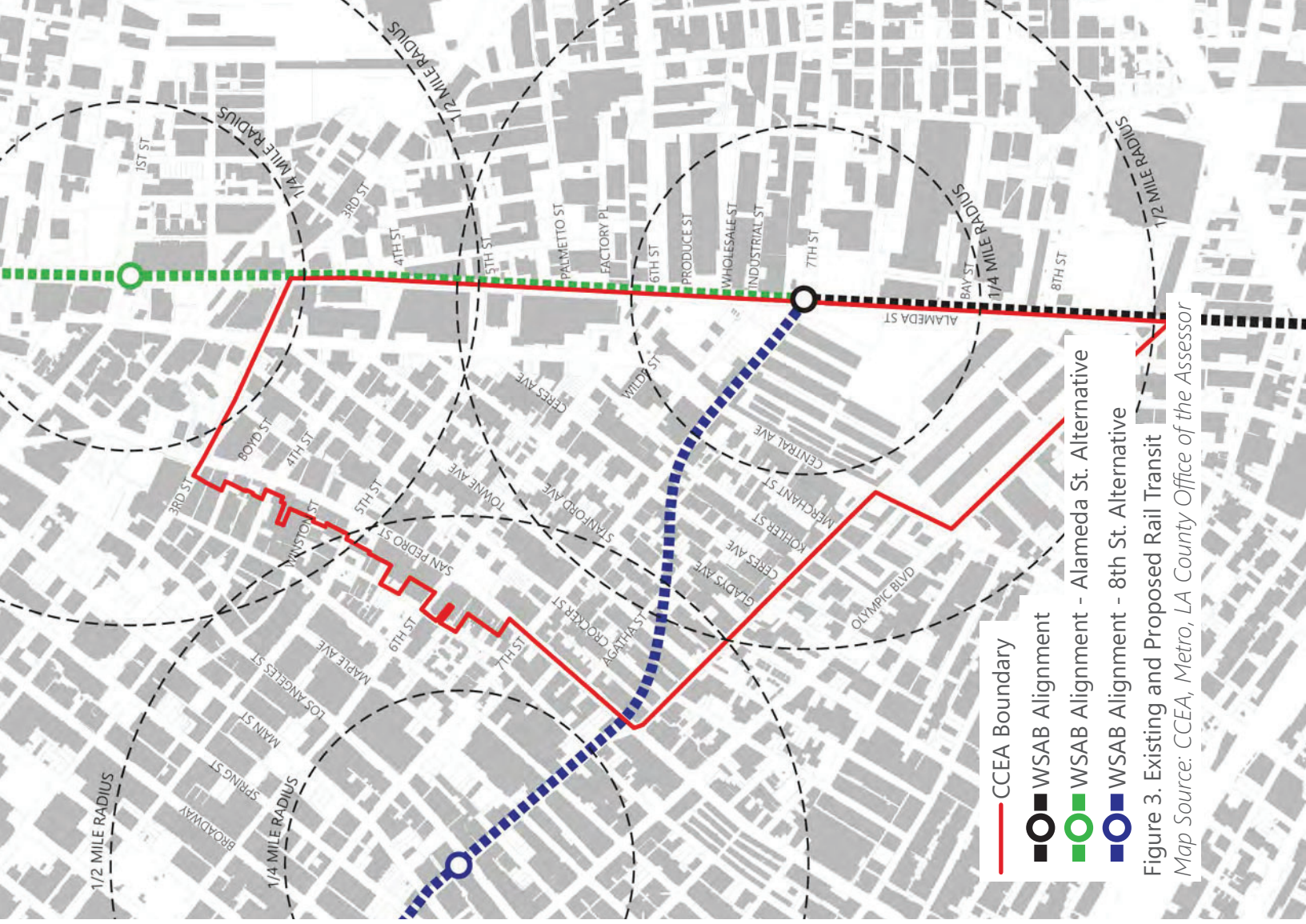


Principle 8: Anticipate and Allow Transit to Shape our Neighborhood

The eastside of Downtown Los Angeles is infamously transit poor. That is likely to change when the West Santa Ana Branch (WSAB) light rail corridor is built along the Alameda corridor. Regardless of the alignment option finally selected, there will be a new station at 7th and Alameda. There is already a station at 1st and Alameda (serving the Regional Connector). The 10-minute walk sheds of both station locations provide access to the eastern areas of our neighborhood.

Transit networks shape cities, but they need supportive land use policies to be effective. We urge you to plan for smart growth in transit-adjacent areas of Central City East by allowing for the clustering of jobs and homes.

Increased densities for both commercial and residential in transit-accessible parcels helps support the transit system with increased ridership, while simultaneously making land-use more efficient and less reliant on automobile access.



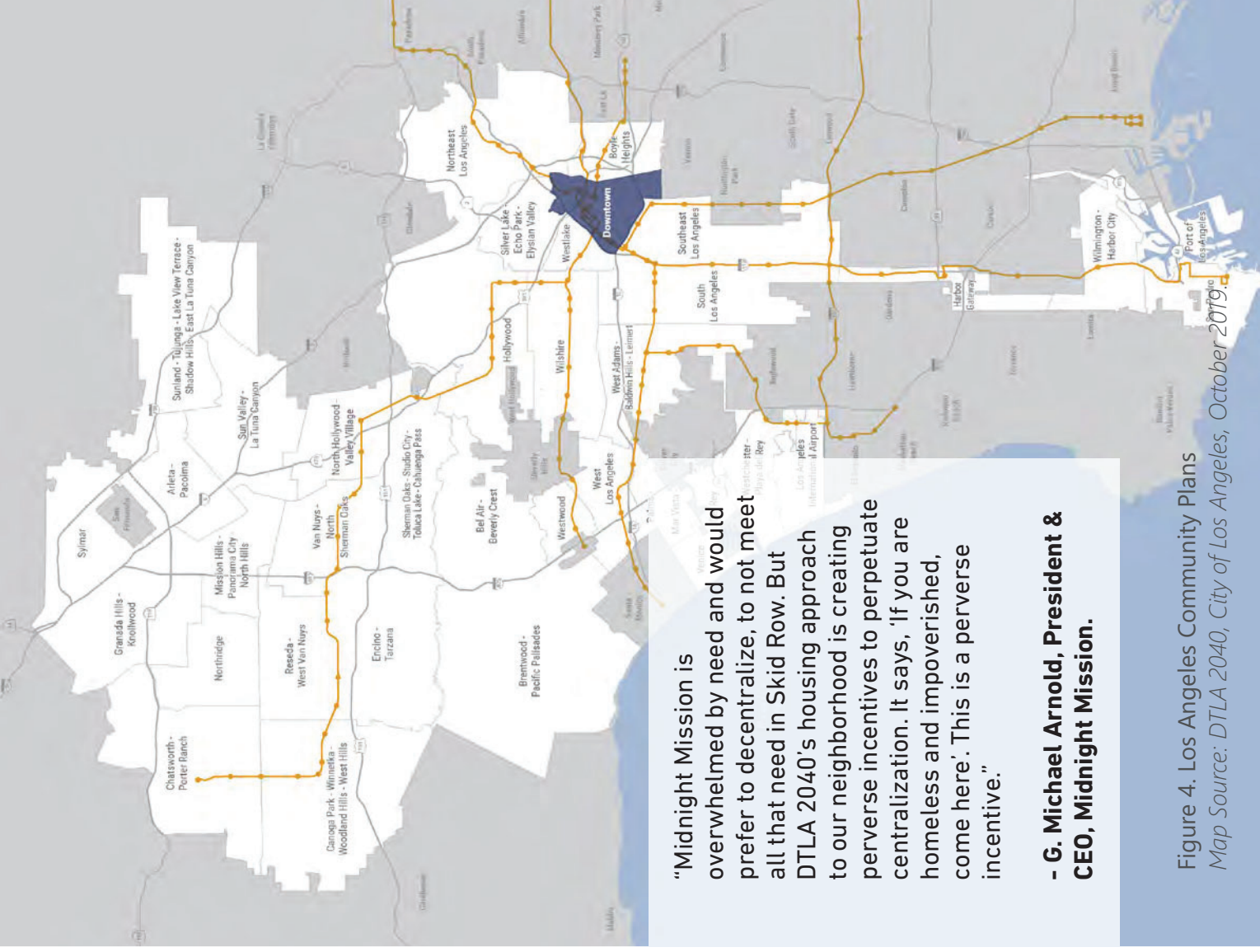
Principle 9: Do not Compartmentalize Community Plans

Los Angeles is one city with 35 Community Plans. The daunting logistics of a single citywide land use plan update explains the need for multiple Community Plans. However, deference to logistical challenges has unfortunately shaped our planning approaches.

Community Plans do not exist in isolation. They push, pull, bump, and sway each other. Updating DTLA 2040 in isolation guarantees that the role that DTLA had been conceived to originally play will not be questioned.

But our entire position is predicated on the assumption that our neighborhood's citywide role and identity need to be questioned and rewritten. Not doing so has allowed Containment to persist for over 50 years, even decades after everyone acknowledged it was a failed policy.

Our suggestion, separate from the DTLA 2040 process, is to overlay on your regular community plan update schedule a periodic, say 15-year, strategic planning milestone where the city is looked at in its entirety. Community plan boundaries should not constrain citywide thinking that can help shape individual plan updates.



“Midnight Mission is overwhelmed by need and would prefer to decentralize, to not meet all that need in Skid Row. But DTLA 2040’s housing approach to our neighborhood is creating perverse incentives to perpetuate centralization. It says, ‘If you are homeless and impoverished, come here’. This is a perverse incentive.”

- G. Michael Arnold, President & CEO, Midnight Mission.

Figure 4. Los Angeles Community Plans
Map Source: DTLA 2040, City of Los Angeles, October 2019.



4

SUGGESTIONS AND RECOMMENDATIONS

What We Support in the draft version of DTLA 2040

CCEA and the social service leaders we spoke with understand and acknowledge the hard work required to update the Downtown Community Plans and a Citywide Zoning Code. It is no small feat. We applaud City staff and leadership for using DTLA 2040 to make headway on issues of sustainability, equity, and inclusivity. As the plan continues to be refined in the coming months, CCEA would like to recognize and support the following plan elements and ask that they not be diluted or eliminated.

1. Expanded footprint of where housing is permitted in Downtown.

The draft DTLA 2040 plan shows a much larger area of Downtown where residential uses would be allowed. This approach is consistent with our principle of housing abundance and we strongly support it. Obviously, we hope this approach is applied not just to Downtown but expands to the city's 34 other community plans as well.

2. Elimination of parking minimums.

Onerous parking minimums have long burdened residential projects by adding cost and reducing

usable density. They have throttled housing production and made the development of scores of, otherwise reasonable, housing projects infeasible. We support the proposed elimination of parking minimums and can clearly envision the improved built form and public realm that will become the new norm in Downtown.

3. Recognition and formalization of traditionally industrial districts as complete neighborhoods.

While about half of Downtown is currently zoned industrial, there are large swaths of these "industrial districts" that have moved beyond their underlying land use. While we think you can go further (as you will see on the following pages), we do recognize and generally support your approach in transitioning "industrial districts" to complete mixed-activity neighborhoods.

4. Expansion of the XC1 Use District onto parcels south of Little Tokyo.

Related to #3 above, we would like to call out your planning approach between 4th and 5th Streets in our district. It formalizes a mixed-use trend that has long supplanted the underlying industrial zoning designation. Again, we think the approach can expand geographically, but acknowledge that this is a good start.

What We Do Not Support in the draft version of DTLA 2040

The suggestions that follow pertain to approaches in your current draft plan that we do not support. It is our goal to provide constructive feedback and we have therefore marked up your plans with specific guidance on how we think they should be revised to better align with the aspirations and ideas of our non-profit partners (as outlined via the principles in the previous section). Please note that we attempted to mimic, to the best of our understanding, your draft plan's color codes. But please refer to the annotations to best understand our suggested revisions.

Additionally, to support your ongoing plan revisions, we have assembled a set of tests that we believe will help us (and you) evaluate whether planning approaches for our neighborhood are consistent with CCEA stakeholder input. A plan that we will support should have a clear "no" as the appropriate response to each of the following questions:

1. *Does the plan reinforce Containment? Specifically, does the plan segregate by income?*
2. *Does the plan disallow Central City East from becoming a mixed-income, multi-generational neighborhood akin to others in the city?*
3. *Does the plan single out CCE with a unique planning approach not applied anywhere else in the city?*



“We need this to be a balanced community, with residents of all levels of income. This will make us smarter, more wholesome, and more compassionate. We need to be lifting aspirations, creating the conditions for people to rebuild their lives.”

- Orlando Ward,
Executive Director of External Affairs,
Volunteers of America Los Angeles

Housing Approach

The annotated plans on the facing page provides specific ideas on how we suggest you revise DTLA 2040's housing policy. The underlying intention of these suggestions have a singular focus: that our neighborhood become a mixed-income neighborhood. We want to stress that the plan's housing approach ranks as the highest priority for our stakeholders and emerges from our consensus opinion that Containment must be actively dismantled. However, the current draft plan seems to be reinforcing it (in spite of City Council's 2016 motion that rejected Containment).

HOUSING TYPES (PER OCT. 2019 DTLA 2040 DRAFT)

- Allows all housing types.
- Allows all housing types. *Previously only allowed live/work housing, with commercial or light industrial job-generating uses.*
- Allows for live/work housing, with commercial or light industrial job-generating uses.
- Allows housing only for Deeply Low, Extremely Low, Very Low, Low, & Moderate Income households, in addition to supportive housing uses. Market rate housing is not allowed.
- Allow for live/work housing only through reuse of existing buildings, with commercial or light industrial job-generating uses.

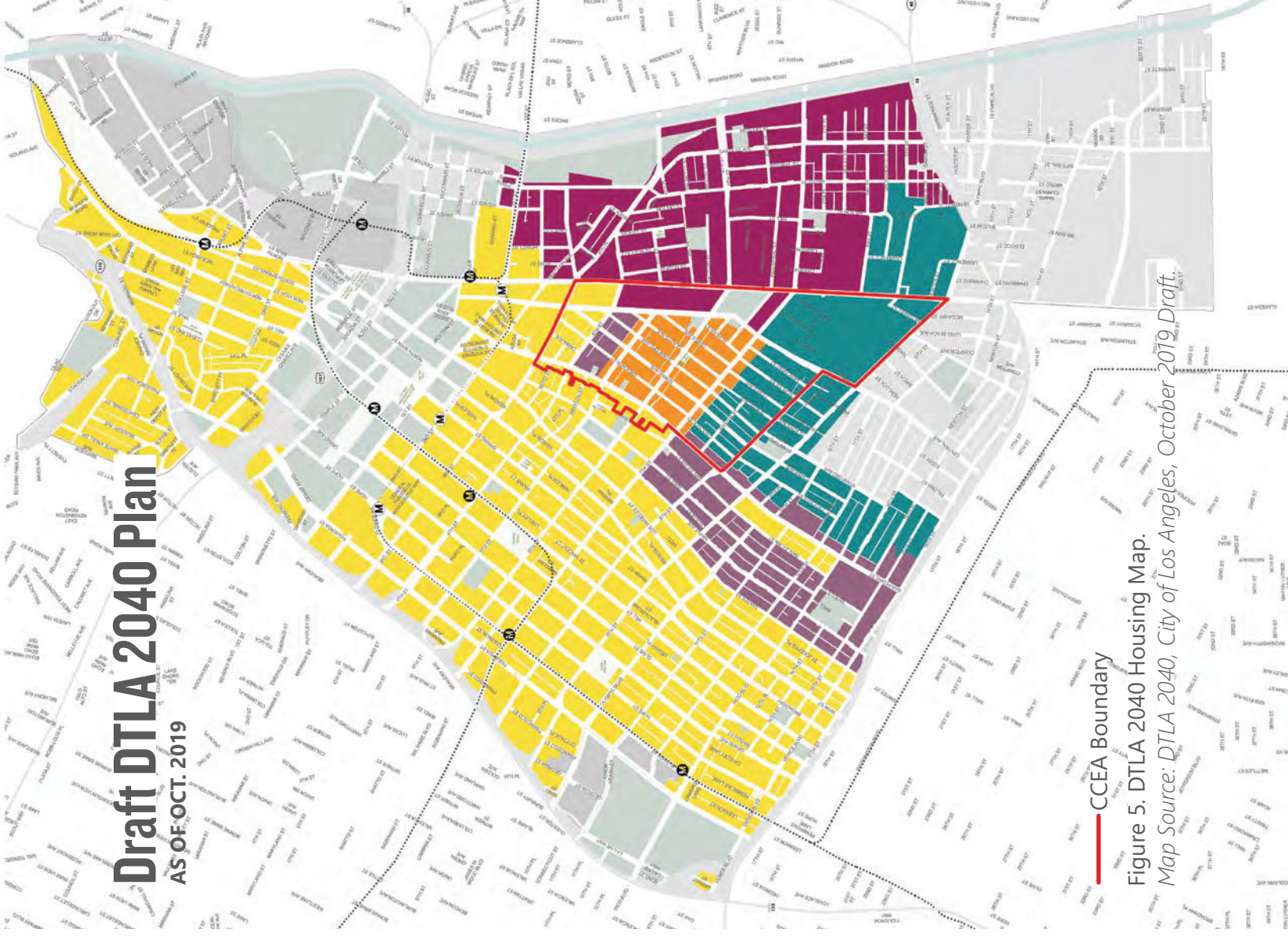


Figure 5. DTLA 2040 Housing Map.
Map Source: DTLA 2040, City of Los Angeles, October 2019 Draft.

Our Response

- A** **ALLOW ALL HOUSING TYPES SOUTH OF LITTLE TOKYO BETWEEN 4TH AND 5TH STREETS.** The August 2020 draft partially addressed this suggestion. We recommend to go further and allow all types of housing.
- B** **ALLOW THE CORE OF CCE TO BECOME A MIXED-INCOME NEIGHBORHOOD.** Allow for all housing types for all levels of income, from affordable to market-rate.
- C** **TREAT BOTH SIDES OF CENTRAL AVE EQUALLY.** Development on both sides of the street should be consistent in use, look, and feel. Like San Pedro St., Central Ave. is a major Downtown corridor and should have matching scale and intensity on its east and west edges.
- D** **CLUSTER JOBS AND HOMES WITHIN 1/4 AND 1/2 MILE OF TRANSIT STATIONS.** Allow for all housing types on parcels closest to the proposed WSAB station at 7th St. / Alameda St.



Figure 6. CCEA Proposal for DTLA 2040 Housing Map.
Map Source: CCEA and DTLA 2040, City of Los Angeles, October 2019 Draft.

Use Approach

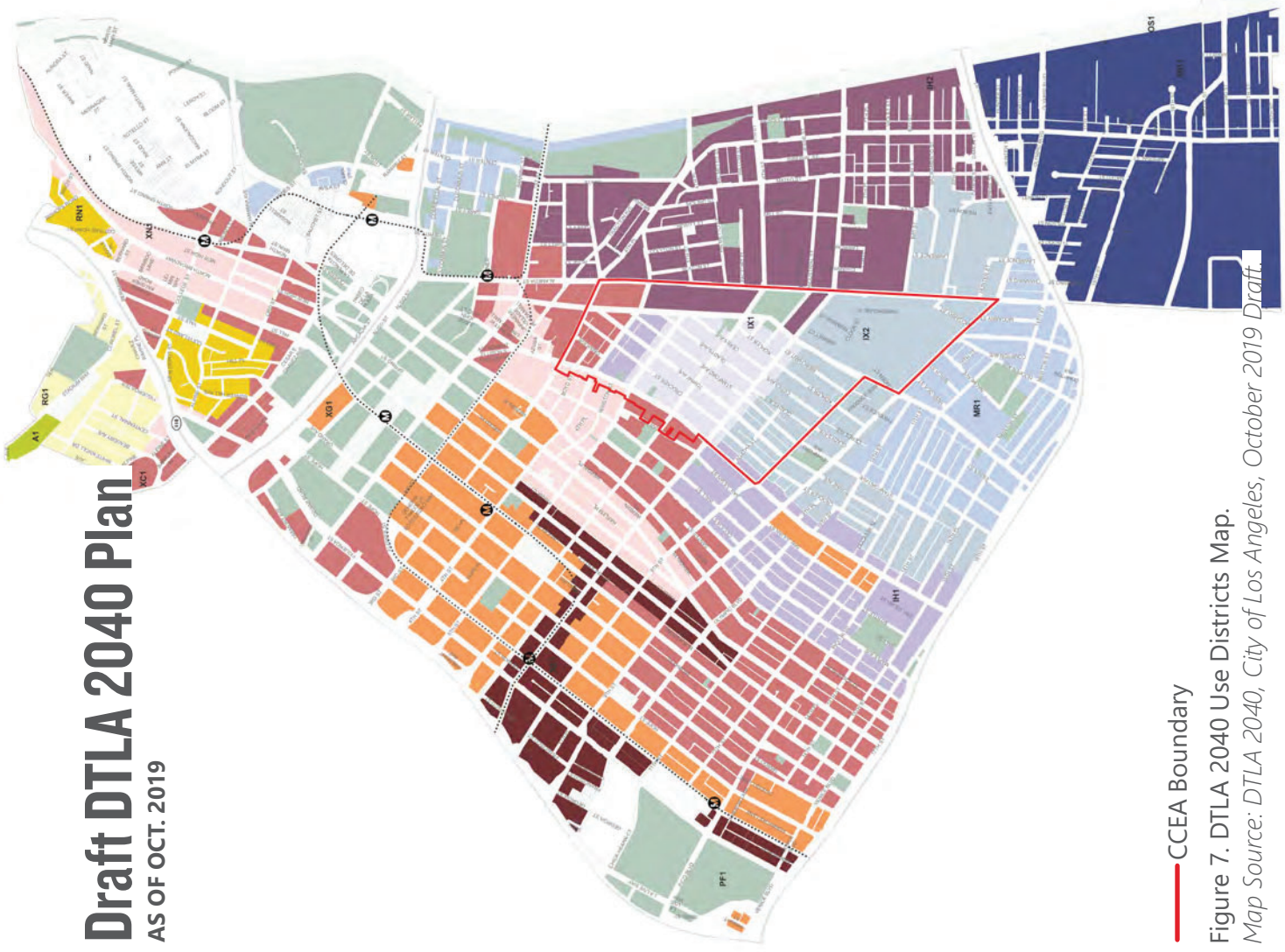
The overall intention of our suggested revisions to the draft land use plan are to allow our neighborhood to retain its industrial-residential identity. The plan should not preclude future industrial and commercial uses from being developed and should allow for future housing (of all types and all incomes). This approach appears to align with the recent updates to the Fashion District's approach. Additionally, we are suggesting that the plan anticipate transit along Alameda and introduce transit-supportive uses and densities within the 5-minute walk of station locations.

USE DISTRICTS (PER OCT. 2019 DTLA 2040 DRAFT)

RESIDENTIAL:	INDUSTRIAL MIXED-USE:
RG1	IX1
RN1	IX2
	IH1
	IH2
COMMERCIAL MIXED-USE:	INDUSTRIAL:
XN1	MR1
XC1	MH1
XG1	
XE1	
OPEN SPACE:	AGRICULTURE:
OS1	A1
PUBLIC FACILITIES:	SPECIFIC PLAN:
PF1	--

Draft DTLA 2040 Plan

AS OF OCT. 2019



— CCEA Boundary

Figure 7. DTLA 2040 Use Districts Map.
Map Source: DTLA 2040, City of Los Angeles, October 2019 Draft.

Our Response

- A** **ALLOW THE CORE OF CCE TO TRANSITION MORE INTO 'COMPLETE NEIGHBORHOOD.'** Allow for the introduction of amenities, services, and mix of residents that other complete neighborhoods naturally attract and expect. Do not preclude future industrial, commercial, and all kinds of residential uses.
- B** **TREAT BOTH SIDES OF CENTRAL AVE EQUALLY.** Development on both sides of the street should be consistent in use, look, and feel. Like San Pedro St., Central Ave. is a major Downtown corridor and should have matching scale and intensity on its east and west edges.
- C** **CLUSTER JOBS AND HOMES WITHIN 1/4 AND 1/2 MILE OF TRANSIT STATIONS.** Allow for all housing types on parcels closest to the proposed WSAB station at 7th St. / Alameda St.

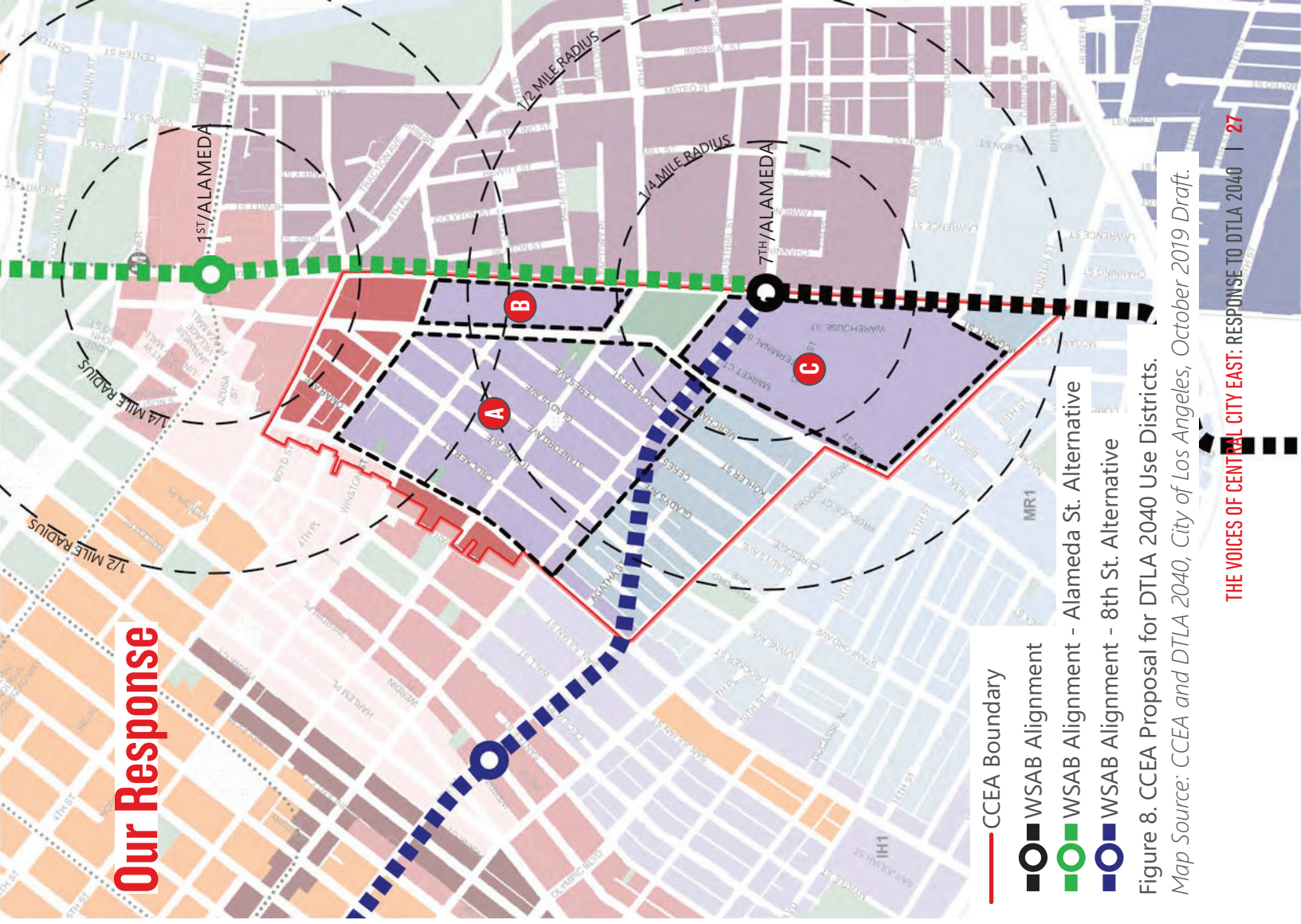


Figure 8. CCEA Proposal for DTLA 2040 Use Districts.

Map Source: CCEA and DTLA 2040, City of Los Angeles, October 2019 Draft.

Form Approach

The intentions underlying the suggested revisions to the DTLA 2040's form approach address the corridors of the district. San Pedro is a major north-south corridor for the eastern half of Downtown and should be allowed the height and scale of other significant Downtown corridors that provide a sense of arrival into Downtown. Additionally, we recommend that Central Avenue have uniform use and form approaches on both sides of the street. Finally, 7th Street is Downtown's primary east-west corridor and our suggestion is that it continue to have the most flexible and dense built form for the entirety of its traversal from the 7th/Metro Station to the Arts District.

FORM DISTRICTS (PER OCT. 2019 DTLA 2040 DRAFT)

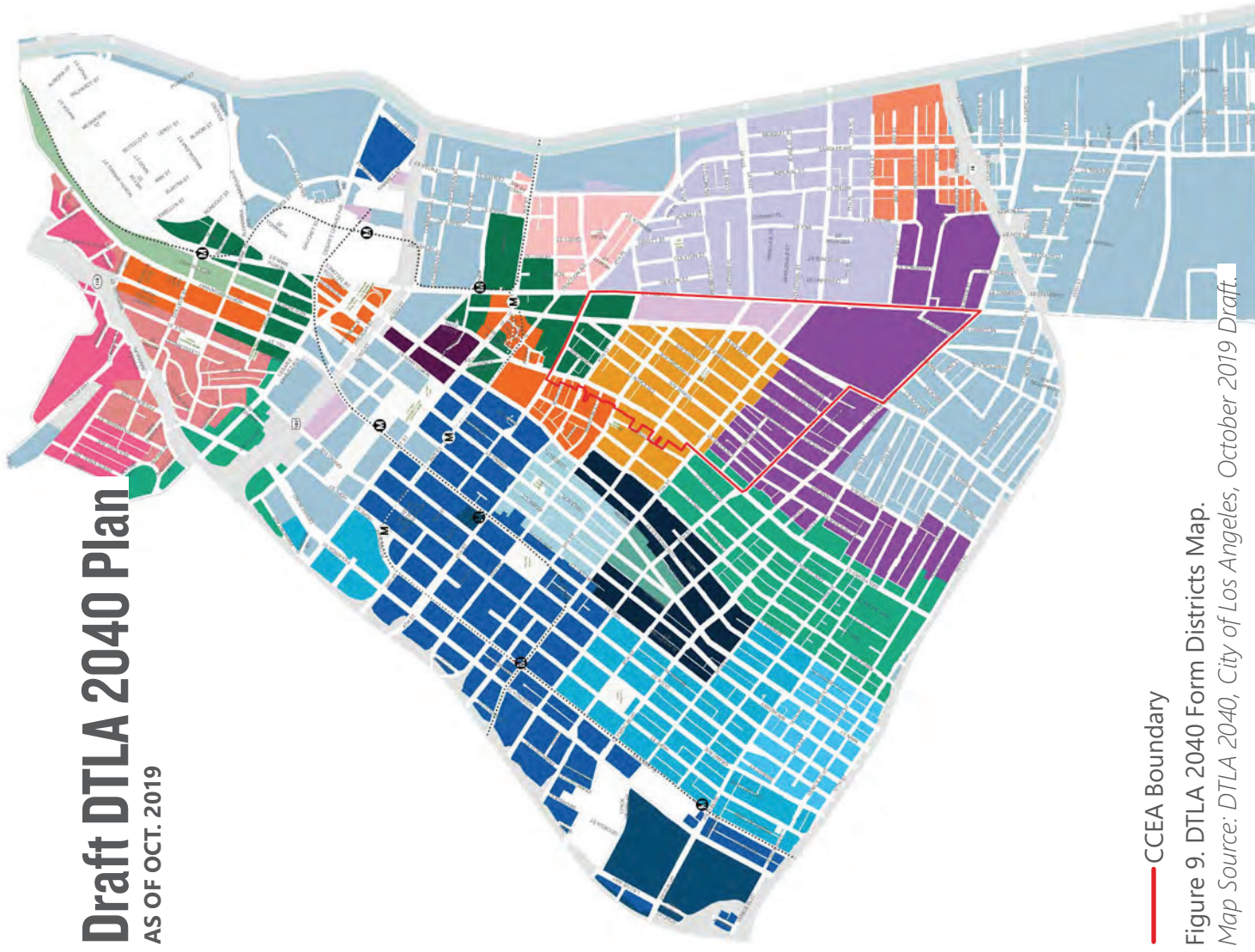
LOW: > 1.5-4.0 FAR	MEDIUM: > 4.0-6.0 FAR	MEDIUM PLUS: > 6.0-8.5 FAR	HIGH: > 8.5-13.0 FAR
LUF1	MLN1	PLM1	HUB1
LLN1	MLM1	PLM2	HUB2
LLM1	MLM2	PLM3	HUB3
LLM2	MUB1	PUM1	HUB4
	MUB2	PUM2	HUM1
	MUM1		
	MUF1		

OTHER:

Specific Plan

Draft DTLA 2040 Plan

AS OF OCT. 2019



— CCEA Boundary

Figure 9. DTLA 2040 Form Districts Map.

Map Source: DTLA 2040, City of Los Angeles, October 2019 Draft.

Our Response

- A** **TREAT SAN PEDRO LIKE THE MAJOR DOWNTOWN CORRIDOR IT IS.** As a gateway to Little Tokyo and the Civic Center, San Pedro should stand out as a significant Downtown corridor. The form and intensity of its edges should promote its importance as the key corridor in the eastern half of Downtown.
- B** **INCREASE FAR.** To allow for the introduction of amenities, services, and mix of residents of a more complete neighborhood, increase the allowable FAR for the core of CCE.
- C** **TREAT BOTH SIDES OF CENTRAL AVE EQUALLY.** Development on both sides of the street should be consistent in use, look, and feel. Like San Pedro St., Central Ave. is a major Downtown corridor and should have matching scale and intensity on its east and west edges.
- D** **TREAT 7TH STREET AS A TRANSIT CORRIDOR.** Like 7th St. near the 7th/Metro station, allow for greater FAR within a 1/4 and 1/2 mile radius of the proposed WSAB station at 7th St. & Alameda Ave., similar to the building intensity at ROW DTLA.

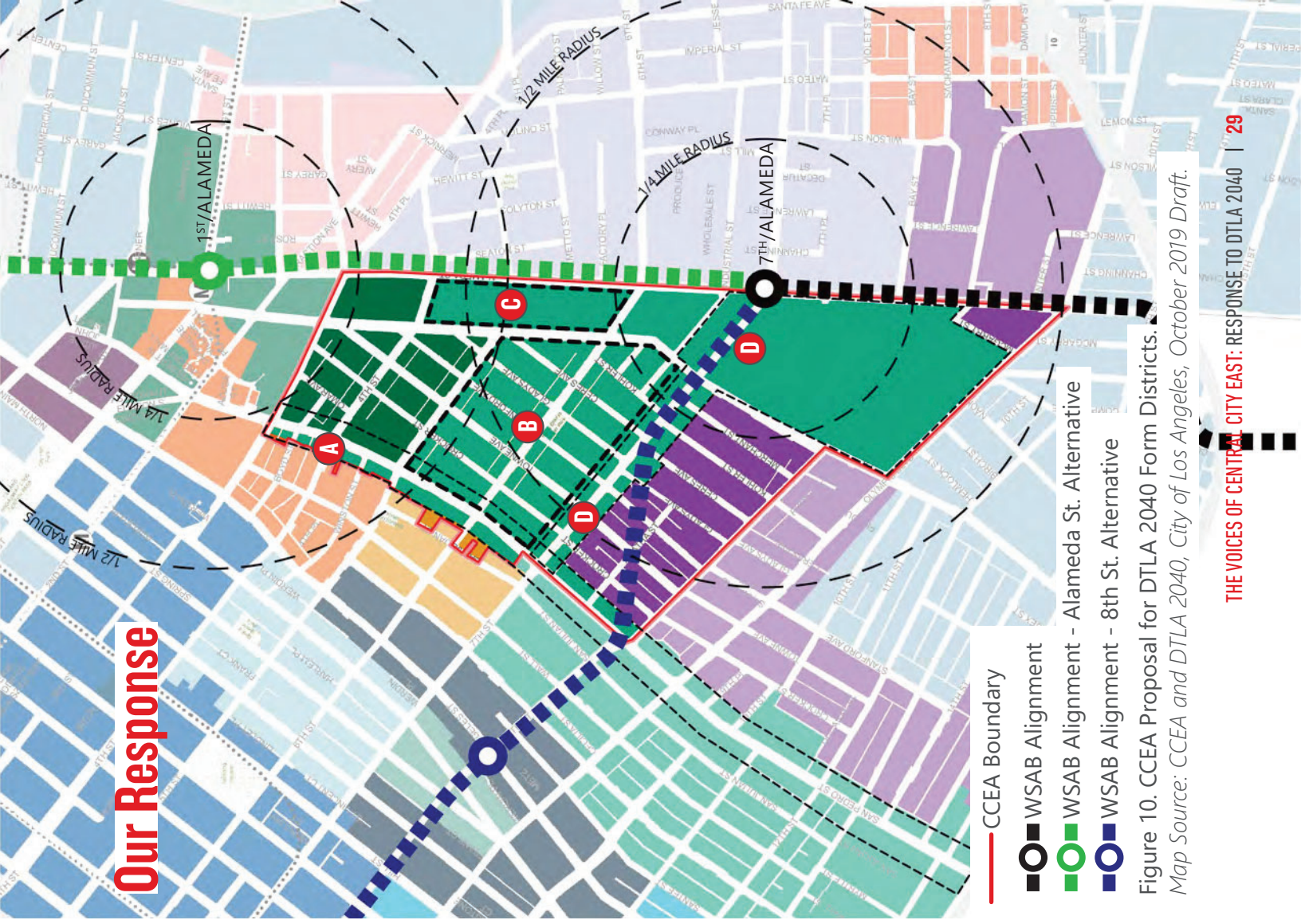


Figure 10. CCEA Proposal for DTLA 2040 Form Districts.

Map Source: CCEA and DTLA 2040, City of Los Angeles, October 2019 Draft.

5

SHAPING OUR OWN FUTURE

In closing, we again thank you for engaging us and soliciting our input. We hope this document provides both clarity and direction to your efforts. We would like to re-emphasize that there remains a wide gap between what we think the future of our neighborhood is compared to what DTLA 2040 is proposing.

We do not want to be singled out with policies that are nonstarters everywhere else in the city. We are a neighborhood that serves and supports the underserved and we will always be so. But we do not want to be the one neighborhood that every other neighborhood expects to carry this responsibility at this intensity.

The most notable departure in our respective approaches has to do with the 15 blocks that make up the heart of our district. Defining our community by income, in our minds, constitutes 'Containment 2.0' and makes permanent the structural imbalances that have shaped our neighborhood. We believe that this approach is misguided and goes against planning best practices.

We want to be a mixed-income neighborhood with market-rate housing that supplements and does not supplant, because that will ensure our underserved residents have better access to amenities and public services. We will protect and expand our supply of affordable housing, already the most stable of its kind anywhere in the city. Because our non-profits control nearly all our housing supply, we will disallow any effort that displaces our residents. We want a public realm and outdoor experience that provides shade, safety, and comfort to our residents and workers.

We have spoken and argued for decades against Containment and view DTLA 2040 as the means to finally dismantle it. This is a generational opportunity. We urge you to make use of it.

We want, with your support, to pursue sound and norm-breaking policies that allow us to chart an inclusive and balanced future, while continuing to serve the most vulnerable.

So if not defined by Containment, what do we want our neighborhood to be?

We are an industrial-residential neighborhood. We want to remain one. We do not want to be a neighborhood of intentional, permanent poverty.

Endnotes:

1. Los Angeles Area Chamber of Commerce. "History of Downtown Los Angeles Skid Row." http://www.lachamber.com/clientuploads/LUCH_committee/102208_History_of_Skid_Row.pdf
2. KCET. "Lost Train Depots of Los Angeles History." <https://www.kcet.org/shows/lost-laj/lost-train-depots-of-los-angeles>
3. UCLA Luskin Social Welfare Department. "An Oral History of Skid Row - Full Segment." <https://youtu.be/acSuHsL8W6w>
4. Los Angeles Area Chamber of Commerce. "History of Downtown Los Angeles Skid Row." http://www.lachamber.com/clientuploads/LUCH_committee/102208_History_of_Skid_Row.pdf
5. UCLA Luskin Social Welfare Department. "An Oral History of Skid Row - Full Segment." <https://youtu.be/acSuHsL8W6w>
6. 99 Percent Invisible. Episode 279. "The Containment Plan." <https://99percentinvisible.org/episode/the-containment-plan/>
7. Los Angeles Area Chamber of Commerce. "History of Downtown Los Angeles Skid Row." http://www.lachamber.com/clientuploads/LUCH_committee/102208_History_of_Skid_Row.pdf
8. Los Angeles Department of City Planning. DTLA 2040. Draft Community Plan Text. August 2020. https://planning.lacity.org/odocument/577e7045-8159-41ce-b85b-975df5d6c376/Downtown_Community_Plan_Text_Summer_2020.pdf

References:

- Los Angeles Department of City Planning. DTLA 2040. Draft Downtown Community Plan Text. August 2020.
- Los Angeles Department of City Planning. DTLA 2040. Draft Zoning Map (Interactive), August 2020.
- Los Angeles Department of City Planning. DTLA 2040. Preliminary Draft of the new Zoning Code. May 29, 2020.
- Los Angeles Department of City Planning. DTLA 2040. Summary of plan policy and zoning updates made since October 2019. August 2020.
- Los Angeles Department of City Planning. DTLA 2040. 4. Housing Orientation. October 2019.
- Los Angeles Department of City Planning. DTLA 2040. 9. Form Frontage Use Overlay. October 2019.





PREPARED FOR THE CENTRAL CITY EAST ASSOCIATION
BY **DUDEK**



October 27, 2020

Vince Bertoni
Director of Planning
City of Los Angeles
Los Angeles City Hall
200 N. Spring Street, Suite 525
Los Angeles, CA 90012

Re: DTLA 2040

Dear Vince,

In January I met with you and your staff to discuss DTLA2040, your department's ongoing effort to update the Downtown Community Plans. We reviewed the planning approaches embedded in the draft plan and I provided input from the perspective of Central City East Association (CCEA) and its stakeholders. I want to thank you again for that opportunity to engage you and your staff.

Since then, CCEA and our consultant firm Dudek have reached out to nine non-profit institutions within our District to understand and document their impressions of the draft DTLA2040 plan. We have assembled their input for your review and use in the attached document, "Voices of Central City East."

While this document serves as a response to DTLA2040's planning approach, it deliberately goes beyond. We intend that it serve as the platform for all future discussions regarding the citywide role and identity that has been assigned to our District

In "Voices," you will read that DTLA 2040's blanket application of income-determined housing policy in Central City East ranks as our highest priority. While the intention is to expand housing affordability – a position we wholeheartedly support – the outcome is essentially segregation by income and a continuation of the 1970's policy of containment. It is our consensus opinion that containment must be actively reversed. Unfortunately, the current draft plan reinforces it.

To underscore our position, we have strived to provide you with a broad spectrum of voices that represent non-profit service providers and affordable housing developers in our District. We encourage you to consider their direct experiences providing services in CCE and Skid Row, and the challenges they face in fulfilling their missions.

This report is our official response to the Draft Plan for the current comment period. I have urged our stakeholders to provide independent comments on their own, as well.

Please reach out to me if you have any questions or comments regarding our report.

Sincerely,

A handwritten signature in black ink that reads "Estela Lopez". The script is fluid and cursive, with the first letters of each name being capitalized and prominent.

Estela Lopez
Executive Director

CC: Shana Bonstin, Craig Weber, Brittany Arceneaux

THE VOICES OF CENTRAL CITY EAST

IDEAS & IDEALS FOR OUR NEIGHBORHOOD

A response to the Los Angeles Department of City Planning's DTLA 2040 draft plans by the Central City East Association – informed by conversations with non-profit organizations and service providers in Central City East.



OCTOBER 16, 2020



CCEA Boundary
Image Source: Google Earth.

ACKNOWLEDGMENTS



The Central City East Association (CCEA) is a 501(c)(6) not-for-profit business corporation. It is the principal advocate for property owners, businesses, service providers, employees, and residents on 46 blocks of Downtown Los Angeles, spanning the area from San Pedro Street to Alameda Street, and 3rd Street to 8th Street/Olympic Blvd. Since 1998, CCEA has also administered the Downtown Industrial Business Improvement District.

The Central City East Association thanks the following stakeholders for their participation and input.



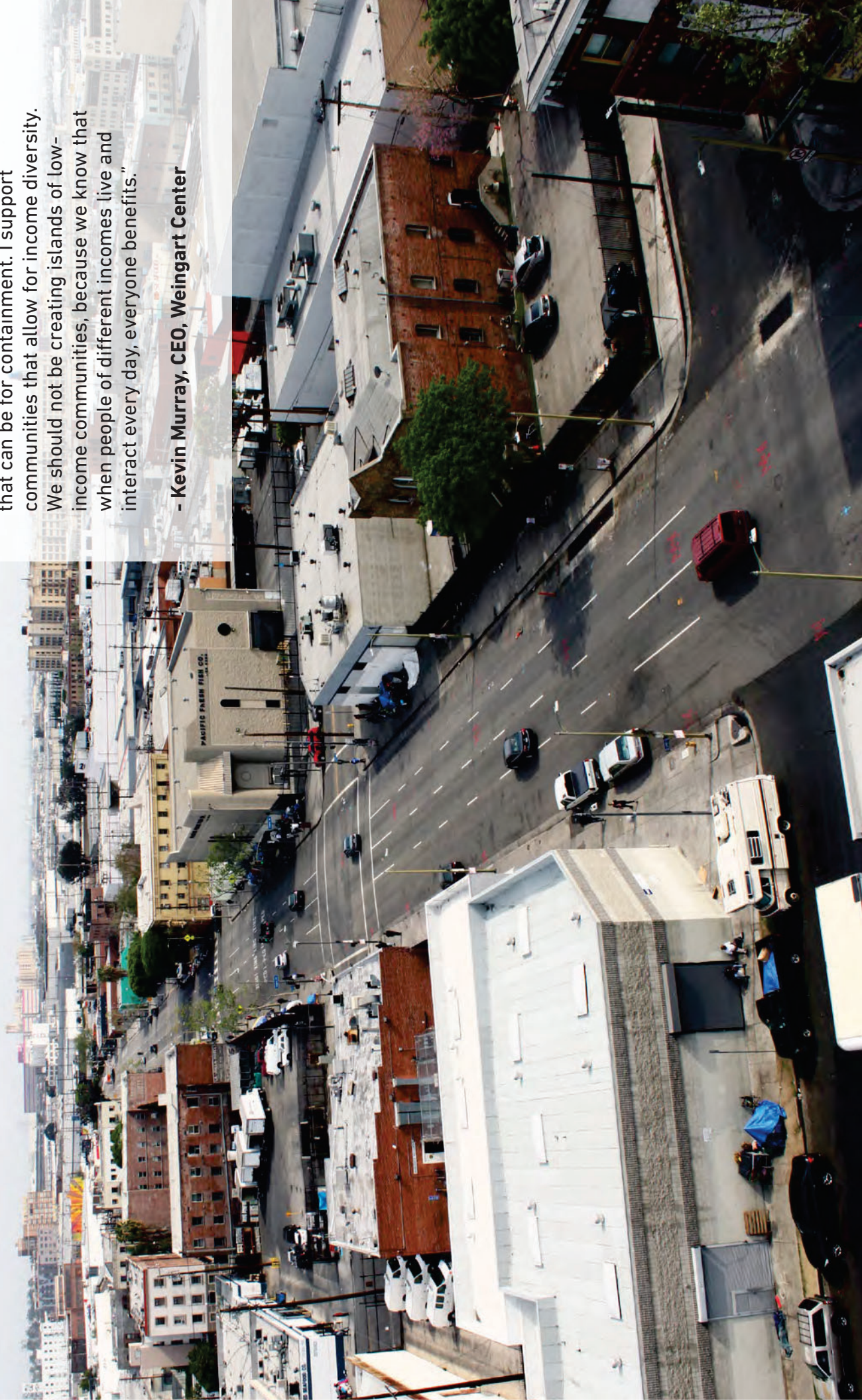
All photographs and graphics were provided by CCEA or Dudek unless otherwise noted.

For more information, contact:

Estela Lopez, Executive Director, Central City East Association
725 Crocker Street, Los Angeles, CA 90021
elopez@centralcityeast.org

“Our mission is to build housing for very low-income individuals, and any plan that disallows us to do so will not have our support. But having said that, there is nobody that can be for containment. I support communities that allow for income diversity. We should not be creating islands of low-income communities, because we know that when people of different incomes live and interact every day, everyone benefits.”

- Kevin Murray, CEO, Weingart Center



EXECUTIVE SUMMARY

The Central City East Association (CCEA) represents the stakeholders of a 46-block industrial district in the heart of Downtown Los Angeles. Since 2015, CCEA has engaged the Los Angeles Department of City Planning in providing input to the ongoing DTLA 2040 Community Plan Update. Via this document CCEA is responding to the latest DTLA 2040 draft plan circulated in August 2020.

The ideas and principles included here have been informed by a coalition of nine non-profit institutions operating in Central City East. Their perspective, we believe, will provide you guidance in planning for the future of our neighborhood. However, our input is not limited to Central City East nor so to DTLA. The planning challenges that intersect here are a manifestation of citywide policy. We are therefore deliberately weighing in on citywide issues – specifically the City's uneven housing policy, which has subjected neighborhoods like ours to a host of planning oddities and follies.

We want to stress that DTLA 2040's housing policy toward Central City East ranks as our highest priority. The draft plan's current approach to the 15 blocks that make up the heart of our neighborhood (between San Pedro and Central, and between 5th and 7th) allows future residential development but would limit future residents based on income.

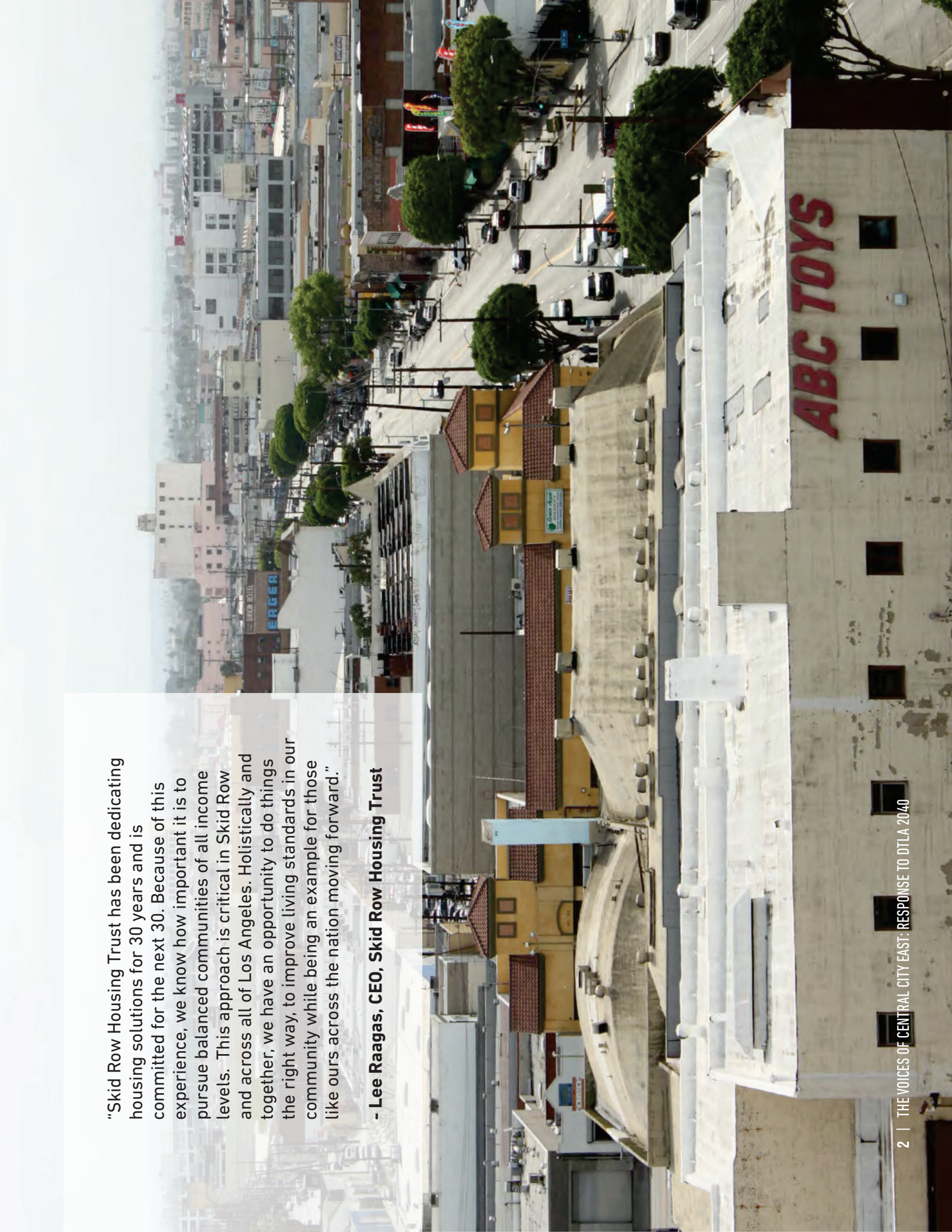
While the intention is to expand housing affordability – a position we wholeheartedly

support, the outcome is essentially segregation by income and a continuation of the City's failed policy of Containment. It is our consensus opinion that Containment must be actively reversed. The current draft plan reinforces it.

Our overarching goal for Central City East is that it retain and strengthen its industrial-residential identity. DTLA 2040 should not preclude future industrial and commercial uses and should allow for housing of all types and all incomes. The latter is important in setting us on a path away from intentional, permanent poverty. Given the nature of our affordable housing stock we know that the threat of displacement does not hover over our residents. Additionally, we are suggesting that the plan anticipate transit along Alameda Street and introduce transit-supportive uses and densities within the 5-minute walk of station locations.

We support many suggested elements of the draft plan. Specifically, we are in favor of the Downtown-wide expansion of housing, the elimination of parking minimums, and the formalization of traditionally industrial districts as complete neighborhoods.

We thank you for the opportunity to provide input and encourage you to pursue policies that actively reverse past actions and help us become a complete neighborhood.

An aerial photograph of a city street, likely in Los Angeles, showing a mix of commercial and residential buildings. A semi-transparent white text box is overlaid on the left side of the image. The text inside the box is centered and reads: "Skid Row Housing Trust has been dedicating housing solutions for 30 years and is committed for the next 30. Because of this experience, we know how important it is to pursue balanced communities of all income levels. This approach is critical in Skid Row and across all of Los Angeles. Holistically and together, we have an opportunity to do things the right way, to improve living standards in our community while being an example for those like ours across the nation moving forward." Below the text box, the street continues with various buildings, including one with a red roof and another with a sign that says "ERGER". The street is lined with trees and has cars parked along the side. In the background, more city buildings and a hazy sky are visible.

“Skid Row Housing Trust has been dedicating housing solutions for 30 years and is committed for the next 30. Because of this experience, we know how important it is to pursue balanced communities of all income levels. This approach is critical in Skid Row and across all of Los Angeles. Holistically and together, we have an opportunity to do things the right way, to improve living standards in our community while being an example for those like ours across the nation moving forward.”

- Lee Raagas, CEO, Skid Row Housing Trust

2

PARTNERING FOR A BETTER FUTURE

Since 1985, the Central City East Association (CCEA) has represented and served the businesses, residents, workers, property owners, and service providers of a 46-block industrial district in the heart of Downtown Los Angeles. Our neighborhood is adjacent to and overlaps Skid Row, known to the rest of the city and the world as “the nation’s largest cluster of homelessness”.

Our identity, to us, is different. We live and work here. Some members of CCEA produce things, sell goods, and store merchandise. Others provide health and educational services. Yet others endeavor every day to bring our unsheltered neighbors off the street and make our city a better, more compassionate version of itself. We know that no other neighborhood in this city is expected to play the role that has been assigned to ours.

But we do not shirk our role. We treasure our service providers. They are our community’s anchors and make us who we are. It has been this way for a century and will assuredly be so for another. However, we do worry about the uneven expectations the City places on its neighborhoods citywide. Some, like ours, play an outsized role in accommodating and supporting our impoverished and unsheltered community members. As you are

well aware, most do not. We have ideas and we would like you to hear what we have to say.

City planning is an atypical policy arena for us to enter. But we know that we are all occupants of our physical environment. We are neighbors, workers, and residents. Our lived reality and understanding of our neighborhood shapes our work. How our neighborhood evolves and changes in the coming decades will influence our members’ missions and their ability to carry it out.

Via this document we are providing a vetted and considered set of suggestions for the future of our neighborhood and we thank you for the opportunity to do so. We are specifically responding to the Department of City Planning’s DTLA 2040 draft plan circulated in August 2020 (although some maps that we refer to were released in October 2019).

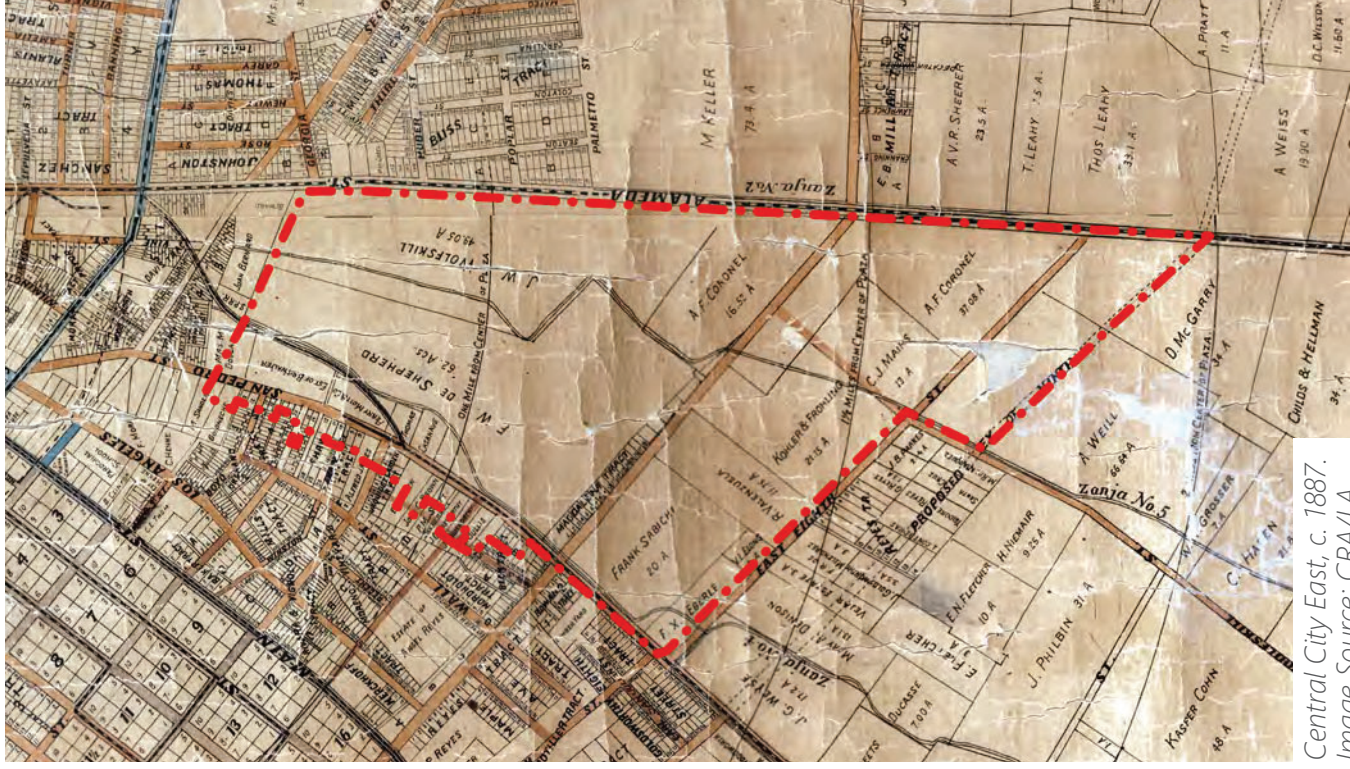
Our input is not limited to the geographic extents of Central City East (CCE) nor so to that of DTLA. The planning challenges that intersect in our district are a manifestation of citywide policy. We are therefore deliberately weighing in on regional and citywide issues.

The stakeholders who have contributed their voices to this document represent a coalition of long-standing service providers and non-profit institutions. For decades, this coalition has spearheaded the region's efforts to support our unsheltered community members. Their collective experience and knowledge, we hope, will provide you a thoughtful perspective in how you plan activities and uses in Central City East and how you define our neighborhood's role and identity.

We support your efforts and are hopeful that DTLA 2040 charts a new path toward a more equitable, compassionate, and livable vision for our city.

How did we get here?

Skid Row and Central City East of today are not an accidental occurrence or happenstance assemblage of activities. The district can trace twin threads to its origin story. First, it is a direct result of its location. It lay adjacent to the now-demolished Central Station, Los Angeles' port of arrival for thousands of transcontinental immigrants arriving by rail. Many were impoverished and down on their luck and made use of the scores of cheap hotels that cropped up to serve them. Some of these hotels still survive and now serve as the City's most stable and protected affordable housing stock. Second, in the 1970s, the city instituted a policy of Containment that emerged from an unlikely coalition of DOWNTOWN BOOSTERS, CITYWIDE NIMBYS, and affordable housing advocates. This policy sought to contain homeless services and homeless Angelenos in the Skid Row area to shield the rest of Downtown and the city from "the horror" of



Central City East, c. 1887.
Image Source: CRA/LA.

encountering their unsheltered neighbors on the streets.

Containment has done more to shape our district and its regional identity than any other policy. It is also, we believe, the single biggest planning folly of the City of Los Angeles. We explain and expand why in this document.

Central City East: A Compressed History

Pre-1900

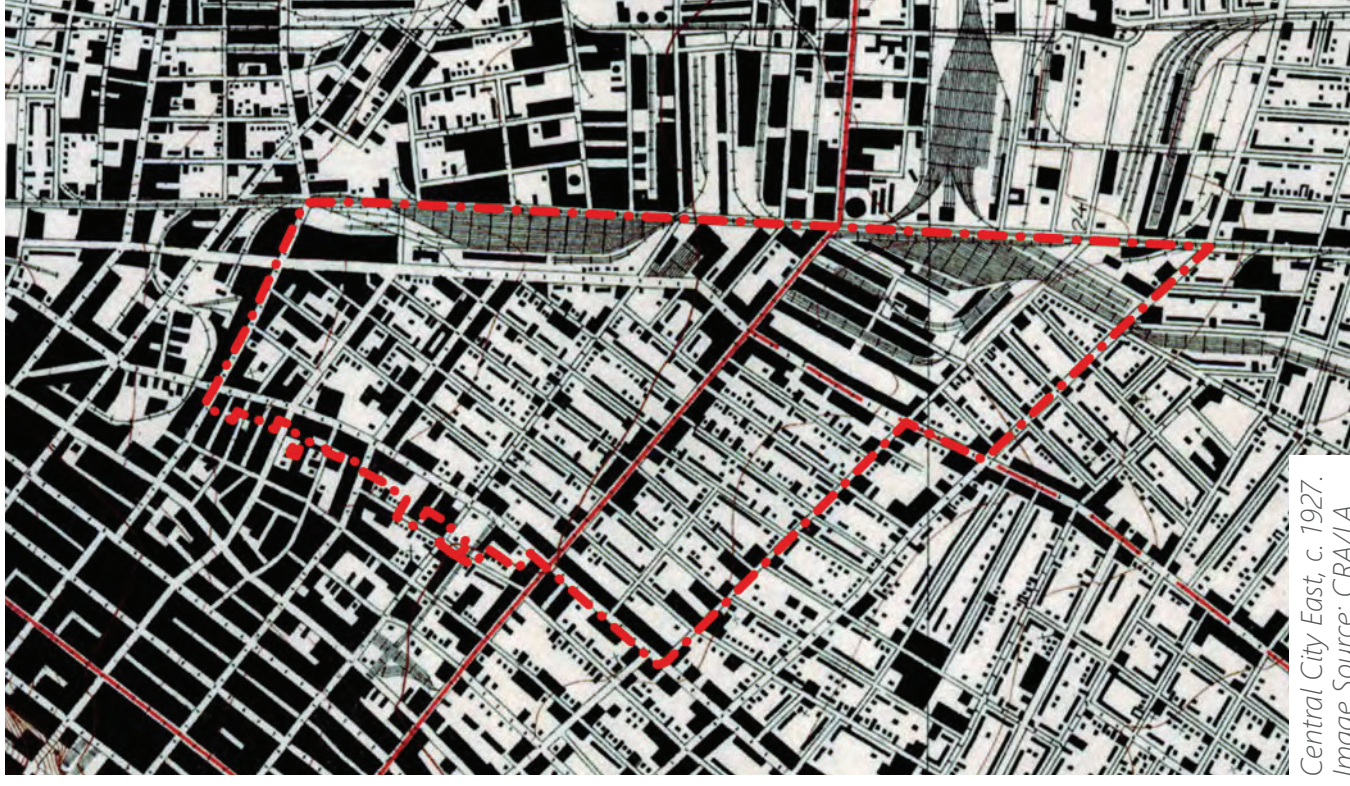
Prior to the 20th century, the areas east of San Pedro Avenue – the future location of our neighborhood – were largely undeveloped, consisting of agricultural fields, vineyards, and orchards.¹

1914

The opening of Southern Pacific Railroad's Central Station in 1914 was by far the most significant milestone in our neighborhood's growth². Located at 5th and Central, the station became the main port of arrival for thousands of transcontinental immigrants arriving by rail. To serve them, our neighborhood provided hotels, flophouses, brothels, saloons, missions, and soup kitchens³.

1921

The City of Los Angeles rezoned the eastern half of Downtown for industrial uses in 1921. As a result, much of the existing housing stock that had long existed in the district could now give way to new industrial activity.



Central City East, c. 1927.
Image Source: CRA/LA.

1920s to 1960s

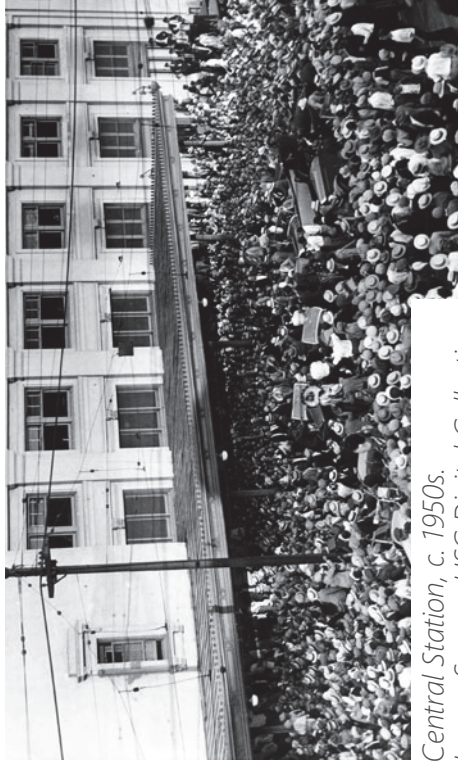
The Great Depression, the Dust Bowl, and the wars that followed (World War II, Korean War, and Vietnam War) forced the displacement and migration of many farmers, workers, war veterans, and transients in search of jobs and a better life in Los Angeles. Given the proximity of rail and the clustering of cheap housing and social services, many settled in the district⁴. Central Station was demolished in 1956, ending a chapter of our neighborhood's origin story.

1960s

Many hotels were falling into disrepair, forcing owners to either repair or demolish their properties to maintain compliance with the City's building and safety codes. Many opted for demolition, resulting in the loss of much of the district's housing stock and displacement of a significant portion of the population⁵.

1972 and 1976

In 1972, the City of Los Angeles and the Community Redevelopment Authority (CRA/LA) authored the Silver Book Plan – a 20-year vision of DTLA that called for the razing of Skid Row and its affordable housing stock. In response, in 1976, affordable housing activists put forth their own plan, the Blue Book, which aimed to save housing in Skid Row. A coalition of Downtown boosters, citywide NIMBYs, and affordable housing advocates settled on a compromise – the policy of Containment. It saved the neighborhood's housing stock, but also created a 50-block zone to contain the homeless⁶.



Central Station, c. 1950s.
Image Source: USC Digital Collection.



Wall Street. c. 1932.
Image Source: California Historical Society.



Volunteers of America, c. 1950.
Image Source: Los Angeles Public Library.

Post-1976

With Containment firmly in place as a guiding policy, CRA/LA formed the Single Room Occupancy (SRO) Housing Corporation to acquire and rehabilitate the hotels in the district. Service providers relocated within the Containment zone and expanded their services. Areas outside the zone were now shielded from their fellow Angelenos, who happened to not have a home to live in⁷. In 2016, Los Angeles City Council adopted a motion to formally reverse the policy of Containment, forty years after it established the framework for shaping our neighborhood.

Today, Central City East is an industrial-residential neighborhood, shaped by an odd intersection of compromises and policies. It is a dual-use district – accommodating either industrial activity or 100% affordable housing with no intervening uses to provide it the amenities that other neighborhoods attract (and are allowed by policy).

We are the city's largest cluster of seafood, produce, and flower businesses. We are also the city's largest cluster of homeless service providers, shelters, missions, and affordable housing stock. To be clear, we embrace this, all of it. But we also know that the City's existing – and proposed – policies are holding us back from becoming a more complete neighborhood.

We continue to build on past efforts

We want to acknowledge our years-long engagement with the Department of City Planning. We are in the sixth year and appreciate the numerous opportunities to provide input. In 2015,



Skid Row Highlighted in the *The Silver Book*, c. 1972.
Image Source: *Los Angeles Poverty Department*.

Pain, Poverty Along Skid Row

Redevelopment will proceed to deal with the Row where it is, recognizing both the physical place and the people who live there, attempting to improve those lives even while improving buildings.

The new plan also has an element of containment. “The most practical approach,” says the Citizens Advisory Committee report, “indicates action that will minimize the impact of Skid Row on the rest of downtown.”

In plainer terms, that suggests keeping the residents in their place. New services and amenities will be installed on the east side of the Row, away from the Central Business District and toward a more insulated community.

Los Angeles Times Article. December 19, 1977.
Image Source: *Los Angeles Times*.

CCEA volunteered to supplement the Department of City Planning's outreach efforts by engaging stakeholders in our neighborhood and assembling their input. Then and now, our goal has been to provide you with first-hand insights into the everyday issues and institutional knowledge of our stakeholders.

During our latest round of stakeholder outreach, conducted in the summer of 2020, we have strived to engage with the same non-profit partners as we did in 2015. Our intention has been to validate, confirm, and update the input previously received.

In this document you will read that our overarching position is to actively reverse the policy of Containment, which applied to no other neighborhood in the City but ours.

Containment has shaped our community, the daily lives of our residents and workers, and the operations of our non-profit partners in ways that none other have been. We are here to help you rethink it. Again, we thank you for all your work.

Central City East Association

Recommendations informed by conversations with our neighbors:

- Inner-City Arts
- Para Los Niños
- Skid Row Housing Trust
- SRO Housing Corporation
- The Midnight Mission
- The People Concern
- Union Rescue Mission
- Volunteers of America
- Weingart Center



Central City East, 2020.
Image Source: Google Earth.

3

PRINCIPLES FOR A BETTER DOWNTOWN, A BETTER CITY

Over the course of two months, in the summer of 2020, CCEA met individually with nine non-profit institutions in our neighborhood. The missions of these stakeholders vary. Some endeavor to bring our unsheltered neighbors off the street by providing temporary accommodation, developing permanent supportive housing, and offering mental health services. Others are involved in expanding education, art, and creative opportunities. Whether they have had a presence of 100 years or ten in the District, each is a pillar of our community. We believe their institutional memory and understanding of our neighborhood will serve as a valuable input as you continue refining the draft DTLA 2040 plan.

During these conversations, several themes emerged. We have organized these as our planning principles on the following pages to help you rethink and reshape the plan. As you review these, we would like to note that the single most significant issue that came up in our conversations was the current plan's housing approach to the 15 blocks that make up the heart of our district (between San Pedro and Central, and between 5th and 7th). Here, as you know, your August 2020 draft plan proposes a policy that would allow residential development but would limit future residents based on income.

Since providing you our input after the first outreach exercise in 2015, our stakeholders were hopeful that the City would use DTLA 2040 as the vehicle to undo the City's policy of Containment and allow Central City East to evolve into a neighborhood with a mix of uses, residents, incomes, and generations. Unfortunately, it appears to instead double down on Containment and proposes residential uses based solely on the principle that the neighborhood's only future role is to receive, house, and provide services for our most impoverished fellow citizens.

But we know Containment did not work. Far from solving homelessness for thousands of our unsheltered neighbors, it allowed the rest of the city to turn its back on them, utilizing a flawed and oft-used argument that the homeless belong in Skid Row and Central City East and nowhere else.

Principle I: Dismantle the City's Policy of Containment

Los Angeles' policy of Containment, instituted in the 1970's, is our city's defining planning folly. While notionally set aside via a City Council motion in 2016, it has for nearly 50 years served as the structural framework for how our neighborhood is perceived and operates. We urge you to employ DTLA 2040 as the means to, once and for all, dismantle, reverse, and undo this destructive anachronism – via actionable policies that go beyond words. For far too long, Containment has concentrated and confined our region's most vulnerable populations to some 50 blocks in the heart of Downtown (to "shield the rest of Downtown and the City" from the impacts of the homelessness).

DTLA 2040, however, singles out, yet again, our neighborhood to disproportionately serve the region's needs. The plan's IX1 Use District (applicable approximately on 15 blocks from 5th to 7th Streets and San Pedro Street to Central Avenue) restricts any new housing to those of the lowest of incomes only. This approach further perpetuates the cycle of designed and concentrated poverty in our community and reinforces Containment. As shown in [Figure 1](#), the IX1 Use District allows for only "Critical Housing for Deeply Low, Extremely Low, Very Low, Low, & Moderate Income households, in addition to supportive housing uses.

Market rate housing is not allowed." Nowhere else in Downtown (or the City, as far as we can tell) is a single neighborhood or area purposefully restricted by income.

While your intention is to expand housing affordability – a position we wholeheartedly support, the outcome is essentially segregation by income. We believe that using income as a criteria to create neighborhoods – impoverished or affluent alike – is not good policy with no evidence of success anywhere.

If mixed-income and multi-generational neighborhoods are what the City aspires to everywhere else, why not here? Residents of our neighborhood are deserving of upward economic mobility just as much as residents elsewhere in the City (a case in point: as of July 2020, the draft community plans for the ongoing Westside planning updates show no income-based housing policies). We urge you to be consistent with your own tenets of neighborhood planning that prioritizes diversity of housing typologies for a diversity of populations, from small to big, owned to rented, affordable to market-rate in making "complete communities."⁸

"The policy of Containment has been an absolute failure. It has neither shielded the rest of Los Angeles from the ravages of homelessness, nor did it create a healthy neighborhood in Skid Row and Central City East."

- G. Michael Arnold, President & CEO, Midnight Mission.

DTLA 2040 calls out the following housing categories in its Housing Map:

Allow for buildings to have all types of housing, including Affordable, family, live/work, supportive, & market rate. Allow for larger buildings where builders have dedicated space for Community Benefits.

Allow for live/work housing, where space is also dedicated to commercial or light industrial job-generating uses. Live/work uses may range from Affordable to market rate. Allow for larger buildings where builders have dedicated space for Affordable Housing. As of the August 2020 draft, Hybrid Industrial 1 (IH1) was updated to allow all types of residential unit designs, not just live/work. Allowing a greater mix of uses encourages opportunities for new housing development.

Allow for live/work housing, where space is also dedicated to commercial or light industrial job-generating uses. Live/work uses may range from Affordable to market rate. Allow for larger buildings where builders have dedicated space for Affordable Housing.

Allow for only Critical Housing for Deeply Low, Extremely Low, Very Low, Low, & Moderate Income households, in addition to supportive housing uses. Market rate housing is not allowed.

Allow for live/work housing through reuse of existing buildings, where space is also dedicated to commercial or light industrial job-generating uses. Live/work uses may range from Affordable to market rate.

“The ideal is to have mixed-income, mixed-use, mixed-housing in our neighborhood, so that we have a balanced community, and the ability to create a vision for hope for everyone in our community.”

- Orlando Ward, Executive Director of External Affairs, Los Volunteers of America, Los Angeles

IX1 Use District

— CCEA Boundary

Figure 1. DTLA 2040 Housing Map.
Map Source: DTLA 2040, City of Los Angeles, October 2019.

Principle 2: No Net Loss of Affordable Housing, No Displacement

The mission of our non-profit partners is to house and support our unsheltered neighbors and fellow citizens. So, while we ask for Containment to be dismantled, we also insist that there be no net loss of affordable housing nor any threat of residential displacement in our community.

Fortunately, the supply of affordable housing in Central City East is stable and protected. Our stock of affordable units is overwhelmingly supplied by institutions whose mission and raison d'être is to shelter and provide aid to our most vulnerable populations.

The residents living in these units, given the nature of ownership, will never be threatened by displacement. Obviously, we do not intend for our district to abandon its service mission.

Although existing policies and judicial decisions (e.g., Wiggins Settlement Agreement) help to preserve and protect some of Downtown's invaluable affordable housing, the City should go beyond and mandate that there occur no net loss of affordable housing units throughout Los Angeles, including Downtown.

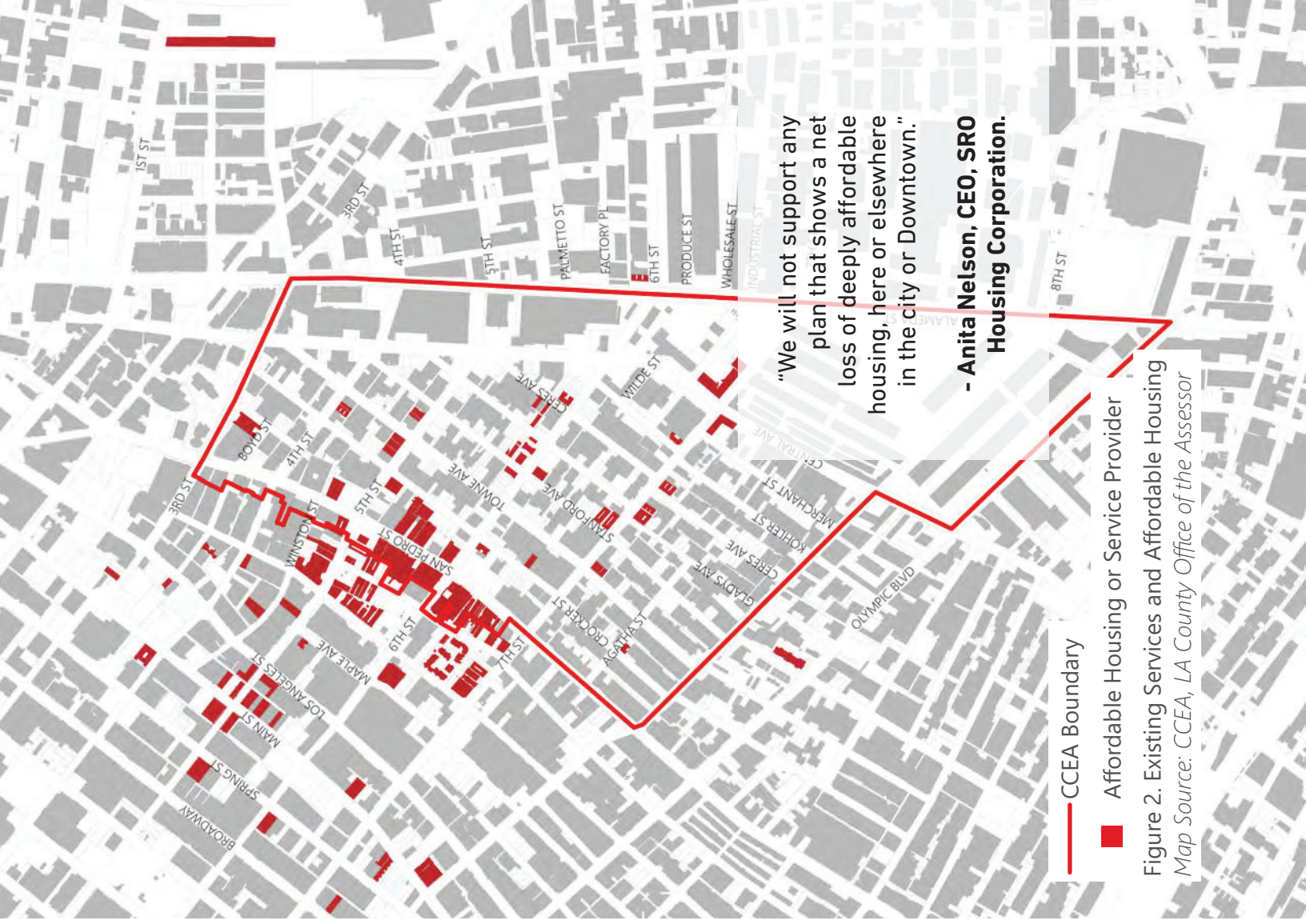



Figure 2. Existing Services and Affordable Housing
Map Source: CCEA, LA County Office of the Assessor

Principle 3: Help us become a Complete Neighborhood

While the rest of the City may have a TV-screen impression of the daily reality of Skid Row and Central City East, we know this is a neighborhood – unlike others, but a neighborhood nonetheless. People live here, they work here. However, our unbalanced land use policy (that allows only two uses: industrial activity or income-determined housing), prevents the introduction of amenities, services, and mix of residents that other neighborhoods naturally attract and expect. If the City would like to demonstrate that it really does aspire to mixed-income neighborhoods, it would be prudent to showcase ours.

With a stable and protected affordable housing stock, Central City East presents a rare opportunity to create a mixed-income neighborhood – one that would elsewhere be politically challenging and economically infeasible.

Allow our neighborhood to build a range of housing types and accommodate residents of all incomes and we will demonstrate that mixed-income neighborhoods are feasible, stable, and better.



“This is the one place in Los Angeles that we can make a true mixed-income neighborhood.

The supply of affordable housing is stable, the threat of displacement is low. Nowhere else are these conditions met.”

**-John Maceri, CEO,
The People Concern**

“Planning and housing policy have a tremendous impact on improving quality of life, or making it more miserable. Containment has demonstrated that its unintended consequence is the creation of unhealthy neighborhoods. If the City is committed to creating healthier neighborhoods for all its residents, the DTLA 2040 draft plan, simply put, does not do it.”

**- G. Michael Arnold, President
& CEO, Midnight Mission**

Principle 4: Make Housing Universally Abundant

Los Angeles is living through a self-inflicted housing crisis. For decades, we have seen the construction of new homes across the city dwindle for the sole reason that residents of affluent neighborhoods have stymied them (to protect their community character, to preserve pastoral sprawl, to prevent a traffic apocalypse, or any number of self-serving anxieties). This manufactured anti-development attitude has made housing unavailable in a city that continues to grow and expand its job base. It has made Los Angeles unaffordable for an entire generation of Angelenos.

We have to do two things. First, we must address the long-term imbalances in our citywide planning framework that suppresses housing production (of all types). We are a city of opportunity; the self-described creative capital of the world. We create new jobs by the thousands, but simultaneously shut out working-class, current and future Angelenos by denying them affordable housing.

Second, we need more affordable housing in the short-term to provide relief to Angelenos facing the threat of displacement and eventually homelessness. We urge you to consider the 50-year evidence we have of the effects of housing scarcity, here and across the largest cities of the nation.

Make it easy for this city to produce more homes citywide, so neighborhoods like ours are not subject to planning oddities like Containment and income-based residential restrictions.



“Create more affordable housing options throughout the City and County rather than corral and contain it in Skid Row.”

- Reverend Andrew Bales, CEO,
Union Rescue Mission

Principle 5: Address the Real Reason why Housing is so Unaffordable in the City

Like most cities in California, the City of Los Angeles is wrestling with decades-long structural imbalances in its citywide housing policy. If housing affordability is our goal, we must reconsider these policies.

The reason why gentrification, displacement, and housing scarcity is the lived reality of an entire generation of Angelenos is because all new multi-family housing (the housing type that is typically affordable) is allowed only in a quarter or the city's land area.

Because we ban affordable housing in most of our city, neighborhoods like ours are presented with an outsized responsibility for providing affordable housing. But we already account for the largest share of deeply affordable housing in the region.

The arena for all housing policy maneuvers has been corralled within a quarter of Los Angeles' geography. Planners are therefore forced to resort to policy contortions – like the one that DTLA 2040 proposes for our neighborhood – to invent affordable housing out of thin air. But we don't have to set ourselves up for permanent failure.

We need to expand affordable housing citywide, not just along arterial corridors or in Downtown.

"Our priority is expanding the supply of affordable housing across the region, not only in Skid Row."

- Anita Nelson, CEO,
SRO Housing Corporation.

"Inner-City Arts provides students from low-income communities a safe oasis of learning, achievement, and creativity in the heart of Skid Row. Their safety is our priority and responsibility. On a daily basis, it feels more challenging to achieve that here. We need to rethink the future of our neighborhood."

- George Garcia, Interim Executive Director, Inner-City Arts

Map Source: Google Earth, 2020.

Principle 6: Equitably Distribute Services Region-Wide

Non-profits and service providers in our neighborhood are operating at and beyond their capacity. The continued clustering of their facilities presents major operational challenges and costs that diminish the effectiveness of fulfilling missions.

Further, there is a human cost to requiring our unsheltered citizens from across the region to travel to Skid Row to avail services. It forces them to break their connections to their communities and upends any remnants of stability.

Over the decades we have seen the cumulative disservice clustering and Containment have done to those most in need. To be clear, we are not going anywhere and the need for services are real and should be expanded not cut back. However, they should not be provided in Skid Row and Central City East alone.



“Some of our funding partners prefer that we extract our clients out of DTLA and integrate them into communities across the region. For those who stay, there are negative effects – especially for people in recovery and in transition from traumatic experiences.”

- Orlando Ward, Executive Director of External Affairs, Volunteers of America Los Angeles

“From an institutional standpoint, clustering our facilities in Skid Row and CCE presents major operational challenges and costs. We pay a premium for what are otherwise regular maintenance and repair jobs. It is very difficult to recruit and retain staff.”

-Anita Nelson, CEO, SRO Housing Corporation

Principle 7: Plan for a Better, Kinder Los Angeles

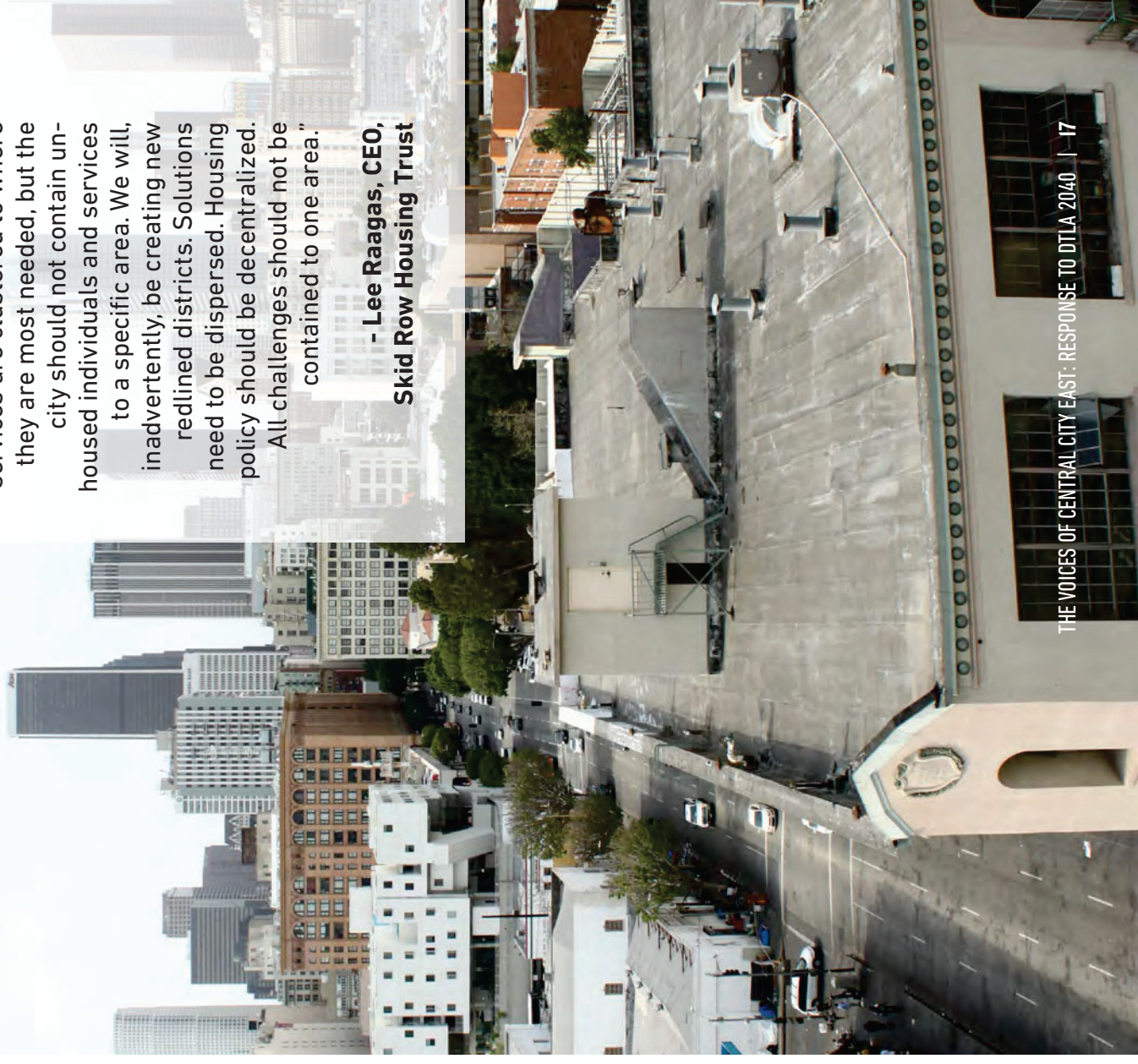
The legacy of 50-years of Containment is twofold. First and most visibly, it has created the city-sanctioned clustering of unsheltered Angelenos on the streets of our neighborhood. Second and less obvious, it has created a permission structure where residents across the city are allowed to tell their un-housed neighbors, “you do not belong here, but in Skid Row.”

This ultimately is the long-lasting effect of Containment. It has allowed policy makers, civic leaders, and ordinary Angelenos to become distant and oblivious to the disastrous consequences of isolating and clustering people by need and income.

Actively reversing Containment – and certainly not reinforcing it by pursuing income-based planning – is a necessary first step to make Los Angeles a kinder and better version of itself.

“We know that there are operational efficiencies when services are clustered to where they are most needed, but the city should not contain un-housed individuals and services to a specific area. We will, inadvertently, be creating new redlined districts. Solutions need to be dispersed. Housing policy should be decentralized. All challenges should not be contained to one area.”

**- Lee Raagas, CEO,
Skid Row Housing Trust**



Principle 8: Anticipate and Allow Transit to Shape our Neighborhood

The eastside of Downtown Los Angeles is infamously transit poor. That is likely to change when the West Santa Ana Branch (WSAB) light rail corridor is built along the Alameda corridor. Regardless of the alignment option finally selected, there will be a new station at 7th and Alameda. There is already a station at 1st and Alameda (serving the Regional Connector). The 10-minute walk sheds of both station locations provide access to the eastern areas of our neighborhood.

Transit networks shape cities, but they need supportive land use policies to be effective. We urge you to plan for smart growth in transit-adjacent areas of Central City East by allowing for the clustering of jobs and homes.

Increased densities for both commercial and residential in transit-accessible parcels helps support the transit system with increased ridership, while simultaneously making land-use more efficient and less reliant on automobile access.

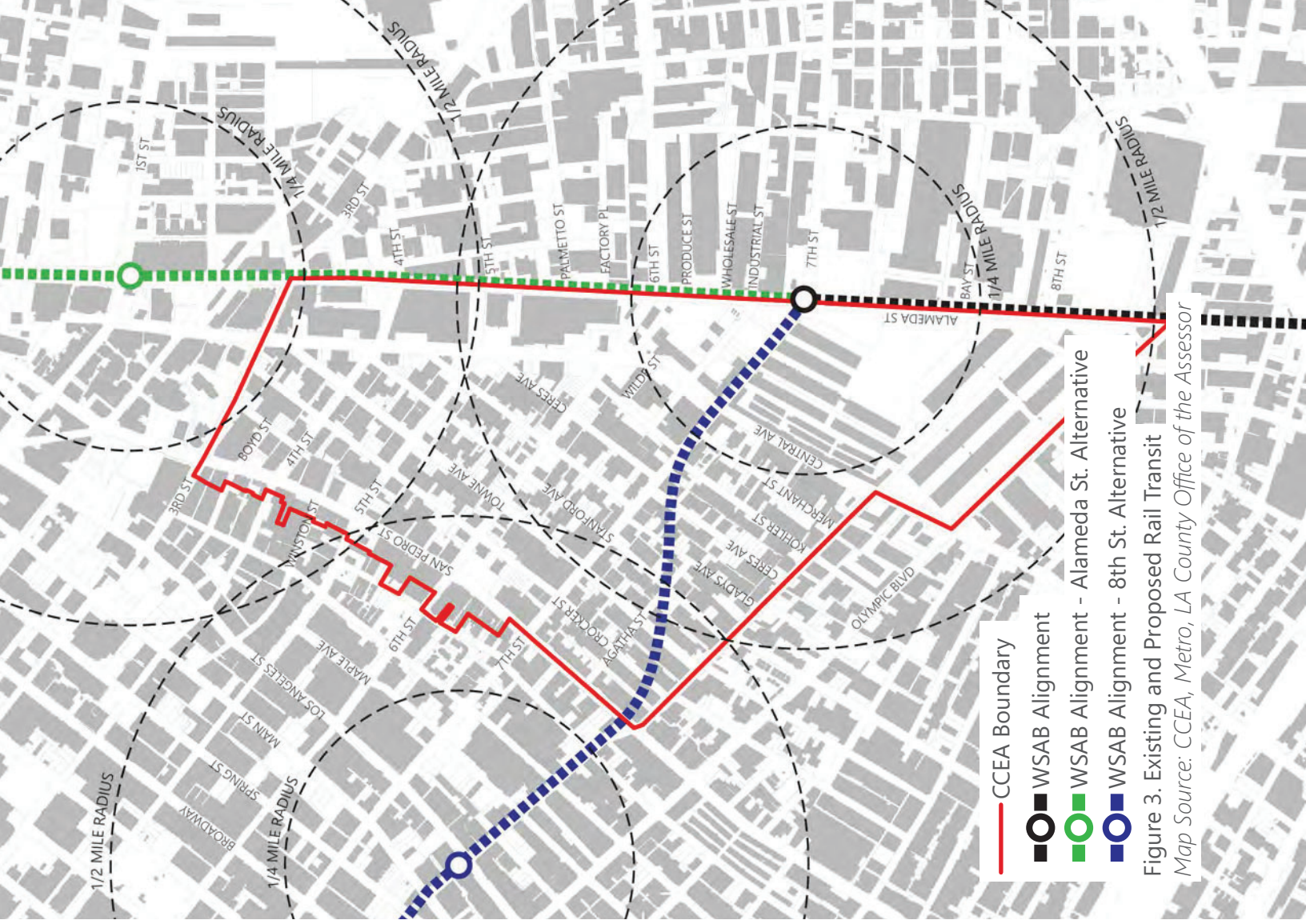


Figure 3. Existing and Proposed Rail Transit
Map Source: CCEA, Metro, LA County Office of the Assessor

Principle 9: Do not Compartmentalize Community Plans

Los Angeles is one city with 35 Community Plans. The daunting logistics of a single citywide land use plan update explains the need for multiple Community Plans. However, deference to logistical challenges has unfortunately shaped our planning approaches.

Community Plans do not exist in isolation. They push, pull, bump, and sway each other. Updating DTLA 2040 in isolation guarantees that the role that DTLA had been conceived to originally play will not be questioned.

But our entire position is predicated on the assumption that our neighborhood's citywide role and identity need to be questioned and rewritten. Not doing so has allowed Containment to persist for over 50 years, even decades after everyone acknowledged it was a failed policy.

Our suggestion, separate from the DTLA 2040 process, is to overlay on your regular community plan update schedule a periodic, say 15-year, strategic planning milestone where the city is looked at in its entirety. Community plan boundaries should not constrain citywide thinking that can help shape individual plan updates.

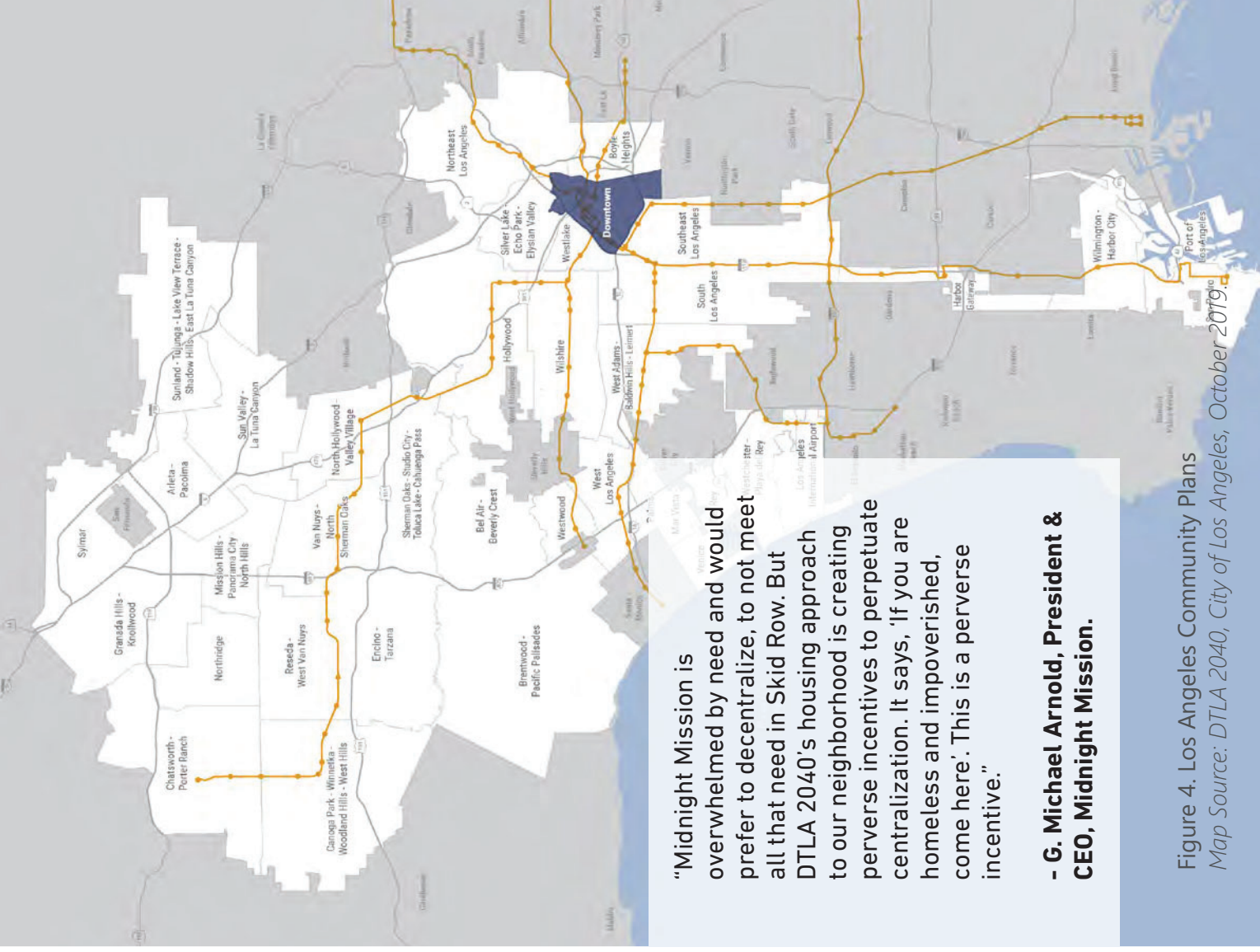


Figure 4. Los Angeles Community Plans
Map Source: DTLA 2040, City of Los Angeles, October 2019.



4

SUGGESTIONS AND RECOMMENDATIONS

What We Support in the draft version of DTLA 2040

CCEA and the social service leaders we spoke with understand and acknowledge the hard work required to update the Downtown Community Plans and a Citywide Zoning Code. It is no small feat. We applaud City staff and leadership for using DTLA 2040 to make headway on issues of sustainability, equity, and inclusivity. As the plan continues to be refined in the coming months, CCEA would like to recognize and support the following plan elements and ask that they not be diluted or eliminated.

1. *Expanded footprint of where housing is permitted in Downtown.*

The draft DTLA 2040 plan shows a much larger area of Downtown where residential uses would be allowed. This approach is consistent with our principle of housing abundance and we strongly support it. Obviously, we hope this approach is applied not just to Downtown but expands to the city's 34 other community plans as well.

2. *Elimination of parking minimums.*

Onerous parking minimums have long burdened residential projects by adding cost and reducing

usable density. They have throttled housing production and made the development of scores of, otherwise reasonable, housing projects infeasible. We support the proposed elimination of parking minimums and can clearly envision the improved built form and public realm that will become the new norm in Downtown.

3. *Recognition and formalization of traditionally industrial districts as complete neighborhoods.*

While about half of Downtown is currently zoned industrial, there are large swaths of these "industrial districts" that have moved beyond their underlying land use. While we think you can go further (as you will see on the following pages), we do recognize and generally support your approach in transitioning "industrial districts" to complete mixed-activity neighborhoods.

4. *Expansion of the XC1 Use District onto parcels south of Little Tokyo.*

Related to #3 above, we would like to call out your planning approach between 4th and 5th Streets in our district. It formalizes a mixed-use trend that has long supplanted the underlying industrial zoning designation. Again, we think the approach can expand geographically, but acknowledge that this is a good start.

What We Do Not Support in the draft version of DTLA 2040

The suggestions that follow pertain to approaches in your current draft plan that we do not support. It is our goal to provide constructive feedback and we have therefore marked up your plans with specific guidance on how we think they should be revised to better align with the aspirations and ideas of our non-profit partners (as outlined via the principles in the previous section). Please note that we attempted to mimic, to the best of our understanding, your draft plan's color codes. But please refer to the annotations to best understand our suggested revisions.

Additionally, to support your ongoing plan revisions, we have assembled a set of tests that we believe will help us (and you) evaluate whether planning approaches for our neighborhood are consistent with CCEA stakeholder input. A plan that we will support should have a clear "no" as the appropriate response to each of the following questions:

1. *Does the plan reinforce Containment? Specifically, does the plan segregate by income?*
2. *Does the plan disallow Central City East from becoming a mixed-income, multi-generational neighborhood akin to others in the city?*
3. *Does the plan single out CCE with a unique planning approach not applied anywhere else in the city?*



“We need this to be a balanced community, with residents of all levels of income. This will make us smarter, more wholesome, and more compassionate. We need to be lifting aspirations, creating the conditions for people to rebuild their lives.”

- Orlando Ward,
Executive Director of External Affairs,
Volunteers of America Los Angeles

Housing Approach

The annotated plans on the facing page provides specific ideas on how we suggest you revise DTLA 2040's housing policy. The underlying intention of these suggestions have a singular focus: that our neighborhood become a mixed-income neighborhood. We want to stress that the plan's housing approach ranks as the highest priority for our stakeholders and emerges from our consensus opinion that Containment must be actively dismantled. However, the current draft plan seems to be reinforcing it (in spite of City Council's 2016 motion that rejected Containment).

HOUSING TYPES (PER OCT. 2019 DTLA 2040 DRAFT)

- Allows all housing types.
- Allows all housing types. *Previously only allowed live/work housing, with commercial or light industrial job-generating uses.*
- Allows for live/work housing, with commercial or light industrial job-generating uses.
- Allows housing only for Deeply Low, Extremely Low, Very Low, Low, & Moderate Income households, in addition to supportive housing uses. Market rate housing is not allowed.
- Allow for live/work housing only through reuse of existing buildings, with commercial or light industrial job-generating uses.

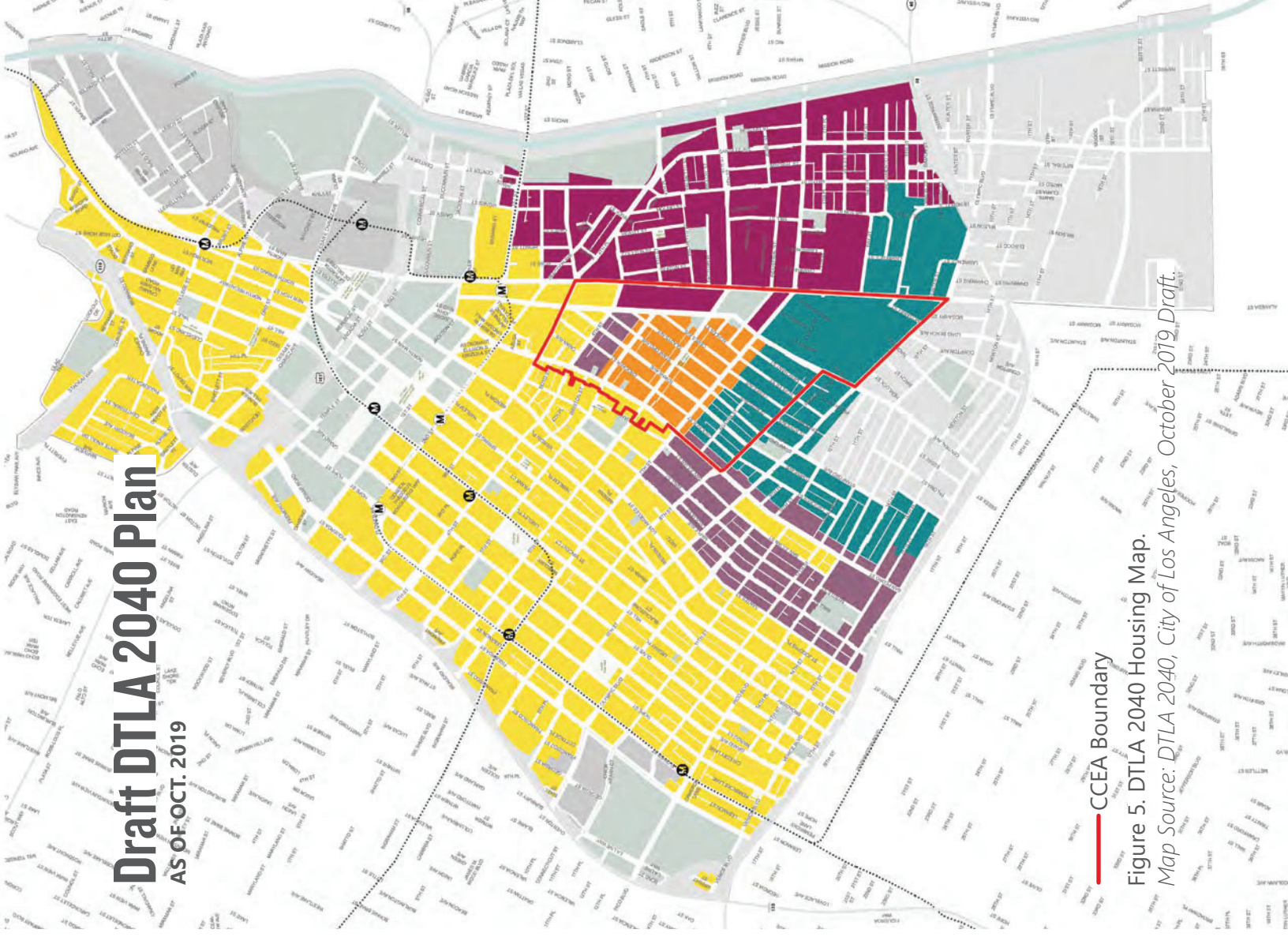


Figure 5. DTLA 2040 Housing Map.
Map Source: DTLA 2040, City of Los Angeles, October 2019 Draft.

Our Response

- A** **ALLOW ALL HOUSING TYPES SOUTH OF LITTLE TOKYO BETWEEN 4TH AND 5TH STREETS.** The August 2020 draft partially addressed this suggestion. We recommend to go further and allow all types of housing.
- B** **ALLOW THE CORE OF CCE TO BECOME A MIXED-INCOME NEIGHBORHOOD.** Allow for all housing types for all levels of income, from affordable to market-rate.
- C** **TREAT BOTH SIDES OF CENTRAL AVE EQUALLY.** Development on both sides of the street should be consistent in use, look, and feel. Like San Pedro St., Central Ave. is a major Downtown corridor and should have matching scale and intensity on its east and west edges.
- D** **CLUSTER JOBS AND HOMES WITHIN 1/4 AND 1/2 MILE OF TRANSIT STATIONS.** Allow for all housing types on parcels closest to the proposed WSAB station at 7th St. / Alameda St.



Figure 6. CCEA Proposal for DTLA 2040 Housing Map.

Map Source: CCEA and DTLA 2040, City of Los Angeles, October 2019 Draft.

Use Approach

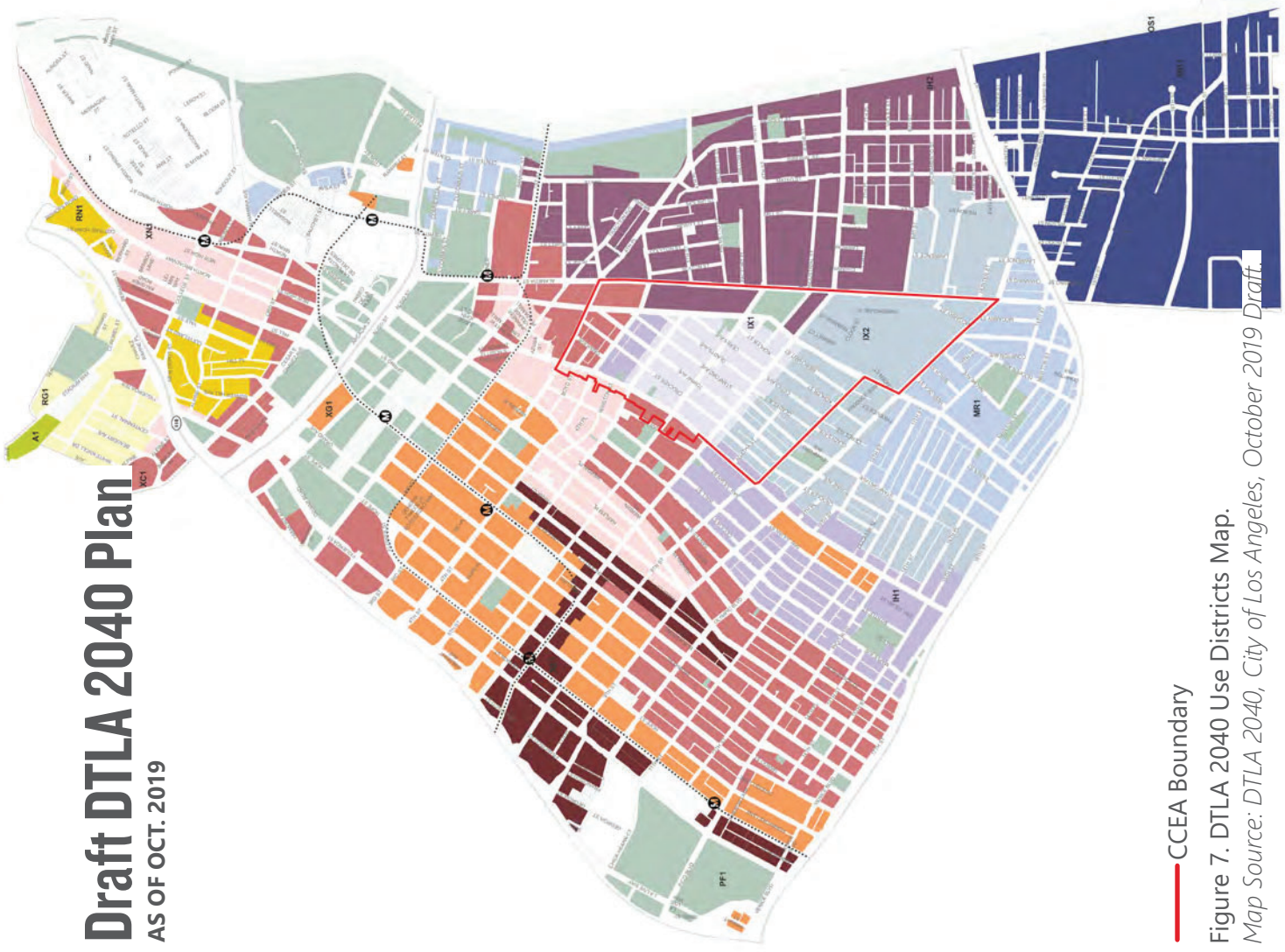
The overall intention of our suggested revisions to the draft land use plan are to allow our neighborhood to retain its industrial-residential identity. The plan should not preclude future industrial and commercial uses from being developed and should allow for future housing (of all types and all incomes). This approach appears to align with the recent updates to the Fashion District's approach. Additionally, we are suggesting that the plan anticipate transit along Alameda and introduce transit-supportive uses and densities within the 5-minute walk of station locations.

USE DISTRICTS (PER OCT. 2019 DTLA 2040 DRAFT)

RESIDENTIAL:	INDUSTRIAL MIXED-USE:
RG1	IX1
RN1	IX2
	IH1
	IH2
COMMERCIAL MIXED-USE:	INDUSTRIAL:
XN1	MR1
XC1	MH1
XG1	
XE1	
OPEN SPACE:	AGRICULTURE:
OS1	A1
PUBLIC FACILITIES:	SPECIFIC PLAN:
PF1	--

Draft DTLA 2040 Plan

AS OF OCT. 2019



— CCEA Boundary

Figure 7. DTLA 2040 Use Districts Map.
Map Source: DTLA 2040, City of Los Angeles, October 2019 Draft.

Our Response

- A** **ALLOW THE CORE OF CCE TO TRANSITION MORE INTO 'COMPLETE NEIGHBORHOOD.'** Allow for the introduction of amenities, services, and mix of residents that other complete neighborhoods naturally attract and expect. Do not preclude future industrial, commercial, and all kinds of residential uses.
- B** **TREAT BOTH SIDES OF CENTRAL AVE EQUALLY.** Development on both sides of the street should be consistent in use, look, and feel. Like San Pedro St., Central Ave. is a major Downtown corridor and should have matching scale and intensity on its east and west edges.
- C** **CLUSTER JOBS AND HOMES WITHIN 1/4 AND 1/2 MILE OF TRANSIT STATIONS.** Allow for all housing types on parcels closest to the proposed WSAB station at 7th St. / Alameda St.

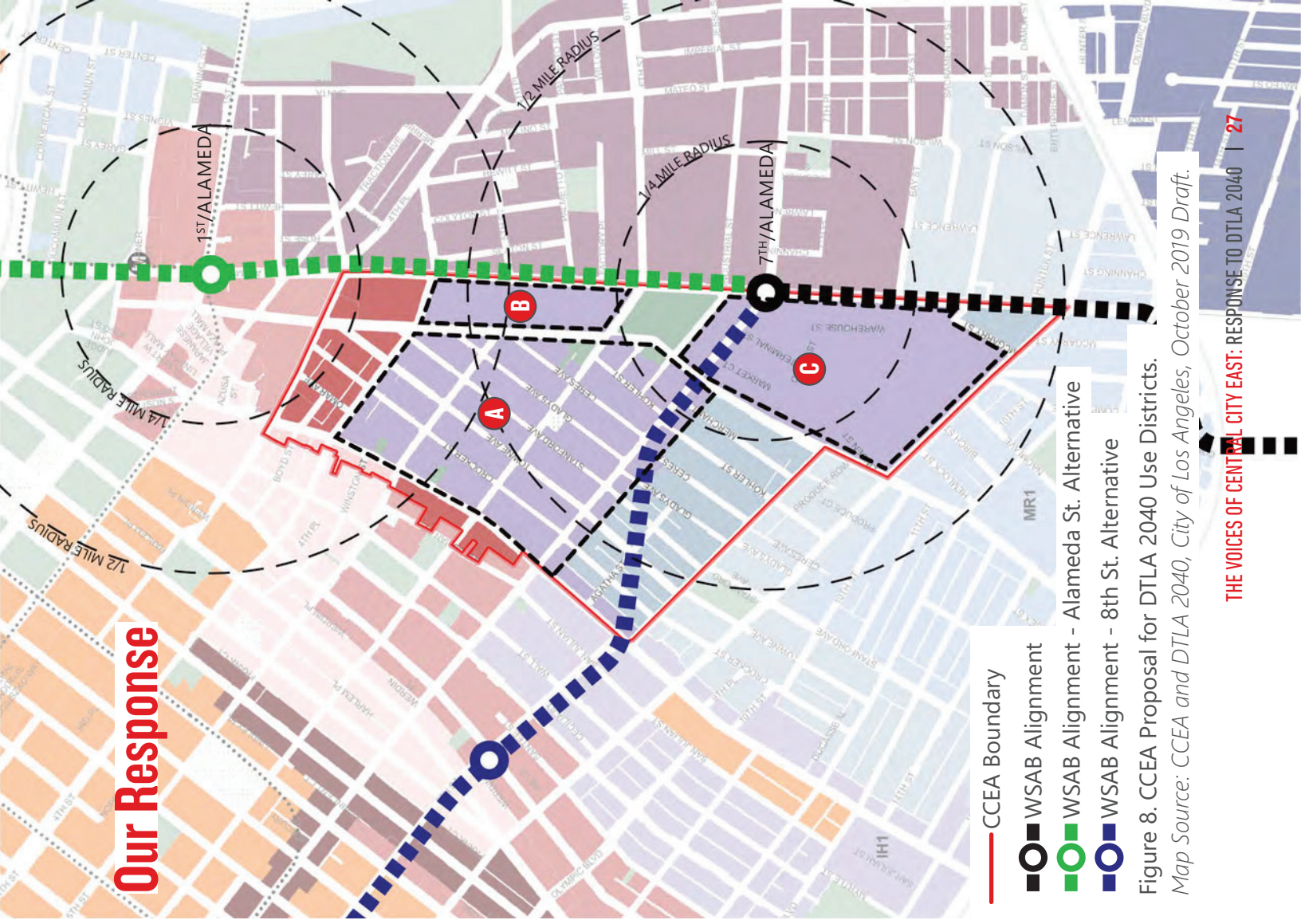


Figure 8. CCEA Proposal for DTLA 2040 Use Districts.

Map Source: CCEA and DTLA 2040, City of Los Angeles, October 2019 Draft.

Form Approach

The intentions underlying the suggested revisions to the DTLA 2040's form approach address the corridors of the district. San Pedro is a major north-south corridor for the eastern half of Downtown and should be allowed the height and scale of other significant Downtown corridors that provide a sense of arrival into Downtown. Additionally, we recommend that Central Avenue have uniform use and form approaches on both sides of the street. Finally, 7th Street is Downtown's primary east-west corridor and our suggestion is that it continue to have the most flexible and dense built form for the entirety of its traversal from the 7th/Metro Station to the Arts District.

FORM DISTRICTS (PER OCT. 2019 DTLA 2040 DRAFT)

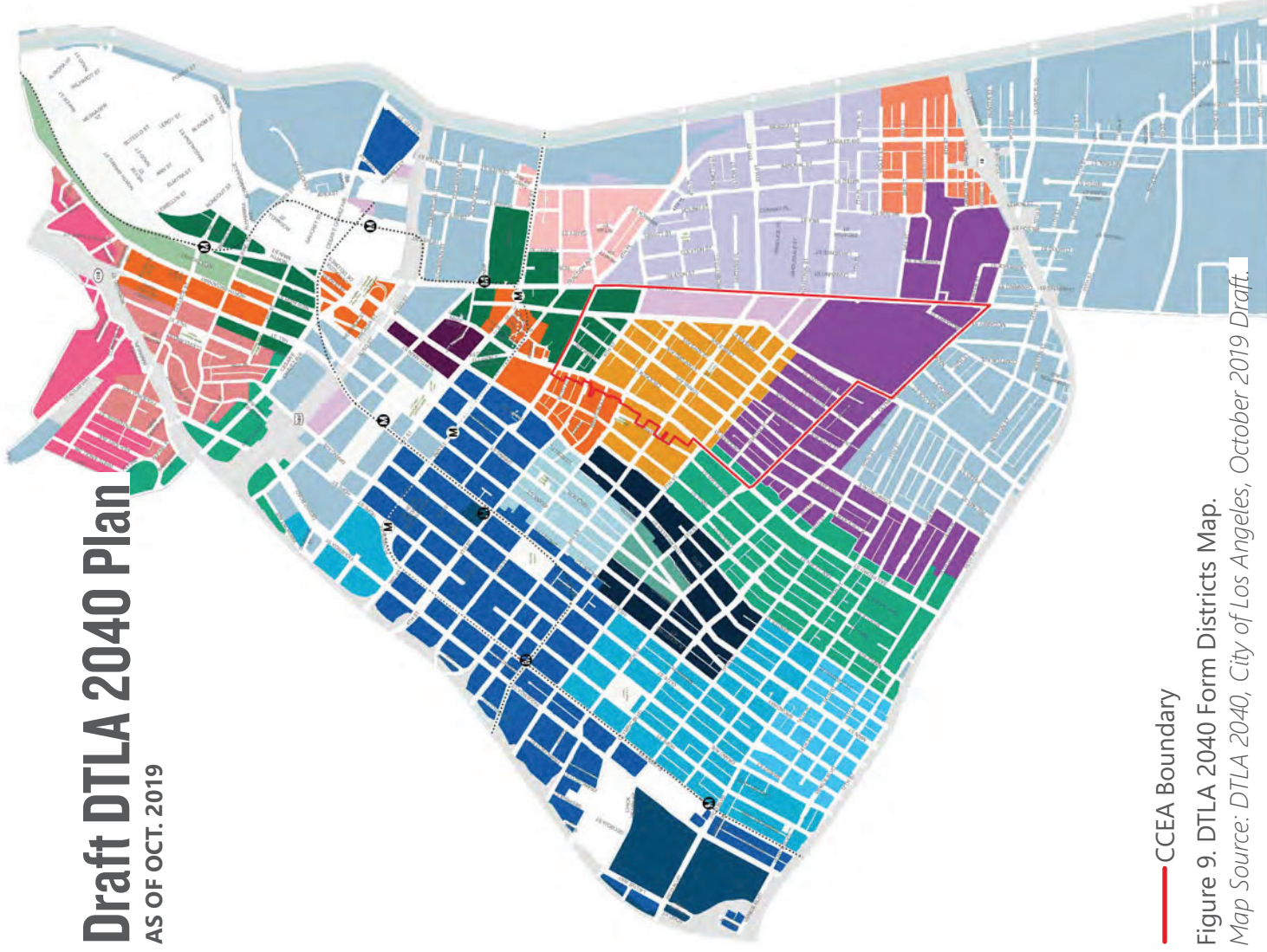
LOW: > 1.5-4.0 FAR	MEDIUM: > 4.0-6.0 FAR	MEDIUM PLUS: > 6.0-8.5 FAR	HIGH: > 8.5-13.0 FAR
LUF1	MLN1	PLM1	HUB1
LLN1	MLM1	PLM2	HUB2
LLM1	MLM2	PLM3	HUB3
LLM2	MUB1	PUM1	HUB4
	MUB2	PUM2	HUM1
	MUM1		
	MUF1		

OTHER:

Specific Plan

Draft DTLA 2040 Plan

AS OF OCT. 2019



— CCEA Boundary

Figure 9. DTLA 2040 Form Districts Map.

Map Source: DTLA 2040, City of Los Angeles, October 2019 Draft.

Our Response

- A** **TREAT SAN PEDRO LIKE THE MAJOR DOWNTOWN CORRIDOR IT IS.** As a gateway to Little Tokyo and the Civic Center, San Pedro should stand out as a significant Downtown corridor. The form and intensity of its edges should promote its importance as the key corridor in the eastern half of Downtown.
- B** **INCREASE FAR.** To allow for the introduction of amenities, services, and mix of residents of a more complete neighborhood, increase the allowable FAR for the core of CCE.
- C** **TREAT BOTH SIDES OF CENTRAL AVE EQUALLY.** Development on both sides of the street should be consistent in use, look, and feel. Like San Pedro St., Central Ave. is a major Downtown corridor and should have matching scale and intensity on its east and west edges.
- D** **TREAT 7TH STREET AS A TRANSIT CORRIDOR.** Like 7th St. near the 7th/Metro station, allow for greater FAR within a 1/4 and 1/2 mile radius of the proposed WSAB station at 7th St. & Alameda Ave., similar to the building intensity at ROW DTLA.

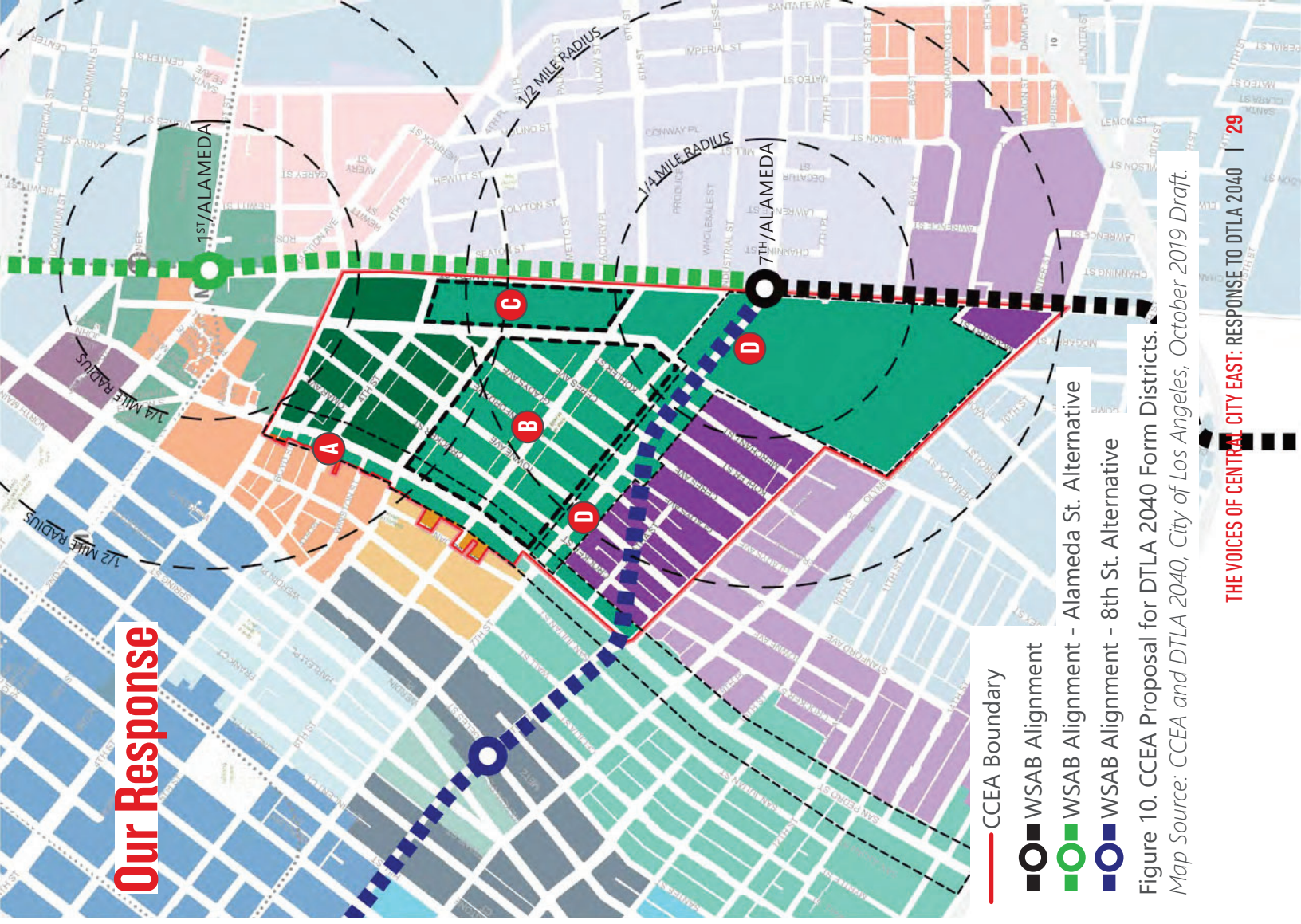


Figure 10. CCEA Proposal for DTLA 2040 Form Districts.

Map Source: CCEA and DTLA 2040, City of Los Angeles, October 2019 Draft.

5

SHAPING OUR OWN FUTURE

In closing, we again thank you for engaging us and soliciting our input. We hope this document provides both clarity and direction to your efforts. We would like to re-emphasize that there remains a wide gap between what we think the future of our neighborhood is compared to what DTLA 2040 is proposing.

The most notable departure in our respective approaches has to do with the 15 blocks that make up the heart of our district. Defining our community by income, in our minds, constitutes 'Containment 2.0' and makes permanent the structural imbalances that have shaped our neighborhood. We believe that this approach is misguided and goes against planning best practices.

We have spoken and argued for decades against Containment and view DTLA 2040 as the means to finally dismantle it. This is a generational opportunity. We urge you to make use of it.

So if not defined by Containment, what do we want our neighborhood to be?

We are an industrial-residential neighborhood. We want to remain one. We do not want to be a neighborhood of intentional, permanent poverty.

We do not want to be singled out with policies that are nonstarters everywhere else in the city. We are a neighborhood that serves and supports the underserved and we will always be so. But we do not want to be the one neighborhood that every other neighborhood expects to carry this responsibility at this intensity.

We want to be a mixed-income neighborhood with market-rate housing that supplements and does not supplant, because that will ensure our underserved residents have better access to amenities and public services. We will protect and expand our supply of affordable housing, already the most stable of its kind anywhere in the city. Because our non-profits control nearly all our housing supply, we will disallow any effort that displaces our residents. We want a public realm and outdoor experience that provides shade, safety, and comfort to our residents and workers.

We want, with your support, to pursue sound and norm-breaking policies that allow us to chart an inclusive and balanced future, while continuing to serve the most vulnerable.

Endnotes:

1. Los Angeles Area Chamber of Commerce. "History of Downtown Los Angeles Skid Row." http://www.lachamber.com/clientuploads/LUCH_committee/102208_History_of_Skid_Row.pdf
2. KCET. "Lost Train Depots of Los Angeles History." <https://www.kcet.org/shows/lost-laj/lost-train-depots-of-los-angeles>
3. UCLA Luskin Social Welfare Department. "An Oral History of Skid Row - Full Segment." <https://youtu.be/acSuHsL8W6w>
4. Los Angeles Area Chamber of Commerce. "History of Downtown Los Angeles Skid Row." http://www.lachamber.com/clientuploads/LUCH_committee/102208_History_of_Skid_Row.pdf
5. UCLA Luskin Social Welfare Department. "An Oral History of Skid Row - Full Segment." <https://youtu.be/acSuHsL8W6w>
6. 99 Percent Invisible. Episode 279. "The Containment Plan." <https://99percentinvisible.org/episode/the-containment-plan/>
7. Los Angeles Area Chamber of Commerce. "History of Downtown Los Angeles Skid Row." http://www.lachamber.com/clientuploads/LUCH_committee/102208_History_of_Skid_Row.pdf
8. Los Angeles Department of City Planning. DTLA 2040. Draft Community Plan Text. August 2020. https://planning.lacity.org/odocument/577e7045-8159-41ce-b85b-975df5d6c376/Downtown_Community_Plan_Text_Summer_2020.pdf

References:

- Los Angeles Department of City Planning. DTLA 2040. Draft Downtown Community Plan Text. August 2020.
- Los Angeles Department of City Planning. DTLA 2040. Draft Zoning Map (Interactive), August 2020.
- Los Angeles Department of City Planning. DTLA 2040. Preliminary Draft of the new Zoning Code. May 29, 2020.
- Los Angeles Department of City Planning. DTLA 2040. Summary of plan policy and zoning updates made since October 2019. August 2020.
- Los Angeles Department of City Planning. DTLA 2040. 4. Housing Orientation. October 2019.
- Los Angeles Department of City Planning. DTLA 2040. 9. Form Frontage Use Overlay. October 2019.





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December 4, 2020

VIA EMAIL

Mr. Craig Weber
Principal City Planner & Division Head
Community Planning

Ms. Brittany Arceneaux
City Planner

Department of City Planning
200 N Spring Street
Los Angeles, CA 90012

Re: 1201 N. Broadway: Comments on Draft DTLA 2040 Plan and DTLA 2040 Plan DEIR (ENV-2017-433-EIR)

Dear Mr. Weber and Ms. Arceneaux:

This letter is submitted on behalf of the ownership of 1201 N. Broadway, which also includes adjacent properties fronting East Savoy Street, collectively referred to herein as the “Property.” We have appreciated the opportunity to talk with you and your team about the DTLA 2040 Draft Community Plan (“Draft Plan”). Please note that given the dramatic economic effects of the COVID-19 pandemic, we believe the City’s initial approach to the Draft Plan, reflected for example by its June 2019 recommendations that increased density and height in many locations, is essential to maintain. The Draft Plan was conceived in robust economic times, but recovery from pandemic economic conditions, and continued investment in urban areas, will require recognition of the many challenges the pandemic has imposed. We look forward to working with the DTLA 2040 team and the City as the public process continues.

For the Property, we believe the recommended density for the portions of the Property fronting Broadway under the Draft Plan issued in June 2019 with a “maximum FAR of 6:1 to 8.5:1” was appropriate both to the local conditions of the Property and in recognition of the Draft Plan’s goals. The Property is within convenient walking distance from the Metro L (Gold) Line Station at College Street, and a major focus of both the Draft Plan and the Draft Plan’s draft environmental impact report (“DEIR”) is to encourage additional housing near transit.

With respect, we do not believe that the Draft Plan’s most recent revision issued in November 2020 - which is more restrictive and provides for less density than current zoning and

the prior zoning recommendations in every earlier iteration of the Draft Plan - supports the goals of encouraging housing near transit. Recognizing that under regional planning documents, the City has a housing production goal of over 455,000 for the next eight years, downzoning Downtown-adjacent properties located near transit connections such as the Property will not enable the City to achieve this goal. For the reasons summarized below, we request that the City apply the Community Center designation and [DM5-SH2-5][CX1-FA][CPIO] zoning to the Property.

The EIR Should Analyze a Density of 6:1 to 8.5:1 FAR for the Property

The Draft Plan repeatedly emphasizes the importance of providing housing near transit in order to meet the City’s housing needs and climate goals. The Property is designated Tier 3 under the City’s Transit Oriented Communities Guidelines due to the proximity to Metro’s L (Gold) Line Station in Chinatown. Recognizing that the DEIR analyzed higher FAR and height for the Property from the August 2020 Draft Plan and determined such designations would not result in any significant impacts, we request that the City analyze a density for the Property consistent with the density proposed for the property across Broadway, as such a density is more likely to accomplish the overall Plan goals of increasing housing densities near transit.

The following chart illustrates the current, August 2020 Draft Plan zoning, and the proposed zoning under the November 2020 Draft Plan for the portions of the Property that front on Broadway (“Broadway Properties”). The June 2019 Draft Plan stated that Villages designated properties, such as the Broadway Properties, have a “maximum FAR of 6:1 to 8.5:1.” This proposed FAR can be applied to the Broadway Properties when the Draft Plan is updated, contributing to the City’s ability to meet housing goals.

Broadway Properties Zoning

	Current Zoning	August 2020 Draft Plan	November 2020 Draft Plan
<i>Designation</i>	Regional Commercial	Villages	Villages
<i>Zoning Designation</i>	C2-2D	[LLM2-SH2-5][XN1-FA][CPIO]	[LM2-SH2-5][CX1-FA][CPIO]
<i>Base FAR</i>	3:1	3:1	1.5:1
<i>Bonus FAR (Draft Plan)</i>	N/A	None	3:1
<i>Bonus FAR (TOC Incentives)</i>	4.5:1	4.5:1	Supersedes TOC Incentives
<i>Base Height</i>	Unlimited	4 stories	3 stories
<i>Bonus Height</i>	N/A	8 stories	6 stories

Accordingly, the current zoning is more permissive than the November 2020 Draft Plan, which limits FAR to 1.5:1 without utilizing any bonus scheme. Likewise, current zoning is more

permissive than both the August 2020 Draft Plan and the November 2020 Draft Plan, which limit the height to 4 stories (maximum of 8 with bonus) and 3 stories (maximum of 6 with bonus), respectively.

Current entitlements on the Broadway Properties allow for 6 stories and a FAR of 2.99:1; in 2017, the City approved a VTTM and Site Plan Review that would permit 118 residential units and 8,800 square feet of commercial floor area on the Property. (See VTT-74785 and DIR 2016-4075-SPR.) The VTTM and associated entitlements were extended this past summer and remain in effect for some years to come, subject to additional tolling provided for under the Mayor’s emergency COVID orders.

The June 2019 Draft Plan designated the portion of the Property fronting Savoy (“Savoy Properties”) as Medium Neighborhood Residential, which included a “maximum FAR of 3:1.” This FAR was maintained in the August 2020 Draft Plan. The November 2020 Draft Plan update downzones and restricts development on the Savoy Properties. The following chart illustrates the current, August 2020 Draft Plan zoning, and the current proposed zoning under the November 2020 Draft Plan for the Savoy Properties. As with the Broadway Properties, the current zoning on the Savoy Properties is more permissive than the November 2020 Draft Plan, which limits FAR to 1.5:1 without the use of bonus density.

Savoy Properties Zoning

	Current Zoning	August 2020 Draft Plan	November 2020 Draft Plan
<i>Designation</i>	Medium Density Residential	Medium Neighborhood Residential	Medium Neighborhood Residential
<i>Zoning Designation</i>	R3-1	[LLN1-MU1-5][RN1-FA][CPIO]	[LN1-MU1-5][RX1-FA][CPIO]
<i>Base FAR</i>	3:1	3:1	1.5:1
<i>Bonus FAR</i>	N/A	None	3:1
<i>Bonus FAR (TOC Incentives)</i>	4.5:1	4.5:1	Supersedes TOC Incentives
<i>Base Height</i>	45 feet	4 stories	3 stories
<i>Bonus Height</i>	67 feet (TOC Incentives)	8 stories	6 stories

The recommended, additional restrictions in the November 2020 Draft Plan risk the unintended consequence of stifling development in transit-rich areas where the City should be promoting growth, such as at the Property. The reductions in base FAR are too low to build a viable project, and place a large financial burden on projects to obtain the FAR that the current zoning code and prior iterations of the Draft Plan allowed by-right.

Further, the proposed building height limits do not support the City's aims to grow in areas near transit. Imposing a 3 to 6 story height limitation is inconsistent with current zoning, which does not provide height limitations on the Broadway Properties. Rather than impose strict height limitations, the Plan should consider context-sensitive growth and density near transit. Recognizing that greater FAR and height are warranted due to the Property's proximity to transit, the Property should be afforded the density allocations of 6.1 to 8.5:1 FAR initially considered for Villages designations in the June 2019 Draft Plan. To further support the financial feasibility of transit-oriented development, FAR, setbacks, and frontage requirements should be utilized in lieu of building height restrictions in the Draft Plan.

Providing the Community Center Designation and Corresponding [DM5-SH2-5][CX1-FA][CPIO] Zoning for the Property is Consistent with the Draft Plan's Goals and the DEIR's Emphasis on Locating Housing Near Transit

The Draft Plan proposes significantly more density and height at the property located directly across Broadway from the Property and to the northeast. This property is proposed to be designated Community Center with [PLM1-SH2-5][XN1-FA][CPIO] zoning under the August 2020 Draft Plan and [DM5-SH2-5][CX1-FA][CPIO] zoning under the November 2020 Draft Plan, allowing for a FAR of 6:1 with a bonus FAR of 8.5:1, and a base height of 12 stories, with a bonus height of 15 stories.

The same designation, height, and FAR are appropriate for the Property and compatible with development in Chinatown, including this area's transition as more multifamily housing is provided for a transit oriented community. As noted above, the Property is designated Tier 3 under the City's Transit Oriented Communities Guidelines due to the proximity to Metro's Gold Line Station in Chinatown. The Draft Plan's goals and policies, as well as the DEIR, support the Draft Plan designating the Property as Community Center with [DM5-SH2-5][CX1-FA][CPIO] zoning in order to facilitate growth near transit resources.

The Draft Plan's Guiding Principles and DEIR's Project Objectives Recognize the Importance of Prioritizing Growth Near Transit

The Draft Plan's overall vision is to "accommodate anticipated growth," addressing the need for housing "in close proximity to transportation resources." (Draft Plan, Chapter 1, p. 4.) Further, as the DEIR notes, "[o]ver the next few decades, population in the Downtown Plan Area is anticipated to increase by approximately 150 percent by year 2040, as identified by current SCAG projections in 2016." (DEIR, p. 3-22; see also Draft Plan, Chapter 1, p. 12 [identifying SCAG population growth trends and projections].) Recent SCAG projections have only increased the City's housing production goal, and the "Downtown Plan Area is projected to continue growing at a faster rate than the City of Los Angeles as a whole." (DEIR, p. 3-22.) The DEIR repeatedly emphasizes the need for additional housing in the Draft Plan area. (*Id.*, pp. 4.12-16, 4.12-20, 4.14-8.) Accordingly, the Draft Plan should not be decreasing height and FAR, but instead should seek to promote growth in close proximity to transit, consistent with the DEIR's objectives to focus "residential development around transit stations" and allow for "intensive development throughout the Downtown Plan Area, and concentrating development

opportunity immediately surrounding the transit stations with an appropriate range of building sizes and mix of uses.” (*Id.*, p. 3-24.)

The DEIR characterizes the Draft Plan as articulating “a strategy for land use planning that will accommodate projected growth by encouraging higher intensity development and the most extensive mix of uses in areas that are served by high-frequency transit service.” (DEIR, p. 3-25.) Further, the DEIR notes that the Draft Plan’s 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.” (*Id.*, p. 3-27; see also Draft Plan, Chapter 1, p. 10 [goals to “promot[e] infill development” and “concentrate[e] growth near transit”].) The Property is located near the Metro Gold Line Chinatown Station, and accordingly the Draft Plan should accommodate additional growth on the Property through the Community Center designation and corresponding zoning.

In addition, the DEIR states that the Draft Plan will result in “higher densities than existing conditions” because:

Primary objectives of the Downtown Plan include: 1) maximizing development opportunities around existing transit systems to encourage sustainable land use, and 2) directing growth towards transit hubs and corridors.

(DEIR, p. 4.11-19.) As noted above, a change in zoning recommendations is necessary before these statements can apply for the Property. Rather than allowing for a higher density that would help achieve the Draft Plan’s primary objectives, the November 2020 Draft Plan would downzone the Property from current and previously proposed zoning. Designating the Property as Community Center with [DM5-SH2-5][CX1-FA][CPIO] zoning advances the Draft Plan’s objectives to “maximize[e] development opportunities around existing transit systems” and to direct[] growth towards transit hubs and corridors,” because it allows for greater development opportunities on a site close to an existing Metro rail station.

The Draft Plan and DEIR Seek to Promote Sustainable Growth and Development

The DEIR and Draft Plan also seek to increase transit usage and promote sustainable growth to reduce greenhouse gas emissions. The “Plan calls for efficient use of land that supports walking, bicycling, and access to transit, reducing energy consumption, and fostering environments for active and passive recreation.” (Draft Plan, Chapter 2, p. 27.) Policy LU 17.9 calls for the Plan to “support local, regional, state, and federal programs seeking to reduce greenhouse gas emissions, in an effort to minimize pollution sources and to improve air quality.” In addition, DEIR objectives seek to “[p]romote a mode-shift from private automobile usage and foster a transit, bicycle, and pedestrian supportive environment,” and “[r]educe vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions.” (DEIR, p. 3-24.) More permissive zoning at the Property would facilitate these goals, because it would enable additional housing near transit, thus reducing vehicle miles traveled as residents would be encouraged utilize the nearby Metro system rather than private automobiles.

The DEIR's analysis of the Draft Plan's environmental impacts takes into account the Draft Plan "incentiviz[ing] new development opportunities around existing transit systems; direct growth to transit hubs and corridors," and that the revised zoning code "would provide for a variety of options for accommodating planned development along . . . transit notes." (DEIR, p. 4.2-20.) Likewise, the DEIR notes that the Draft Plan "promotes concentrated, mixed-use development adjacent to transit stations and corridors in order to conserve resources and create more sustainable development pattern by increasing opportunities for active transportation and reducing the use of cars" and would "incorporate transit-oriented development." (*Id.*, pp. 4.7-33, 4.7-34; see also p. 4.10-42 ["The Downtown Plan would reduce work trips by promoting development near major transit hubs. . ."]; p. 4.10-47 ["The Downtown Plan would concentrate future growth in areas well-served by transit."].) Allowing for additional FAR and height at the Property with the Community Center designation and [DM5-SH2-5][CX1-FA][CPIO] zoning is consistent with these aims as it would enable additional housing near existing transit.

In sum, designating the Property as Community Center with [DM5-SH2-5][CX1-FA][CPIO] zoning facilitates the type of "high density, mixed-use infill development in an area well served by transit" that the Draft Plan is intended to facilitate. (DEIR, p. 6-2.) The November 2020 Draft Plan's proposed zoning has the opposite effect and should not be carried forward into the next iteration of the plan, and the higher density and height potential for the Property should be reflected in the final environmental impact report.

Additional Revisions to the Draft Plan Are Needed to Support Transit-Oriented Development

In addition to the proposed revisions to the Property's land use designation and zoning, the Draft Plan should ensure that it is not imposing any unnecessary roadblocks to development near transit. For instance, in prior Draft Plan iterations, occupiable space located on the ground story was not included in the calculation of the floor area within Development Standards District 5. Occupiable space included lobbies, meeting rooms, gyms, and occupiable ground floor tenant space. The November 2020 Draft Plan no longer includes excludes occupiable space on the ground story. Counting this space within FAR calculations while substantially decreasing FAR within the November 2020 Draft Plan severely limits the ability to develop the number of residential units needed to meet the City's housing production goal while providing a "livable and healthy community" for residents. (See e.g., Draft Plan, Chapter 1, p. 4.)

Further, for projects under the Draft Plan's Community Plan Implementation Overlay ("CPIO"), the Draft Plan requires the issuance of a building permit for replacement development prior to the issuance of a demolition permit. (Draft Plan, CPIO, p. 9.) Such a requirement places an unnecessary burden on the ability to quickly and efficiently proceed with development in furtherance of the Plan's goals.

We are also concerned that the November 2020 Draft Plan proposes to supersede the City's Transit Oriented Communities Guidelines and Incentives with more stringent requirements. The City's proposed replacement program provides a bonus FAR that is at the lowest end of the City's affordable housing incentive programs. The Property is currently designated as Tier 3 under TOC, which would allow for a density increase of 70 percent and a

FAR increase of 50 percent. The Draft Plan's replacement program would only allow for a FAR increase of 35 percent, and no density increase. TOC has been effective at producing mixed-income developments with on-site rent-restricted affordable housing. The Draft Plan should not abandon this program, or at the very least should increase the incentives offered to encourage the type of transit-oriented, infill development the DEIR and Draft Plan repeatedly state is necessary to accommodate additional growth in a sustainable manner. As noted above, given the impacts of the COVID-19 pandemic, economic constraints should be considered in designing incentives for public benefits like affordable housing.

In the next draft of the Plan, we would also appreciate clarification that lot area per unit is not limited by a prescribed square footage in the FA Density District. (Draft Plan, p. 6-9.) The Draft Plan's Public Benefits Systems article also states that for the purpose of calculating the base number of units allowed under the Affordable Housing Incentive programs or Public Benefits programs in the FA Density District, "the maximum allowable units is determined by dividing the allowed floor area (in square feet) by the Base FAR, and then by a standardized unit size of 950 square feet." (*Id.*, p. 9-5.) We understand this standardized unit size to only apply for the purposes of calculating the base number of units under the State Density Bonus provisions or local incentives to encourage affordable housing, but does not otherwise prescribe a standardized unit size.

Conclusion

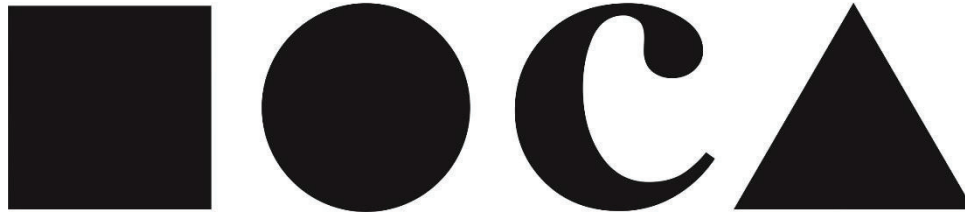
Thanks again for your consideration, and we look forward to continued discussions as the Draft Plan and environmental processes move forward. Please do not hesitate to contact me should you have any questions.

Very truly yours,



Beth Gordie
of LATHAM & WATKINS LLP

cc: Shana Bonstin, Deputy Director of Planning
Lisa Webber, Deputy Director of Planning
Valerie Watson, Senior City Planner
Cindy Starrett, Latham & Watkins
Samantha Seikkula, Latham & Watkins

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December 4, 2020

Brittany Arceneaux, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 667
Los Angeles, CA 90012
Via email: brittany.arceneaux@lacity.org

Re: Comments on ENV-2017-433-EIR: DTLA 2040 Draft Environmental Impact Report (DEIR)

Dear Ms. Arceneaux,

We, The Museum of Contemporary Art (“MOCA”), are writing this letter as longtime Bunker Hill and Downtown Los Angeles stakeholders. The MOCA-owned site in Bunker Hill is located at 232-256 S. Grand Avenue in Downtown Los Angeles (the “Grand Avenue Site”).

Established in 1979, MOCA is the only artist-founded museum in Los Angeles. We are dedicated to collecting and exhibiting contemporary art. We house one of the most important collections of contemporary art in the world, comprising roughly 7000 objects, and have a diverse history of ground-breaking, historically-significant exhibitions. Importantly, we recently made the museum entry free to the public, reinforcing our position as a critical and accessible cultural institution in the Los Angeles region. The museum on Bunker Hill in Downtown Los Angeles has been a mainstay cultural attraction for 40 years and will continue to be a public resource and attraction in Los Angeles.

We have reviewed the Draft DTLA 2040 Plan (“Plan”) and the associated Draft Environmental Impact Report (“DEIR”). The following commentary represents MOCA’s feedback on the Plan based on our experience and vision for the future of MOCA’s museum on the Grand Avenue Site.

Pedestrian Easement

Do not require a pedestrian easement through the Grand Avenue Site.

The Plan’s proposed Community Plan Implementation Ordinance (“CPIO”) implements a maintenance program for existing pedestrian linkages in Bunker Hill, including an identified existing pedway system on the Grand Avenue Site. Per the CPIO, this existing pedestrian walkway on the Grand Avenue Site must be maintained unless an equivalent pedestrian easement is provided within a new project, subject to the Director of Planning’s approval. Any future development of the Grand Avenue Site would be required to accommodate this existing pedestrian walkway in the proposed design.

While the Plan's goal to maintain pedestrian circulation systems throughout Bunker Hill is a noble one, the requirement to maintain or replace this pedestrian walkway on the Grand Avenue Site totally undermines the full future development potential of the site and would preclude future museum expansion. MOCA's gallery space is already limited as compared to comparable museums, so we will need to expand in order to grow with the community and remain relevant to all of Los Angeles. The ability to create a feasible museum expansion project outweighs the need to maintain the pedestrian access through the Grand Avenue Site. Removing this pedestrian walkway requirement would not inhibit the walkability or pedestrian-friendly nature in Bunker Hill. There are ample pedestrian amenities and public open space in the immediate area, such as the courtyards at Cal Plaza and the Omni Hotel, just to name two.

For this reason, we strongly believe that the Plan should be amended to remove the requirement to maintain a pedestrian walkway through the Grand Avenue Site.

Design Restrictions

Simplify design restrictions to allow for iconic building design.

The Plan would create highly-specific design requirements for buildings in the Plan area, including Bunker Hill. The Plan's proposed development and design standards are very prescriptive and would inhibit an innovative and creative building design. Iconic buildings in Bunker Hill, such as Disney Hall or the Broad Museum, which have come to define Los Angeles' cultural community and attract local and worldwide tourism into the City would simply not be feasible under the Plan's proposed design constraints. Indeed, even our existing building on Grand Avenue, which was designed by the world-famous, Pritzker Prize winning architect Arata Isozaki, would have been prohibited by the Plan. Design standards that are far too prescriptive, such as those in the Plan, are shortsighted; they will squash creative approaches to design and architecture and put a damper on future fundraising for exceptional development. As such, we believe that the Plan's design restrictions be significantly simplified and streamlined to allow for exceptional, world-famous iconic building designs, especially in the Bunker Hill area.

Conclusion

For the reasons stated above, MOCA does not support the Plan as currently proposed. We strongly urge the Los Angeles Department of City Planning to reconsider these proposed zoning regulations applicable to the Plan area and Bunker Hill specifically and instead consider the alternatives outlined in this letter. We appreciate your time and consideration.

Sincerely,



Klaus Biesenbach
Director
Museum of Contemporary Art



Maria Seferian
Chair, Board of Trustees
Museum of Contemporary Art

December 3, 2020

Sent Electronically

Brittany Arceneaux, City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012
Email: Brittany.arceneaux@lacity.org

RE: Draft EIR Comments for the Downtown Community Plan Update/New Zoning Code for Downtown Community Plan

Dear Ms. Arceneaux:

On behalf of individual stakeholders and community based organizations that comprise the Chinatown Sustainability Dialogue Group (CSDG), thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Downtown Community Plan Update/New Zoning Code for the Downtown Community Plan (DTLA 2040).

CSDG appreciates the City's renewed commitment to developing equitable planning policies and programs in Los Angeles. From this lens, we submit the following comments:

1. Protect Chinatown's historic-cultural neighborhood

- Expand the Villages land use designation. We appreciate that the City expanded the Villages land use designation in Chinatown to include the block between College Street to the north, Alpine Street to the south, North Broadway to the east, and North Spring to the west. We ask the City expand the Villages land use designation in Chinatown to protect our historic-cultural neighborhood and its naturally occurring affordable housing, legacy businesses, and longtime cultural institutions by including: 1) the area south of Ord Street to Cesar E. Chavez Avenue between North Hill Street and North Alameda Street; 2) the west side of North Hill Street between Alpine Street and Cesar E. Chavez Avenue; 3) the area west of North Alameda Street to New High Street between Alpine Street and Cesar E. Chavez Avenue; 4) the north and south side of Alpine Street between Yale Street and North Hill Street; and 5) the block between College Street and Alpine Street to the north and south, and Cleveland Street and Yale Street to the west and east.
- Prioritize spaces for small businesses through commercial establishment size limits in Chinatown.
- Create a new citywide legacy business policy and programs that provide incentives and resources in support of longtime small businesses and institutions.
- Acknowledge and encourage the preservation and rehabilitation of existing historic and potentially eligible resources in Chinatown in the Historic Cultural Neighborhoods Best Practices section on Chinatown.

2. Promote a safer and healthier Chinatown

- Implement neighborhood- and pedestrian-friendly circulation guidelines to reduce air pollution and vehicle-pedestrian accidents.
- Prohibit block alcohol permits which undermine community development goals; rather, each alcohol application should be considered on its own merits, i.e. should be unique to the individual operator or location, and not be awarded as part of an entitlement package that benefits a real estate investor/speculator.
- Limit the hours and frequency of community events in Chinatown consideration of the impact to local residents and businesses; require approval by the neighborhood council.

3. Community benefits should include community-serving amenities

- Public restrooms
- Public parking supply and policy that supports local business and residents.
- Protecting the integrity of parks and open space by maintaining access to light, fresh air, and aesthetic views.

4. Create inclusive housing without displacement of current residents

- Maintain proposed reductions in base FAR and height limits to incentivize affordable housing development in the Chinatown area.
- Increase the supply of affordable housing, including for extremely low AMI renters. Any locally displaced households shall have first priority in new affordable housing.

Thank you for allowing us to share the feedback of longtime Chinatown residents and stakeholders. We look forward to seeing our concerns reflected in updated iterations of the Draft Downtown Los Angeles Community Plan. Please let us know how we can continue to participate in the creation of this important document.

Sincerely,
CSDG TEAM



Industrial District Green

A Project of Community Partners

Los Angeles City Planning Department
201 N Figueroa St Ste 4
Los Angeles, CA 90012

RE: DTLA 2040 Community Plan Update

December 3, 2020

Dear Downtown Community Planning Team:

In 2012 several residents, including myself, came together to address the severe lack of tree canopy in the industrial neighborhoods of Downtown Los Angeles. We founded Industrial District Green with the mission:

to improve the livability of the DTLA Industrial District through the implementation and maintenance of community-based greening and open space projects while engaging under-served members of the community via education and outreach programs.

Since our founding, Downtown has seen an explosion of development. With the vast amount of money flowing into our area for high end housing we would have expected to see a commensurate number of trees and parks to offset the influx of people. Unfortunately, this was not the case. Despite the years of advocacy aimed at City Planning personnel we were never able to stop tree variances from being issued which caused Downtown to lose out on hundreds of thousands of dollars “worth” of tree canopy. Once a tree variance is issued, and they are granted all the time for Downtown projects, we never end up seeing those trees – the fees end up going into a black hole and no one is quite sure who decides how they can be used – including City Planning personnel. We are the only tree-planting organization native to Downtown Los Angeles, so if we do not know how these funds get accessed locally, then it is safe to say it cannot be known. Further, the fact that trees “in containers” can count as trees planted for a project, ignores larger stormwater management concerns for the LA River Watershed upon which Downtown sits. All trees required to be planted should be mandated to be planted in the ground.

Mayor Garcetti announced a new partnership with Google called “[The Tree Canopy Lab](#)”. A cursory look at Downtown with this tool shows that our industrial neighborhoods average around 3 ½% canopy coverage. A healthy % would be closer to 15% ([Why We No Longer Recommend a 40 Percent Urban Tree Canopy Goal - American Forests](#)). Compounding these already unhealthy conditions are the large amounts of emissions pumped into the area from semi-trucks that travel through this zone, which exacerbate an already vulnerable population. Additionally, large warehouses amplify the urban heat island effect, making hot days even more unbearable. The negative effects of not having tree-lined streets are immediate and unavoidable, especially for the homeless who struggle to find relief from the sun’s rays during LA’s sweltering summers. Residents of the neighborhood - both homeless and housed, have been almost completely disconnected from nature.

Since the last decade of intense development Downtown has led to an uneven distribution of public benefits, with over half of Downtown seeing no new park space added, there is nothing that tells me that the next decade will be any different, despite anything included in the DTLA 2040 Community Plan Update. There are no mandates for park space/per new unit built. No mandates for WHERE any new parks would be built, and no guarantee tree variances would not continue to be issued. It is not like Downtown does not desperately need the trees. Where does City Planning think the funding for an urban forest is supposed to come from if tree variances keep getting passed out like candy?

Our ask is that you mandate trees as well as park and greenspace square footage/per new unit built from development projects and that you bake in accessibility for all corners of Downtown. Someone that lives near the intersection of the LA River and 10 freeway should not have to travel two miles away to access a park.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Katherine D. Munnery". The signature is written in a cursive, flowing style.

Co-founder of Industrial District Green

cc: Craig Weber, craig.weber@lacity.org
Brittany Arceneaux, brittany.arceneaux@lacity.org
Jordan Hallman, jordan.hallman@lacity.org
Valerie Watson, valerie.watson@lacity.org
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Industrial District Green Tel: (213) 293-1425 Email: info@industrialdistrictgreen.org Web: www.industrialdistrictgreen.org

On Fri, Dec 4, 2020 at 4:46 PM Laura Velkei <[REDACTED]> wrote:
Hi Brittany -

You'll be receiving other correspondence from the team if you haven't already but we wanted to include the work we did on the matter that garnered hundreds of signatures supporting the Arts District Ordinance which we submitted to City Planning. Highlights of the ordinance included:

- Minimum average size unit size of 1000 square ft (this is adjusted from 750 minimum)
- 1.5 FAR Commercial Space
- Post & Beam Construction
- Type one and Two Construction
- Historic & Contributing Buildings

In 2015, the Arts District Community submitted a [land-use ordinance](#) to the City of Los Angeles reflecting the desires of the community and to ensure the long term health and sustainability of the Arts District.

The [plan](#) was presented to the city as an alternative to the Hybrid Industrial Ordinance as it was more reflective of the community goals vs outside developer goals promoted by the now-indicted former council member Huizar.

Over 325 people signed the [petition](#) supporting the Arts District drafted plan. So as not to clutter up your inbox, the Ordinance submitted to the City and was offered to stakeholders in petition form again can be found [here](#). A pdf version is also attached. (Timestamps and emails can be provided if needed)

In addition, all 3 of the Community Boards in the Arts District drafted and [submitted letters](#) as to their position on the matter.

We respectfully request that this petition and the linked letters previously submitted be included in the record and that the will of our community be enforced over the outside interests of other stakeholders not living or working in the community.

Please let me know if you need me to send the pdf of the org letters in addition to the links, we just wanted to have this on file before 5.

Have a great weekend!

Laura

--



Our Letter & Signers

*An Open Letter from Urban and Civic Leaders to the Los Angeles City Council and Department of City Planning: The undersigned are a group of community members and leaders, architects, urban planners, developers, and academics who deeply care about the future of the Arts District in Downtown Los Angeles. The Arts District is a unique and irreplaceable part of Downtown Los Angeles and we hope the City Council adopts a specific plan that will preserve the defining characteristics of our neighborhood — a plan designed to build on the innovation, creativity, and economic activity developed over the last three decades. The Arts District is a prime example of how proper planning and zoning can transform a blighted urban center. The Artist-in-Residence Ordinances have empowered artists and entrepreneurs to re-imagine and re-purpose an area that had been severely underutilized. **If the Arts District is to maintain its unique place as a vibrant center of creativity, economic prosperity, and diversity, a forward thinking land use policy should be adopted; a policy that will safeguard and promote these values.** Rigid building codes and out-of-date urban planning practices should be set aside while a thoughtful evaluation of new tools is being conducted. The attached proposal for an Interim Land Use Policy framework in the Arts District was created with the goal of maintaining and strengthening the extraordinary diversity which has been a defining hallmark of the Arts District. It ensures that new projects will maintain a balance of creative space and live/work space. The proposal seeks to ensure that the creation of any new live/work spaces maintains the distinctive live/work environment characteristic of the Arts District — and does not promote the suburbanization of this vital urban center. Los Angeles has many multi-family residential neighborhoods, like West LA, but it has only ONE Arts District in Downtown Los Angeles. It is critical that the new area plan be designed to build on rather than undermine the defining characteristics of the Arts District. Specifically, we advocate that Type I and II buildings must be the primary method of construction and an appropriate density should be afforded to offset the cost of construction. Wood structures should be constructed in a way that will maximize the flexibility and adaptability of design and must maintain commercial capabilities. Live/work units should be designed with true live/work utilization in mind. Live/work should provide the flexibility and structural integrity that promotes multiple uses. Live/work should not be diluted into a veiled excuse for turning the Arts District into a bedroom community. Ground floor space should be dedicated to traditional uses that enhance the pedestrian experience. It is wholly inconsistent with the characteristics of the District to undermine the pedestrian experience by allowing ground level parking. New construction in the Arts District should provide parking below or above street level. We feel strongly that the Department of City Planning should craft a land use policy based on the long-term best interest of Los Angeles and the community as a whole, a policy that is uniform and evenly applied, a policy that protects the defining characteristics of the District, and a policy that is not subject to endless variances granted to satisfy the needs of specific developers. We encourage you to use the attached draft ordinance as the building block for creating a meaningful land use policy for the Arts District. Respectfully, Here you will find the people behind the design of this ordinance and the people who support it. We would like to add your name too. You can lend your voice [here](#).*

I support the Community written Arts District Ordinance (Responses) : Supporters

Name
SANAZ ABDI
Ellen Abramson
Gina Acuña
PRICE AGAH
Alexandra Agajanian
BRANDON ALULEMA
ODGEREL AMINA
AUSTIN ANDERSON
HELEN ANDERSON
RAUL ANGELES
Aires Arch
JOSE ARLLANO
ANA AYON
Jane Baek
Michael Baquiran
Mohammed Barakat
Yuval Bar-Zemer
ELIAS BARRY
MICHAEL BAUM

MICHAEL BAUM
BEGUM BAYSUN
matthew beehler
KAZAR BEILEVIAN
VALERIE BENAVIDES
Bevan Bennett
Denton Biety
Robin Blanchard
Aaron Bonner
Blair Borden
Mark Borman
Qathryn Brehm
TONY BRUNO
STEVEN BRYANT
KRYSTA BRYER
IAN BUCHHOLZ
AMY BURDO
CRAIG BURLINGAME
Diego Cano-Lasso
GERARDO CANTOZ
KATIE CARNES
MARY CARTER
Sylvia Castano
ALEX CASTINEDA
JOSHUA CASTRO
David Cerwonka
STAN CHA
REBECCA CHAN
SARAH CHANG
Yu Young Chang
Joel Chandler
HALSEY CHAPLIN
MIKE CHAVEZ
ALLIE CHAVEZ
JAMES CHEEKS
I-LI CHEN
SAM CHIPLIN
STEVEN CHOI
Kevork Cholakian
MILES CILETTI
CAMERON CLOSE
ALYN CLOUD
Dawn Cody
John Colao
MIKE COMPIE
Avianna Compoc
Marten Compoc
CHRISTINE CONSTABLE
Stephen Corwin
SARAH CROAK
HARLEY CROSS
JOSEPH CRUZ
ADDET DAIRABAYON
JUSTIN DAVIS
FREDDY DEGADO
Beatrice De Jong
LUIS DELOSANTOS
Matt Devitt
Jamie DeVore
Fernando Diaz
J. DITON
TRI DO
DIEGO DOMINGUEZ
DOUGLAS DUNNAM
MIKE DUONG
Miller Duvall
TERRY ELLSWORTH
Marie P Elter
SETH EUBANKS
Scot Ezzell
ALVARO FERREIRA
LUCIA FEUREUR
CHRISTINA FISHER
Derrick Flynn
Ron Fong
KELLEY FRANCIS
JEFFREY FROEHLICH
Christopher Fudurich
DABY GALLARDO
Mark Gallo
VICTORIA GAMBURG
EM GARDL
MIGUEL GARCIA

AMBER GELLIN
Michelle Gertzman
NELSON GIBBS
A. GILBERT
Ed Glendinning
Sarah Gochrach
DANIELLA GOLDFRAD
ANTHONY GONZALEZ
ANDRIA GONZALEZ

KATIE GRANIN
LINDA GRAY
Tracy Green
Rinat Greenberg
Anthony Mark Hankins
ULYSES HARDY
BECKY HARTING
MATT HECKLAN
Mickey Hedges
Matthew Heffner
AUDREY HENDERSON
KRISTIE HERNANDEZ
LUZ HERNANDEZ
Liz Hesik
Lindsay Hollister
Todd Hughes
SAM HUNT
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TARA JANE
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JOHN JASON
Robert Jefferson
Jonathan Jerald
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catherine jimenez
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JOSH KAYE
TIM KEATING
Amanda Keiden
WILLIAM KEIHN
Jennifer Kerner
Arsen Khachatryan
RALEIGH KNIGHT
HEATHER KONAINA
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Marin Kunert
Lili Lakich
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RODNEY LEE
MINAH LEE
MICHELLE LEE
CATHERINE LEE
Christina Lee
Jessie Lemos
Drew Lesso
HELEN LI
Ray Lin
Scott Liken
DIANA LOPEZ
EDITH LOPEZ
ILIA LOPEZ
Lucas Magasweran
CHARLIE MAGOVEM
James Mansfield
Michael Manzoori
Y. MARTINEZ
ALLISON MARTINEZ
JO MASKIN
JOSHUA MATTHEIS
Jim McBride
Brendan McCarthy
WALT McCLEMENTS
Morgan McLachlan
Katherine McNenny
Lauren McQuade
Jasser Membreno

JULIE MENDEZ
MAT MICKEL
TIGER MOON
BRITNEY MOORE
NIC MOORE
ADRIAN MORA
RAY MORENO
KERA MORGAN
Delmore Morsette
Lilli Muller
WENDY NAVE
A. NEWSOME
RAYMOND NEWTON
LINDA NGUYEN
Thomas Nagano
Adam Normandin
Deena Novak
Elle Nucci
Paul Oberman
MATTHEW ODEN
LAURA ORELLANA
JOSE OROZCO
LISA PALERMO
KEVIN PAPYA
BEN PASQUALE
DANIELLE PHILLIPS
Anna Marie Piersimoni
JANICE PLANK
Lorena Porras
MATT PUGH
DANNU QUESADO
Tim Quinn
BENNY QUINONEZ
Penny Raile
ISHMAEL RANIM
MARK REDHEAD
Natalie Reynoso
RIANA RHOADES
MELISSA RICHARDSON
GRAHAM RILEY
EDDIE RILEY
LILLIAN RIVARD
CHRISTIAN ROBINSON
SONIA ROBINSON
ALEX RODRIGUEZ
MELANIE RODRIGUEZ
ANTONIO RODRIGUEZ
ALEX ROSE
LORI ROSEN
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KARIN SALEH
SHAUN SAMPSON
SHERILLE SAMSON
JAMES SANDER
MARK SANDERS
Heath Satow
Jonathan Schiminske
Susanna Schulten
Cindy Schwarzstein
James Scott
RODLIN SCOTT
Robert Scott
BEN SEARLE
jt sebastian
KIM SECOQUIAN
SARAH SELTZER
Wendy Sherman
KAZ SHIMADA
LARRY SMITH
BETTIE SMITH
ASHLEE SMITH
JULIA SMITH-NEWTON
PATRICIA SOTO
DENNIS SOTTERO
Phillip Spencer
Tiffany Steffens
John Strutz
DELL TAYLOR

HENRY TAYLOR
Todd Terrazas
MAIA THOMAS
Sharon Tomlin
JOSE TOMOS
Elizabeth Topping
TABITHA TORREA
NATALIA TORRES
Randy Torres
Jesta Trujillo
Tracy Tynan
Vivian Um
SAM VAN DER WOLT
Patricia van Hasselt
MAURICIO VAN HASSETT
NICK VANDFIELD
Rush Varela
CHRISTINE VARNEY
Sarkis Vartanian
Laura Velkei
JACOB VIDANA
JAKE VIRAMONTEZ
MICHAEL WAKABAYASHI
Ann Wallace
Ethan Walter
STEVE WARD
Bethany Ward-Lawe
Jean-Marc Weber
Dan West
STEPHANIE WHEELER
Peter Wibisono
Justin Wilcott
Grant Williams
RAMONE WILLIAMS
DAVID WILLIAMS
LEILANI WILSON
STACI WOO
Lauren Woodward
MICHAEL WOOLSTON
RYAN YANG
ARTHUR YEUNG
Jin Yoo
Dale Youngman
Oscar Zaldana
RICHARD ZIPLER
Christopher Zwimer

Supporters

>
<

[ADD YOUR NAME](#)



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December 4, 2020

Brittany Arceneaux, City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012
Via email: brittany.arceneaux@lacity.org
Revised and final version sent: 12/4/2020 at 5:10pm

RE: Comments on ENV-2017-433-EIR: DTLA 2040 Draft Environmental Impact Report (DEIR)

Dear Ms. Arceneaux,

Studio-MLA is a design studio that integrates landscape architecture, urban design, and planning to create places that inspire human connection, unite communities, and restore environmental balance. Advocacy is a foundation of our practice – a powerful tool to catalyze ecological and social change with inclusivity and authenticity. We believe in the transformative power of design to recalibrate the natural and built environments that connect us.

It is with this approach that we would appreciate your consideration of the follow comments to the DTLA 2040 Draft Environmental Impact Report.

- Allow more flexibility for housing in the Arts District and Fashion District and do not limit housing to live/work units.
- Remove the ban on market rate housing around 5th to 7th and San Pedro to Central as to not segregate communities by income.
- Height limits need to be reconsidered for the areas that are a part of the Downtown Community Plan. These neighborhoods are served by critical transportation where density should be allowed.
- Incorporate specific requirements for Community Benefits program to promote by-right development and decrease the need for projects to be approved on a subjective, one-off basis under discretionary review.

STUDIO-MLA

- Provide a more substantial FAR bonus for affordable housing.
- Eliminate industrial exclusive zoning to provide more flexible zoning to flexibility long term.

The Downtown Community Plan and New Zoning code should also reflect the vision and work that has been done on the LA River. The code should be flexible and allow the parcels adjacent to the river to respond to its context, strengthen sense of place and become a tangible corridor supporting urban development, habitat, parkland, and human experience.

Some of our suggestions include

- A special overlay in downtown along the LA River that creates a “hybrid industrial” form that reclaims and opens access to the riverbank.
- Reverse the trend of buildings turning their backs to the river. Create a frontage district that encourages walking, biking, picnicking, etc. along the river
- Density that takes advantage of the first-mile-last-mile connectivity provided by the LA River Path and planned Metrolink station
- Encourage typologies such as overlooks that bring people closer to the river.

We appreciate your consideration of these comments and look forward to the Plan’s adoption.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mia Lehrer', with a long, sweeping underline.

Mia Lehrer, President
MLA Green, Inc., d.b.a.: Studio-MLA

CHINATOWN STAKEHOLDERS

c/o Summit Western Limited, LLC 970 North Broadway, Suite 111, Los Angeles, CA 90012

December 3, 2020

Brittany Arceneaux, City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 667
Los Angeles, CA 90012
Via email: brittany.arceneaux@lacity.org

Re: Comments on ENV-2017-433-EIR: DTLA 2040 Draft Environmental Impact Report (DEIR)

Dear Ms. Arceneaux,

We are writing this letter as longtime Chinatown Stakeholders (“Chinatown Stakeholders”) including business owners, property owners and community members who cumulatively have over 350 years of ownership and experience in Los Angeles’ Chinatown.¹ We have reviewed the Draft DTLA 2040 Plan (“Plan”) and the associated Draft Environmental Impact Report (“DEIR”). The following commentary represents the Chinatown Stakeholders’ feedback on the Plan based on our collective experience and vision for the Chinatown area.

In general, the Chinatown Stakeholders have interest in property in two areas including Chinatown East and Chinatown West¹. Within the Chinatown East area, the first area of interest is the central part of Chinatown near the intersection of Alpine Street and Broadway. The second area of interest is the northern part of Chinatown closer to the Los Angeles State Historic Park. Within the Chinatown West area, the area of interest is the northern part of Chinatown near the intersection of Yale Street and Bernard Street.

Chinatown History and Background

The changing role of Los Angeles’ Chinatown in relation to the rest of DTLA and the San Gabriel Valley provides a useful background for planning the next 20 years of Chinatown’s development. Once the social, cultural, and economic center of L.A.’s Chinese American community, Chinatown has evolved over the past 50 years. Many Chinese-oriented restaurants, businesses, and community institutions have followed the ethnic Chinese population moving eastward to the San Gabriel Valley, although some continue to locate in Chinatown. As an example, Cathay Bank has since relocated its corporate

¹ Per the DTLA 2040 Plan, Chinatown East is an area approximately bounded by Ord Street, Hill Street, N. Spring Street and LA State Historic Park. Chinatown West is defined as the area approximately bounded by Cesar E. Chavez Avenue, Hill Street, 110 Freeway and Bernard Street.

headquarters to El Monte because most of its customers and employees reside in the San Gabriel Valley. At the same time, adjacent and nearby areas of downtown such as Bunker Hill, South Park, the Arts District, and Little Tokyo have attracted a housing boom generating a downtown residential population that has fueled demand for restaurants, cultural facilities, and other resident-serving services. The downtown housing boom has largely passed Chinatown by. However, filling the vacuum left by the departure of traditional Chinese businesses and organizations, new uses have emerged in Chinatown such as innovative food and retail entrepreneurs, art galleries, and architecture and design businesses. And there are signs that the demand for downtown housing is spilling over into Chinatown. This has led to proposals for new residential projects serving both Chinese and non-Chinese residents.

Many of the Chinatowns in other U.S. cities have stagnated and lost their economic vitality as a result of demographic changes, even in the face of development activity in adjacent or nearby areas. The fundamental challenge for L.A. Chinatown is how to maintain its neighborhood character and serve a wide range of community needs while generating a level of new economic activity that can sustain the community.

A More Balanced Approach to Planning Chinatown's Future

City Planning has an important role in creating a framework for guiding future development in Chinatown. It can deploy planning tools that provide incentives that encourage outcomes that it deems positive or constraints that discourage outcomes that it deems negative. But if the overall planning framework fails to strike the right balance or equilibrium of tools, the desired goals for Chinatown's future will not materialize.

A first step would be to avoid doing harm. Chinatown was largely bypassed by previous waves of new residential development in and around Downtown Los Angeles. In the Cornfield Arroyo Seco Plan ("CASP") adopted in 2013, City Planning attempted to promote infill development in the CASP area but also sought to limit the percentage of residential space in the floor area of new projects. This may have had the unintended effect of discouraging new development even at a time when other parts of DTLA were experiencing a development boom. The only project within the CASP area that has been approved (1457 N. Main St., with 244 live/work units) since adoption of CASP moved forward only as a result of the Central Area Planning Commission granting (in May 2020) an exemption from CASP's limitation of residential uses not exceeding 15 percent of the floor area. The City Council subsequently approved Councilmember Cedillo's motion (Council File No. 13-0078-S2) directing City Planning to review the land use incentives in CASP to determine whether they had the net effect of discouraging the production of mixed-income housing.

In addition to the 1457 N. Main St. project that obtained an exemption from CASP, there are at least two other projects (Buena Vista project, formerly known as Elysian Park Lofts, located above L.A. State Historic Park and the College Station project at the corner of North Spring and College Streets adjacent to the Gold Line station) asked to be excluded from the CASP area in order to avoid CASP restrictions. This additional evidence of other projects that were ready to proceed – but did not want to be covered by the restrictions of CASP – comprise additional evidence that there are components in CASP that were discouraging projects ready to proceed.

While City Planning is conducting its study of CASP's real-world impact on housing production, it would not make sense to adopt overly prescriptive restrictions in another DTLA neighborhood that might also result in unintended consequences discouraging new housing at a time when the city and the region continue to fall further behind current and future housing demand.

Building Height and FAR Limits

In order to enable Chinatown to do its part to fulfill City and Regional housing targets, restore allowable height and FAR.

The Plan proposes reductions in Floor Area Ratio ("FAR") and building height for much of the Chinatown and Chinatown West areas. We believe that these FAR and building height limits represent significant downzoning that is entirely too restrictive and will lead to negative consequences for the future development of Chinatown.

This is especially true for the area generally bounded by Bernard Street, Yale Street, Ord Street, 110 Freeway and Broadway that is proposed to be within the MN1 Form District which would allow a base FAR of 2:1 and maximum height of 3 stories, and which can only be increased up to 6:1 FAR and 5 stories maximum through the Plan's Public Benefits Program.

The Plan's proposed reductions in height and FAR are some of the main tools proposed to preserve Chinatown's neighborhood character. But height and FAR reductions comprise a very blunt and inexact tool that may not achieve the intended goal. The reductions in height and FAR would needlessly inhibit new projects on sites that are not historically or culturally significant.

We are concerned that the base 2:1 FAR and 3-story height restrictions would result in more fast-food restaurants, strip malls, and other buildings accompanied by surface parking lots, which is inconsistent with Chinatown's historical legacy as a walkable, mixed-use neighborhood that respects historic context. The small size of many lots in Chinatown already constrains their development potential. The Plan could easily revert our neighborhood back to the lack of amenities and absence of pedestrian activity of the 1970s.

We firmly believe that the proposed zoning for the Chinatown East and Chinatown West areas should allow a base FAR of 6:1 and height limited only by FAR. Allowing a base FAR of 6:1 and height limited only by FAR would encourage new mixed-use development (including much needed housing as outlined in the Southern California Association of Government's Regional Housing Needs Assessment). This new development would help maintain sufficient density to support the mix of local businesses that make the Chinatown neighborhood function as a pedestrian friendly district where daily errands can be performed without a car.

Parking

Do not count above-ground parking (which may be necessary to make a project economically viable) towards the allowable floor area for projects. Ensure pedestrian orientation by requiring active ground floor uses in projects incorporating above-ground parking.

Although the Plan eliminates minimum parking requirements for the Plan area, above ground parking will be counted towards a project's allowable floor area. This has major implications for the Chinatown area where the Plan proposes an extremely low base FAR of 2:1 in many parts of the neighborhood. Subterranean parking is not always feasible in many cases in an area like Chinatown where excavation can be complicated by geological and/or archaeological factors. In Chinatown, where the Plan greatly limits FAR, above ground parking should not count towards FAR. Counting above ground parking towards FAR, while also greatly limiting FAR in Chinatown, would impede the future development potential in the area by rendering projects infeasible.

We recommend that above-ground parking should not count toward project FAR in the Chinatown area if it is screened and/or adaptable for future reuse and projects include active ground floor uses. This marries good urban design principles with a financially viable means of providing parking.

Design Restrictions

Remove mandating area-wide design requirements.

The Plan would create highly specific design requirements for buildings in the Plan area, including Chinatown. We believe that these design standards are far too prescriptive in the long run will limit creative approaches to design and architecture and put a damper on future development.

Limits on Hotel Rooms

Remove an arbitrary restriction on hotel rooms that could discourage new hotel development in Chinatown.

The Plan arbitrarily limit hotels by their number of rooms, specifically to a maximum 49 rooms in the Chinatown area. We propose that hotel room limits be removed from the Plan since we believe they are antithetical to strengthening DTLA's role as a major visitor destination, including the Chinatown area.

Tenant Size Limitations

Remove arbitrary restriction on new commercial spaces that could deter businesses or community-serving facilities that would benefit the Chinatown community.

The Plan currently proposes various size limitations on commercial establishments throughout DTLA, including a 1,500 square foot limit in parts of Chinatown and a 5,000 square foot limit in other parts of Chinatown. The intent of these limitations seems to be to preserve these areas for small businesses, and/or achieve a small-scale business look and feel. We believe these are blunt policy tools that could negatively impact neighborhoods and exclude potentially desirable businesses. For instance, even the smallest grocery stores typically require 7,500 to 10,000 square feet of space, but these limitations would preclude them, despite a strong need for grocery stores in Chinatown. The tenant size limitations would also preclude banquet style restaurants and other uses such as Chinese goods emporium shopping stores. The proposed tenant size limitations could also preclude desirable uses from locating in Chinatown such as a museum annex, food hall, or creative office or studio space.

Instead of limiting the size of commercial spaces in Chinatown buildings, the Plan should consider other ways to encourage desired outcomes.

Affordable Housing

Incentivize new affordable housing in Chinatown by raising the base FAR for new projects.

Currently as proposed, the Plan would allow mixed income residential projects in the Chinatown area and would not impose an affordable housing requirement in new residential projects unless a project chooses to utilize the Plan's proposed Public Benefits Program to increase allowable height and FAR. We understand that some community groups would like the Plan to implement inclusionary affordable housing requirements to by-right projects in Chinatown prior to utilizing the Public Benefits Program so as to protect low income individuals and families in Chinatown from displacement. While we understand that these community groups' intention is to expand housing affordability and avoid displacement, the outcome of requiring affordable housing in by-right projects in Chinatown prior to the use of the Public Benefits Program is unrealistic and unfeasible.

Additionally, a baseline inclusionary affordable housing requirement for by-right projects, especially in an area like Chinatown where FAR is proposed to be extremely limited, will further exacerbate the issue of financial feasibility of future development in the area. That is to say that the proposed extremely low base FAR in Chinatown, plus a baseline inclusionary affordable housing requirement, would render project costs too expensive with not enough incentive to develop. This will lead to net zero new housing units, both low income and market rate units, and would not help alleviate the housing shortage or affordability crisis facing our city and Chinatown specifically. Accordingly, we firmly believe that the Plan should remain unchanged for Chinatown in terms of allowing market rate housing prior to use of the Plan's Public Benefit Program and only imposing inclusionary affordable housing requirements for projects utilizing the Public Benefits Program and/or seeking development incentives. This, in addition to increasing the allowable base FAR, will ensure the feasibility of producing housing in the future in Chinatown.

COVID-19 Pandemic Impacts

The COVID-19 pandemic has impacted every aspect of our lives and world. While every industry will continue to be impacted, the hospitality, retail and real estate subsectors have been decimated with no clear end in sight. And longer term, subsectors such as office and industrial real estate will be affected by changes in where people work and changes in supply chain; so, surely usage and design of physical spaces will alter as we learn more about the pandemic. Consequently, it would not be in the community's best interest for City Planning to prescribe design and uses based on pre-COVID-19 assumptions.

Conclusion

For the reasons stated above, the Chinatown Stakeholders do not support the Plan as currently proposed. Planned limits on maximum building height and floor area, above ground parking counting as floor area, overly prescriptive design restrictions, hotel room restrictions, tenant size limitations, and potential inclusionary affordable housing requirements without sufficient density to make

projects economically sustainable will severely impair the future growth potential of Chinatown and lead Chinatown into stagnation while nearby Downtown areas flourish.

Because the DTLA 2040 Plan could have such pervasive impact on the physical reality of Chinatown over the next 20 years, it is imperative to further expand City Planning’s outreach efforts to include a wider range of stakeholders including more of the property owners and business owners who provide the jobs, business opportunities, and housing that constitute Chinatown today. We would be happy to help City Planning further extend its Chinatown outreach efforts.

We strongly urge the Los Angeles Department of City Planning to reconsider these proposed zoning regulations in the Chinatown area and instead consider the alternatives outlined in this letter. We appreciate your time and consideration.

Sincerely,

DocuSigned by:
May Chan
60AD96580AD2463...
MAY CHAN
Senior Vice President, General Counsel
and Secretary
Cathay Bank

DocuSigned by:
Peter Cheng
EC6FB8A1DFFD485...
PETER CHENG
Chief Financial Officer
KTKW Limited

DocuSigned by:
Tony Quon
9595B2EDE7D145B...
TONY QUON
President and Board Member
L.A. Chinatown Corporation

DocuSigned by:
Jason Fujimoto
394163E4C0B7435...
JASON FUJIMOTO
Manager
Moy and Associates
Board Member, L.A. Chinatown Corporation

DocuSigned by:
Michael Woo
294EC51AD21C443...
MICHAEL K. WOO
Co-Managing Member
Summit Western Limited, LLC
Former Member, Los Angeles City Council
Former Member, Los Angeles City Planning
Commission

DocuSigned by:
Martin V. Lee
F1C7DB63BA184A4...
MARTIN V. LEE
for Triac Development Corp.
Co-Managing Member
Summit Wester Limited, LLC
Former Member, Los Angeles City
Affordable Housing Commission

DocuSigned by:
SCOTT W LEE
DE5076BBDD5AC435...
SCOTT W. LEE
for Triac Development Corp.
Co-Managing Member
Summit Western Limited, LLC

cc: Los Angeles City Councilmember Gil Cedillo, 1st District (via email)
Signatories (via email)

Chinatown Stakeholders

Cathay Bank – Cathay Bank, the first Southern California bank founded by Chinese Americans, built its original corporate headquarters on North Broadway, and continues to own and use the building (777 North Broadway; constructed in 1965) as its corporate headquarters and L.A. Chinatown branch office.

KTWK Limited – Owner of Chunsan Plaza shopping center (750 North Hill Street; constructed in the 1960's) that extends from North Broadway to North Hill Street, adjacent to the Cathay Bank property.

L.A. Chinatown Corporation – Owner of the historic New Chinatown Central Plaza established in 1938 (an area approximately bounded by Broadway, Hill Street, Bamboo Lane and College Street) and parking lot located at 419 West College Street .

Moy and Associates - Owner of the buildings located at 946 Yale Street (built in 1961), 736-742 North Broadway (built in 1964), 415 Alpine Street (built in 1977) and 800 North Hill Street (built in 1979).

Summit Western Limited, LLC – Owner of Mandarin Plaza shopping center and Golden Dragon Restaurant property (and adjacent parking lot) located at 970-1000 North Broadway and 950-960 North Broadway, respectively. Both buildings were completed in 1972.

On Tue, Sep 22, 2020 at 8:39 AM Mike <[REDACTED]> wrote:

Sierra Club
Angeles Chapter

Brittany Arceneaux
Los Angeles Department of City Planning
[200 N. Spring St., Room 667](#)
Los Angeles, CA 90012

Ms Arcenenaux,

Our Comments are as follows:

1. Decoupling and Land Use with no minimum Parking Requirement. This is a long sought objective of Sierra Club, and we commend you for this Historic Step.
2. Community Benefits - this is also an excellent concept for inclusion. The history is spotted with unused funds, lack of clarity on where used and cumulative documented results. Another issue is using these funds for benefits already included in the Plan. However, we want to commend for adding active used to the street fronts of above grade Parking. Eliminate on street parking, add bike lanes and sidewalk uses e.g. Outside dining.
3. Add inclusion of Transfer of Development Rights. This has long been used as an important source of Funds e.g. Preservation of Central Library. To have this Vast source of available Funds, and not use them, is a Great Oversight. This is a huge source of funds which could be applied, for example:
 - A. Parks in Park deprived Neighborhoods
 - B. Saving Historic Buildings e.g. Central Library
 - C. New or Revitalized Parks for Community Plans
 - D. Long term source of funds for a Vast increase in the number and diversity of Parks in the City e.g. Along the Los Angeles River, and Mini Parks

E. Anticipated support of Metro Congestion Pricing "Pilot" which will probably focus on Downtown LA and include free transit access as component

The Transfer of Development Rights should be to areas within one quarter mile of Rail Transit Stations

An impressive start.

Mike Clark, Chair, Virginia Wexman, Vice Chair

Sierra Club Angeles Chapter Transportation Committee



SOUTHERN CALIFORNIA FLOWER GROWERS INC.

December 04, 2020

Brittany Arceneaux
City Planner/DTLA 2040 Project Manager
Los Angeles City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

Dear Ms. Arceneaux,

First off, thank you very much for all the work you and your staff have put into the DTLA 2040 Plan. I am sure it has been no easy task given all the different entities and stakeholders advocating for one issue or another.

To give you some background, our wholesale flower business (The SoCal Flower Market) has been in the City of Los Angeles for 108 years. I believe we are one of the oldest institutions still doing business in the City. Recently, the City granted us the zoning rights to build a mixed use project which would not only house a flower market but allow us to add residential, office and new F&B to our property. Since the wholesale flower business has dramatically shifted over the years (i.e., buyers bypassing our markets), we needed to reinvent ourselves and stay competitive in this ever-changing technological world. We hope to break ground in 2022 and our project has been referred to by many city officials as the "Gold Standard" or the model example of what is possible in our outdated industrial district. We hope to live up to such a high standard.

That being said, there are a couple of areas where modification to the Plan would enable our district to not only thrive but be a great example for other metropolitan cities to follow (similar to New York's meat-packing district).

1. Allow market rate housing in the Central City East area. The tragedies we see in Skid Row are enormous and complicated and we have witnessed it firsthand for decades. One thing is certain – centralizing the needed housing and services in one specific area has not worked. To go even further by designating a large area as affordable housing will only lead to further tragedy. We believe decentralizing is the key as it will make it harder for the criminal element to (i) prey upon the vulnerable and (ii) allow for better conditions to help people rather than handcuff them to one specific area. By forcing the vulnerable to live in an area where the criminal element (i.e., drug dealers, pimps/prostitution, etc.) are allowed to centralize and flourish in one zone is a disaster as we have witnessed firsthand on our own street.
2. Remove restrictions on new housing and increase floor area ratios. Our city is in desperate need of less expensive housing, especially in the mid-range pricing. Removing restrictions will encourage construction of new units and drive down prices. Our project is a good example – since we are not South Park or the Arts District, our rent forecasts are in the \$2,000 to \$2,500 per unit range. A price which is almost non-existent in DTLA. And because we were not restricted by FAR or specific housing types, we are allowed to build enough units to achieve financial feasibility and keep our rents in the target range dictated by our location.

Thank you for your consideration and we look forward to further refinements of the visionary DTLA 2040 Plan.

Sincerely,

A handwritten signature in blue ink that reads "Scott Yamabe". The signature is fluid and cursive, with a long horizontal stroke at the end.

Scott Yamabe
CEO

On Fri, Oct 2, 2020 at 11:52 AM Tom Williams <[REDACTED]> wrote:

Thanks Tom

More comments coming in

Draft EIR Dept City Planning <https://planning4la.org/development-services/eir>. **Comment Period: August 6, 2020 9 AM - December 4, 2020. 5 PM**

comments on DEIR, include: comments *name, telephone number, and contact information*

Quimby Funds - In Lieu of Open Space on Development Sites.

Dpt Rec&Park don't want to use them, as they are only for land and facilities...NO O&M funds, Install water fountain but cannot pay for water to operate it.

City Controller found \$15 MMMMMM in a Quimby account of Dpt Rc&Pk WHY...no O&M funds to service any new facilities. AND City Treasurer want to keep them unspent??? WHY? Interest% on \$15M was not limited in use and LACT could get them for general fund uses...

Congestion Pricing

Delineate - LARiver (east side), SR-110 (north side), I-110 (west side), & I-10/Washington Blvd. (south side)

2

Eliminate street parking in DTLA, Eliminate ground-level off-street parking

Connect with Free Park-N-Rides - LACity Limits Eastside - El Sereno-Huntington Drive, CSULA/Caltrans lands-Valley Blvd., Highland Park-Figueroa/Ave 51

3

Integrate PNRs with affordable housing Comm./Res. TOC developments (3-5 floors)

Tom

December 3, 2020

BY EMAIL

Brittany Arceneaux
Los Angeles City Planning Department
City Hall
200 North Spring Street, 6th Floor
Los Angeles, CA 90012

Re: DTLA2040 - LA Wholesale Produce Market

Dear Ms. Arceneaux:

This firm represents the Los Angeles Wholesale Produce Market (“Wholesale Produce Market”), which operates one of the largest wholesale produce markets in the United States. This letter is to bring matters to your attention regarding the proposed Central City Community Plan Update published in November 2020 (“DTLA2040”), the related Draft Environmental Impact Report released on August 6, 2020 (“DEIR”) and the Wholesale Produce Market. Like our previous correspondence dated August 21, 2019, this letter hereby requests certain amendments to the DTLA2040 plan to ensure the future success of the Wholesale Produce Market property and surrounding areas.

The Wholesale Produce Market is an approximately 529,000 square foot, five-building wholesale produce terminal market operating on approximately thirty acres located at 1601 East Olympic Boulevard (and generally bounded by Alameda Street, Olympic Boulevard, Central Avenue and 8th Street). It consists of dock-high, high-bay, and refrigerated warehouses with loading and display docks on both sides of the buildings. It is the largest private produce market in the United States, responsible for shipping millions of pounds of produce from all over the country to grocery chains, storefronts, and local restaurants in Southern California and neighboring states, as well as serving as the entry point for produce from South America, Asia, Europe, and the entire United States. Tenants at the Wholesale Produce Market each sell millions of dollars’ worth of produce per year, with the Wholesale Produce Market as a whole selling billions of dollars’ worth of produce each year. In short, the magnitude of the Wholesale Produce Market’s operation and the benefits conferred on local residents and the region is undeniable.

However, as discussed previously, the Wholesale Produce Market is not immune to ever-evolving market conditions and the unprecedented challenges brought on by the ongoing COVID-19 pandemic. While the Wholesale Produce Market currently comprises the heart of Los Angeles’s produce district, this area is already evolving and will continue to change in the future. The subject property is a great opportunity site for future development that would support a range of land uses in the vicinity. Such flexibility becomes even more paramount

when considering Metro's West Santa Ana Branch Transit Corridor project, which envisions a possible Metro station at 7th and Alameda Street, less than a block away from the subject property. However, by imposing restrictions on residential development and floor area, the DTLA2040 plan would prevent the Wholesale Produce Market property from fully realizing a transit-oriented development with uses compatible with the transformation currently occurring in the area and compatible with the future Metro transit station.

Meanwhile, the demand for housing in Los Angeles has greatly exceeded the supply. In a region that continues to expand its job base, construction of additional housing has lagged considerably, making Los Angeles unaffordable for an entire generation of Angelenos. While the DTLA2040 plan correctly attempts to address this issue by providing for some additional residential uses, the plan counterintuitively limits or excludes residential uses in sites where it would otherwise be suitable and in fact, desirable.

In light of the above, we are hereby requesting the following changes to the DTLA2040 draft plan and related DEIR, if necessary:

1. Designate the Wholesale Produce Market site as Transit Core and Base 13:1

FAR. The proposed floor area ratio ("FAR") of 3:1 for the Wholesale Produce Market property should be changed to 13:1, consistent with the Transit Core land use designation. As mentioned above, the DTLA2040 plan should consider future Metro stations and allow flexibility for sites to be developed with transit-oriented uses. Also, as noted in the recent approval of the City Market Property redevelopment, the wholesale produce use in this area has been in decline for a number of years. We are requesting that the Wholesale Produce Market site be accorded with the same opportunity to redevelop if and when it becomes necessary to provide a wide range of uses including housing. Furthermore, downzoning the Wholesale Produce Market property to 3:1 FAR as indicated in the DTLA2040 plan (Sec. 2B.14.1), is contrary to the City's goals to promoting transit-oriented development. Limiting FAR in this regard would severely restrict the potential vibrancy and capacity of this site to provide additional, needed housing. As such, we request that the land use designation of the Wholesale Produce Market be changed to Transit Core with a corresponding use district and FAR of 13:1, and we maintain that request should the City approve instead DEIR Alternative 3.

2. Maximize Residential Uses. Given the City's housing crisis and the residential uses already permitted in this area, there is no reason to limit residential uses in the future at the subject property to exclusively joint living/work quarters. This flexibility should be incorporated into the DTLA2040 plan to allow for a wide range of uses, including all types of urban housing, consistent with other properties in the area that have transitioned from industrial uses to residential and mixed-use developments. Just to the northeast of the subject site, projects like the Walnut Building have transformed the historic headquarters and packing house of the California Walnut Grower's Association into lofts, office, and retail space. Similar mixed-use projects can be found nearby such as the 6AM project with over 1,000 residential units, and hundreds of residential units located at 688 S. Alameda Street and 1525 Industrial Street, to name a few. Mixed-use projects including residential units should be encouraged at the subject property for future development to further the City's housing and transit-oriented goals and to further compatibility with the existing evolution of the neighborhood. The DTLA2040 plan should

December 3, 2020
Page 3

accommodate and encourage such creativity, and recognize that this area can evolve to satisfy the need and demand for housing, creative office, high tech, and the entertainment industry, which will be critical to continue transforming this area into a vibrant, transit-oriented neighborhood. As such, the Wholesale Produce Market should be designated a use district corresponding with Transit Core, to permit housing on the site.

Again, as the area continues to evolve and market conditions change, especially with the ongoing pandemic, it is possible that the produce market use becomes infeasible. If and when that occurs, it will be vital to have the flexibility to provide a wide range of uses at the subject property. Furthermore, as mentioned above, this flexibility is paramount when considering Metro's West Santa Ana Branch Transit Corridor project that envisions a possible Metro station at 7th and Alameda Street. Permitting residential uses and increasing the permitted FAR would allow for development consistent with the City's larger goal of transit-oriented development located within a half-mile radius of major transit stops. The City specifically encourages the construction of affordable housing near bus and train stations through the Transit Oriented Communities ("TOC") Guidelines, and the new units generated by the TOC incentives provide convenient options for low-income residents, add to the City's low housing stock, and promote alternatives to car travel (see City Planning 2020 Housing Progress Dashboard, Los Angeles Municipal Code Section 12.22 A.31 and TOC Guidelines).

We urge you to consider designating the Wholesale Produce Market for a wide range of land uses, including residential, and the flexibility to achieve a maximum FAR of up to 13:1.

Thank you for your consideration, and please do not hesitate to contact me with any questions.

Very truly yours,



Francis Y. Park
of PARK & VELAYOS LLP

cc: Mr. Richard Flamminio
Mr. Richard Gardner
Veronique Trimble, Esq.

On Thu, Dec 3, 2020 at 7:56 PM Kim Burns <[REDACTED]> wrote:

To Whom It May Concern:

The Department of City Planning created a special zone where only affordable housing with extremely low and deeply low-income levels, can be build: **the i X 1 zone**. **But the zone doesn't cover all of Skid Row**, it squeezes affordable housing into the blocks East of San Pedro: between Alameda and 5th and 7th street. We want the expansion of the I X 1 zone to the existing, legal **Skid Row neighborhood boundaries**: from Main to Alameda, and from 3rd to 7th street.

We want the **"Preservation and maintenance of existing housing stock at the foundation of the community's affordable housing supply," applied to the existing Skid Row neighborhood boundaries to avoid displacement of current residents** (3rd to 7th, Main to Alameda).

We want the plan's commitment to **"Facilitate the integration of locally produced and community oriented public art projects and cultural programming into public spaces to reinforce community character"** to include **consistent maintenance and additional amenities like hygiene stations, cooling stations, trees, shade structures and seating to occur at the Skid Row parks** including San Julian Park and Gladys Park, and we want the **creation of new Skid Row parks** where possible. We also want this **street safety and comfort investment on primary corridors in Skid Row** (San Pedro, 3rd, 4th, 5th, 6th, and 7th streets).

Skid Row has a high number of artists and culture bearers that live and work in the neighborhood, in order to make sure Skid Row residents benefit we ask that specific measures be included such as a property owners fee for the arts, contracts with local artists, Firehouse 23 renovation with extensive and accessible programming for adults and youth, dedicated cultural space in new construction and street vending support for local merchants.

We stress the importance of the draft's claim to "**Facilitate access to affordable, healthy, and fresh food** for all Downtown residents and support **community serving small businesses that sell affordable, fresh, and culturally relevant foods**" for Skid Row residents.

The draft's intention to "**Foster opportunities for individuals facing barriers to employment**" is best achieved in Skid Row by **offering Skid Row residents work opportunities in their neighborhood** related to parks, hygiene stations, resiliency centers, art projects, cultural programming and other facility and engagement work identified in this plan.

We believe that "**promoting community participation and partnering with community organizations and local residents** for cultural and historic preservation efforts", should be expanded to develop a process and dedicate resources to **support a neighborhood council/representative body for the Skid Row community**. Residents and workers should have a **direct channel** to express their voices on **all City decisions related to Skid Row, not just cultural and historic preservation efforts**.

Thank you for your time and consideration,

Kimberly Burns

Letter 38

On Sat, Dec 5, 2020 at 11:05 PM Yukio & Lilian Kawaratani <[REDACTED]> wrote:

Brittany,

Thank you for explaining the DTLA 20/40 Community Plan proposed densities for the Little Tokyo area. Do I have this correct?

Wow, the Little Tokyo and adjacent areas are all proposed to have a permitted by-right, zoning base Floor Area Ratio (FAR) of 2:1 FAR. This is a considerable downzoning, as the existing zoning for the area permits a 6:1 FAR, with no height limit. In the Village areas of Little Tokyo, the by-right height is 3 stories. If a project includes community benefits (like affordable housing), it can reach a bonus FAR maximum height of 5 stories and 6:1 FAR. In the proposed Community Center areas of Little Tokyo, if a project includes community benefits, it can reach a bonus maximum of 8.5:1 FAR.

A few notes for your information and consideration:

- o The 8.5 FAR bonus maximum seems excessive. A 6:1 FAR is recommended.
- o The Sustainable Little Tokyo and First Street North Plans have advocated to expand development of the community to Temple Street.
- o The Little Tokyo Service Center and Go For Broke Foundation are developing a five story high, affordable housing for veterans, on the triangular site, less the City parking structure, north of Jackson Street.
- o The Village area might be expanded to Temple Street. As a minimum, it should be expanded to include the Union Center for Arts site on Judge Aiso Street.

FYI, attached is a multicolored land use and building map of Little Tokyo that I prepared 2 1/2 years ago.

I support the DTLA 20/40 Community Plan proposed densities for the Little Tokyo area, as they will help maintain the character and scale of Little Tokyo.

I will email you my comments on the DTLA Community Plan proposed Village/Little Tokyo policies soon.

Yukio



OFFICES - SHOPS - RESTAURANTS

- 1 Little Tokyo Historic District
• Koban and Visitor's Center
- 2 Japanese Village Plaza
- 3 Miyako Hotel
- 4 Little Tokyo Mall
• Anime Jungle
- 5 Kajima Building
- 6 Double Tree Hotel
- 7 Weller Court Shopping Center
- 8 Union Bank Building
- 9 Federal Public Defender
- 10 Manufacturers Bank
- 11 Little Tokyo Plaza
- 12 Brunswig Square
- 13 Office Depot
- 14 Honda Plaza Shopping Center
- 15 Little Tokyo Marketplace
- 16 Little Tokyo Professional Bldg.

CIVIC - CULTURAL

- 17 Japanese American National Museum
- 18 Geffen Contemporary at MOCA
- 19 Go for Broke National Educational Center
• National Center for the Preservation of Democracy
- 20 Go for Broke Monument
- 21 Union Center for the Arts
• East/West Players
- 22 Japanese American Cultural & Community Center
- 23 Aratani Theatre
- 24 Little Tokyo Service Center
- 25 Little Tokyo Branch Library
- 26 Paul I. Terasaki Budokan

RELIGIOUS INSTITUTIONS

- 27 Koyasan Buddhist Temple
 - 28 Nishi Hongwanji Buddhist Temple
 - 29 Zenshuji Soto Mission
 - 30 St. Francis Xavier Japanese Catholic Church
 - 31 Higashi Honganji Buddhist Temple
 - 32 Union Church of Los Angeles
 - 33 Jodoshu Buddhist Temple
 - 34 Centenary United Methodist Church
- Other
- M Little Tokyo/Arts District Regional Connector Station
 - P Parking
 - ★ Landscaped Plazas

HOUSING

- 35 Hikari
- 36 Savoy
- 37 Tokyo Villa
- 38 Miyako Gardens
- 39 Little Tokyo Towers
- 40 Teramachi
- 41 Casa Heiwa
- 42 Sakura Crossing
- 43 Wakaba LA
- 44 AVA Little Tokyo
- 45 AVA Little Tokyo
- 46 STOA
- 47 Lotus 77



On Thu, Dec 3, 2020 at 3:50 PM Jason Lee <[REDACTED]> wrote:
Hello,

I am writing to ask the affordable housing only (iX1) zone for extremely low and poverty income level residents be expanded to the boundaries of the existing Skid Row neighborhood (from 3rd to 7th streets between Main and Alameda).

Furthermore the draft's focus on housing opportunities must be expanded to include extremely low and deeply low-income households. As HUD/HCD continues to adjust low and 'very low' income thresholds at a rate that exceeds that of actual media income growth, the gap between our so called affordable housing and market levels continues to close, and these units become less affordable to the extremely low and deeply low-income households that they are supposedly intended for. In order to address our affordable housing crisis we must include extremely low and deeply low income households in any affordable housing planning.

Sincerely,
Jason Lee

----- Forwarded message -----

From: **Brittany Arceneaux** <brittany.arceneaux@lacity.org>

Date: Mon, Nov 30, 2020 at 12:45 PM

Subject: Re: DTLA 2040

To: Judy Lee <[REDACTED]>

Hi Judy,

It's great to hear from you! Sorry for the delayed response. I'm just getting back to my emails after the holiday.

I apologize about the map. We are working on updating the zone string. The currency proposal for this block includes the MN1 form district. The draft zone should read: [MN1-MK1-5] [CX1-FA] [-CPIO- -].

Your comments have been received and filed. I appreciate your review of the materials and I will share your feedback regarding hotel keys and FAR limitations with the team. We are anticipating additional revisions to the plan before presenting the Plan to CPC in Spring 2021. Please see more details regarding the plan timeline [here](#) under "coming soon".

The department hired a group of consultants to analyze the feasibility of the draft zones. The summary report can be found [here](#).

In regards to the comment period, I completely understand your point regarding the magnitude of materials. We extended the DEIR comment period from 45 days to a total of 120 days. We are not anticipating an extension on the DEIR comment period. We are requesting that plan related comments be provided at the public hearing on December 8th or in writing by December 18th. If you would like to submit written comments on the plan after December 18th we are happy to take those comments, we will just be limited on what we can incorporate in the next draft of the plan.

Please let me know if you would like to discuss any of these topics further. I'm happy to set up a call.

Best,
Brittany



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On Tue, Nov 24, 2020 at 2:57 PM Judy Lee <[REDACTED]> wrote:

Hi Brittany,

I hope this message finds you well. Happy holidays! Feel free to call me to discuss this:

I'm finding the zoning designations for Chinatown confusing. Using [801 North Spring Street](#) as an example, on the interactive draft zoning map, the zoning string is [DM2-MK1-5] [CX1-FA] [-CPIO- -] but the property profile is hyperlinked to the MN1 form district. Which one is correct?

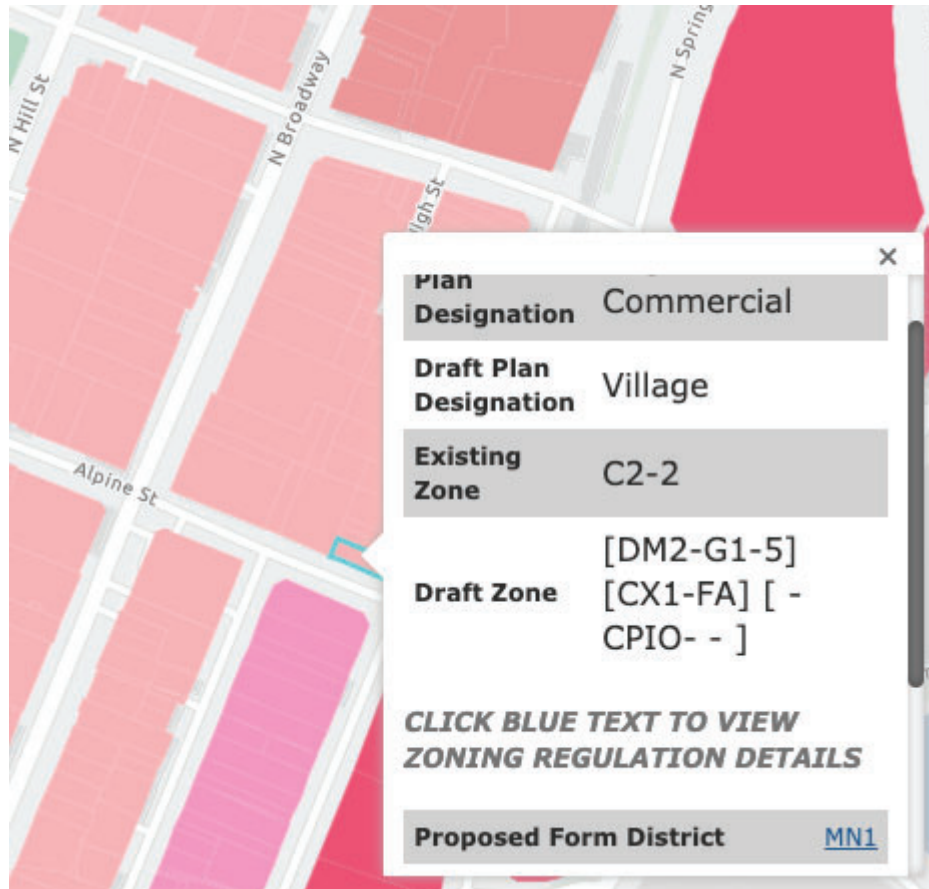
I met with and have been asked by stakeholders who actually live, work and / or own property and businesses in Chinatown to review the DTLA 2040 documents relative to current land use regulations.

Generally, there is concern about the base allowances along commercial corridors. It appears that most of Broadway is designated for the MN1 form district which limits the base and maximum bonus FAR and height to 2.0:1 and 6.0:1 and

three and five stories, where most of the properties are currently designated as Regional Commercial and C2-2 which allow a 6.0:1 FAR, unlimited height and R5 density if we use the mixed-use exception, including no limitation on hotel keys. I have one active project in Chinatown where we propose 120+ keys; under the draft regulations, the project would be limited to 49 keys because of its CX1 use district designation. What is the rationale for limiting hotel keys in this way? No matter how large the lot or buildable area, a hotel project is limited to 49 keys..?

Regarding areas that are allowed a height of up to 12 stories to 15 stories: The general consensus is that construction typology and costs make 12- to 15-story buildings in the LA market unrealistic. That's why most buildings in LA are typically about eight stories (wood / podium construction) or 20-plus stories (concrete / steel). Projects don't "pencil" with steel construction unless they are a minimum 20-plus stories. I'm curious if DCP retained a consultant to analyze the economics of the proposed development standards?

Lastly, who should we speak with to request an extension on the comment period? Chapter 1A alone is 980 pages. I haven't even begun to review the CPIO and the community plan.



Regards,

Judy Lee
Mobile: [REDACTED]
Sent from a mobile device

Letter 41

On Thu, Dec 3, 2020 at 12:36 PM Hayk Makhmuryan <[REDACTED]> wrote:
Hi Brittany,

I'm writing to submit public comments for the LA City Planning public hearing on Dec 8, 2020.
Specifically about the critical importance of incorporating Skid Row Now and 2040's vision into the DTLA plan.

Please find video links to two public comments here:

1) From Hayk Makhmuryan: <https://we.tl/t-nhydKvowAZ>

2) From Ollie Linden: <https://wettransfer.com/downloads/6affc83845f7626dc45d2ae07f246d4120201203041348/0e9e3357196e9433274cb3240cc81f4520201203041409/5ab417>

Additionally, I'd like to submit a written comment for the record -

My name is Hayk Makhmuryan. I run a community arts space called Studio 526 in LA's Skid Row neighborhood, have been involved in Skid Row since 2008, and I organize around housing justice. Regionally, I am a member of Los Angeles County's Cultural Equity and Inclusion Advisory Committee.

I demand the expansion of the affordable housing only zone, the iX1 zone, with housing for extremely low and deeply low-income levels, to to the existing legal Skid Row neighborhood boundaries, 3rd to 7th Street, and Main St to Alameda. This commitment to Skid Row boundaries is pivotal and key. In addition, I demand a commitment to tangible steps in implementing all the recommendations and points in Skid Row Now and 2040 vision (<https://www.lapovertydept.org/wordpress/wp-content/uploads/2019/06/SRN2040Vision.pdf>).

I'd like to use my public comment to drive home the point that with equity or even equality in mind, the Skid Row Now and 2040 vision--all point in it together--are the baseline, the critical minimum for real, meaningful, community improvement without displacement.

The current LA City Planning proposal decapitates and cuts off limbs from an already really hurting neighborhood. Skid Row is a working class poor residential neighborhood, with a large unhoused population, and it is a predominantly black and POC community. The fact that black and POC neighborhoods are hardest hit by the violence of poverty and stripping of resources

is chillingly predictable in our country.

This year has shown so clearly to all of us that institutional normalization of anti-blackness and criminalization of the poor affects us at every level, with black and brown lives disproportionately destroyed because of inequalities in housing, education, health care, justice system, many times over.

The white supremacist history and present in policies and laws is so key to understand how Skid Row is treated, that I believe its important to illustrate it further here. Paraphrasing and channeling Bryan Stevenson's work against white supremacy, let's imagine we were in present day Germany. Statistical evidence shows that Jewish citizens get disproportionately hit by housing, healthcare, and education inequities, as well as prosecutions and jail times; Jews are routinely excluded from jury service. Further imagine that neighborhoods populated mostly by Jews have the least resources available to them. And THEN, imagine the government proposes to take away 75% of one already deeply marginalized Jewish neighborhood.

That would be an international outrage.

I imagine that you do not think of yourselves as racist or anti-poor. Expanding the i X 1 zone to all of Skid Row is the absolute least you can do to be on the right side of history.

Thank you.

--

Hayk Makhmuryan

(pronouns: he/they (what's this?))

Art Worker, Community Organizer

equitable access to arts, cultural, and social spaces is a fundamental human right.

love the people, decommodify life.

doodleswithoutborders.com

Please note I am out of the office every other Friday.



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LOS ANGELES
CITY PLANNING

Brittany Arceneaux

She, Her, Hers

City Planner

Los Angeles City Planning

200 N. Spring St., Room 667

Los Angeles, CA 90012

Planning4LA.org

----- Forwarded message -----

From: **Brittany Arceneaux** <brittany.arceneaux@lacity.org>
Date: Fri, Dec 4, 2020 at 11:23 AM
Subject: Re: DTLA 2020 Program Feedback
To: John Whitaker <[REDACTED]>
Cc: David Waite <dwaite@coxcastle.com>, Eric J. Cohn <ECohn@coxcastle.com>

Hi John,

Thank you for providing this clarification. Your comments have been received and filed. We are happy to share the economic analysis. The document can be found [here](#). We are in the process of updating the report to reflect the change in affordability calculations. The calculation was recently updated to account for the total number of units within the project. I will share that updated document with you when it is available.

We would be happy to review your findings and share them with our consultant.

Best,
Brittany



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On Thu, Dec 3, 2020 at 4:07 PM John Whitaker <[REDACTED]> wrote:

FYI Brittany in case you do not receive the general email responses. Thanks for all you are personally doing. John

John Whitaker
[REDACTED]
[REDACTED]

Begin forwarded message:

From: John Whitaker <[REDACTED]>
Date: December 3, 2020 at 4:00:39 PM PST
To: planning.liaison@lacity.org
Subject: DTLA 2020 Program Feedback

Good Afternoon: I thought it was a well organized and presented program yesterday. One minor clarification comment and request:

I believe Brittany stated that the TFAR Ordinance was adopted in the late 80s and it was timely now to update the cost for TFAR. I was involved in drafting the amended TFAR Ordinance in 2007 which had as its main purpose the updating of the TFAR PBP requirement to make it float as property values changed. We went from a fixed assumed value for the land in the original TFAR Ordinance to one based on an arms length transaction within 18 months of the TFAR application or a current MAI appraisal of the land to which the previously agreed upon 40% formula would then be applied. Thus, I do not believe it is fair to justify throwing out the TFAR process on the basis that it does not take into consideration the increasing land values Downtown. It does do that and equally important it gives certainty to the developer/investor on day one as to what its TFAR costs will be. It is certainly appropriate in today's environment to prioritize

affordable housing as the most desired community benefit but that can be done without losing the benefit to the applicant of certainty up front which will not be subject to changes at CPC or City Council if the TFAR project needs to go there for final approval.

In the interest of full transparency, I think it would be helpful if we could see the consultant report upon which Planning will rely for its various affordable housing percentages after it is updated as was suggested in the program. I am working now with a Downtown developer to quantify the actual loss to the developer of providing affordable housing in its new high rise tower at each affordable threshold as determined by HCID LA. I believe our findings could be helpful to your consultant in creating realistic thresholds for all to follow and actually produce onsite affordable housing.

I would be more than pleased to discuss this further with any of you if you would like to do so. Thank you for your continued efforts to complete this tough but important task . John

John Whitaker

[REDACTED]
[REDACTED]

On Wed, Nov 18, 2020 at 11:06 AM Dorothy Fue Wong <[REDACTED]> wrote:

Brittany,

I did not receive an email concerning the November 17th meeting.
Is there another opportunity for a session like this?

I like to add information about the Legacy Businesses program (for Little Tokyo, Chinatown, and other ethnic communities). It is a program that the LA City Council is in the process of supporting. Curren Price's office is in charge of introducing this program —with support from Ken Bernstein from the City and the LA Conservancy.

Dorothy

Sent from my iPad

Appendix S

Environmental Protection Measures Handbook

ENVIRONMENTAL PROTECTION MEASURES HANDBOOK

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SECTION I. ADMINISTRATIVE PROVISIONS

A. Authority. These Environmental Protection Measures are adopted pursuant to Div. 4C.13 (Environmental Protection) of Chapter 1A of the LAMC.

B. Applicability.

An Environmental Protection Measure (EPM) applies to a Project that:

1. Is subject to the Environmental Protection Measures per Sec. 4A.1.2. (Development Standards Applicability) of Chapter 1A of the LAMC; and
2. Meets the applicability threshold for that specific EPM set forth in Section III of this Handbook.

C. Required Compliance with Environmental Protection Measures (EPM). Failure to comply with any applicable EPM as required in Subsection B, above, will be subject to all remedies available pursuant to Sec. 4C.13.1.D (Noncompliance) of Chapter 1A of the LAMC.

D. Additional Requirements. In addition to complying with any applicable EPM as required in Subsection B, above, an Applicant and Owner shall comply with all of the following:

1. Imprint all applicable EPMs, as determined by the Applicant and/or Owner, on all plans that are reviewed and approved by LADBS. More specifically, if an Applicant submits construction or operational plans as part of the Project description for a land use application, the Applicant shall imprint any applicable EPM, as required in Subsection B, on those plans. An Applicant may also include in the Project description and/or plans described above any best practices from Appendix A the Applicant intends to implement as part of the Project, as they deem them necessary and/or desirable to: (i) ensure compliance with applicable local, state, and federal laws; (ii) protect public health and safety; or (iii) meet other elective performance standards, such as LEED designation.
2. Sign and submit a Statement of Compliance to LADBS, at Plan Check prior to the issuance of any grading, excavation, or building permit, in which the Applicant and Owner acknowledge the applicable EPM standards and sign an affidavit of intent to comply. The Statement of Compliance shall substantially conform to the example provided in Appendix B attached to this EPM Handbook.
3. Notify any contractor hired by the Applicant or Owner who is doing work subject to one or more EPM standards of the requirement to comply with the applicable

EPM(s); and collect a signed acknowledgement of the notice from the contractor, consistent with the Contractor Acknowledgement in Appendix C attached to this EPM Handbook.

4. Maintain a copy of all applicable EPM(s) on the Project site at all times during construction.
5. Obtain a qualifications sheet or statement demonstrating proof of qualifications for any Qualified Expert, as defined below in Section I.G., who is required in the applicable EPMs and retained for purposes of preparing a survey, study or report; performing site monitoring activities; or otherwise ensuring compliance with the applicable EPM(s).
6. Maintain a copy of all records documenting compliance with the EPM Handbook for a minimum of five years after the Certificate of Occupancy is issued. Records of compliance include but are not limited to any reports, studies, certifications, or surveys required in any applicable EPM in Section III; the qualifications sheet or statement for any retained Qualified Expert; and any acknowledgment, notice, or Statement of Compliance required in Sections I or II of this EPM Handbook.
7. Upon request of a City inspector or officer, produce records of compliance, referenced in paragraph 6, above, for inspection as follows:
 - a. Immediately, while construction activities are on-going at the site.
 - b. At any other time, within 72 hours' notice.

E. Best Practices. Attached in Appendix A to this EPM Handbook is a set of best practices to avoid or reduce adverse impacts to certain environmental resources. The best practices in Appendix A are intended to be used as guidelines but are not mandated.

F. Acronyms. For purposes of this EPM Handbook, the following acronyms used herein are defined as follows:

CEQA. California Environmental Quality Act, Public Resources Code Sections 21000—21189.57, and California Code of Regulations, Title 14, Chapter 3, Sections 15000—15387 (CEQA Guidelines).

DTSC. Department of Toxic Substances Control.

LADBS. City of Los Angeles Department of Building and Safety.

LADPW. City of Los Angeles Department of Public Works.

LAFD. City of Los Angeles Fire Department.

SCAQMD. South Coast Air Quality Management District.

USEPA. United States Environmental Protection Agency.

G. Definitions. For purposes of this EPM Handbook, the following words and phrases used herein are defined as follows:

Active Nest: An Active Nest is one that contains viable eggs and/or chicks. A nest becomes active when the first egg is laid and remains active until fledged young are no longer dependent on the nest. Nests that are empty, contain nonviable eggs, or are being built but do not yet have an egg in them are considered inactive.

Applicant. The person or entity who files an application for a Project. Once an application has been approved, the Applicant includes any successor or assignee of the original Applicant.

Best Available Control Technology. As defined in the federal Clean Air Act Section 169(3), this refers to production processes and available methods, systems, and techniques, including fuel cleaning or treatment or innovative fuel combustion techniques for the control of pollutants, that result in the maximum emission reduction that the permitting authority determines is achievable.

Ground Disturbance Activities. Any earthwork activity including, but not limited to, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at a Project site.

Hazardous Materials. Any substance or material that has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce.

Hazardous Waste. A solid waste with properties that make it dangerous or capable of having a harmful effect on human health or the environment.

Heavy Construction Equipment. Equipment used during construction that has a minimum of 300 horsepower and operating weight of 80,000 pounds or more. Examples include a large bulldozer or excavator.

Hillside Area. Lots identified as being in a Hillside Area, as established in Chapter 1A of the LAMC, Sec.1B.2.6. (Hillside Area Map).

Historic Resources Survey. A document, officially recognized by a local, state, or federal agency, resulting from a process of systematically identifying and documenting buildings, structures, objects, cultural landscapes, natural features, and historic districts that reflect important themes in the city's growth and development or the historic or cultural significance of a given area. Historic resources surveys may identify these surveyed historic resources as potentially eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or City of Los Angeles List of Historic-Cultural Monuments, including National and California Register Historic Districts or Los Angeles Historic Preservation Districts. In Historic Preservation Districts (See Sec. 8.2.6. Historic Preservation Districts (HPOZ) of Chapter 1A of the LAMC), historic resources surveys must be certified as to accuracy and completeness by the Cultural Heritage Commission (See Sec. 13.A.1.5. (Cultural Heritage Commission) of Chapter 1A of the LAMC).

Noise-Sensitive Uses. Any of the following uses: Dwelling; Mobile Home Park; Supportive Housing (including General, Medical Care, Non-Medical, and Transitional Shelter); Lodging; School (including K-12, Post-Secondary, and Preschool/Daycare); Religious Assembly; Medical (including Local and Regional); Entertainment Venue, Indoor, Regional; Amphitheater or Stadium (including Major and Minor); Recreation, Public; Open Space, Public (with the exception of privately-owned plazas); and Public Libraries, defined as any publicly-accessible facility, owned or operated by a governmental or community organization, that provides free access to books, periodicals, and other digital and physical media and may also provide community or instructional services. See Div. 5C.1. (Use Definitions) of Chapter 1A of the LAMC for definitions of these terms.

Owner. Any person, association, partnership, firm, corporation, or public entity, identified as the holder of title on any property as shown on the records of the City Engineer or on the last assessment roll of the County of Los Angeles, as applicable. For purposes of this Handbook, Owner also refers to an appointed representative of an association, partnership, firm, corporation, or public entity, which is a recorded Owner.

Petroleum Engineer. A professional engineer with at minimum a bachelor's degree in petroleum engineering, mechanical engineering, or chemical engineering and work experience in engineering, geology, and/or thermodynamics fields.

Project. Any project activity subject to Div. 4C.13 (Environmental Protection) of Chapter 1A of the LAMC per Sec. 4A.2.2B (Project Activities) of Chapter 1A of the LAMC .

Protected Tree or Shrub. Any protected tree or shrub as defined in Sec. 46.01 (Definitions) of Article 6 (Preservation of Protected Trees and Shrubs) of Chapter 4 (Public Welfare) of the LAMC.

Qualified Expert. A person with specified knowledge, skill, education, experience and/or training in a specialized field, including the following types of experts:

- **Archaeological Monitor.** An archaeologist who has a minimum of a bachelor's or equivalent degree in archaeology, anthropology, paleontology, or another closely related field and no less than one year of experience conducting archaeological monitoring and/or excavation in similar regional archaeological contexts.
- **Paleontological Monitor.** A paleontologist who has a minimum of a bachelor's or equivalent degree in geology or paleontology and no less than one year of experience performing paleontological monitoring and salvaging fossil materials in the relevant geologic province; or an equivalent degree in biology or pursuit of a degree in geology or paleontology and no less than two years of comparable experience.
- **Qualified Archaeologist.** A professional archaeologist who meets the Secretary of the Interior's Archeology and Historic Preservation Professional Qualification Standards and is eligible for listing on the Register of Professional Archaeologists or the Society for American Archaeology; holds a graduate degree in archaeology or a related field; and has a minimum of five years of experience completing and supervising field work in archaeological contexts similar to the Project site.
- **Qualified Biologist.** A biologist with the appropriate education, training and experience to conduct biological surveys, monitor Project activities that have the potential to affect biological resources, provide construction worker education programs related to the protection of biological resources, and supervise or perform other tasks related to biological resources; possesses a bachelor's or equivalent degree in biology, ecology, or a related environmental science; and has at least five years of professional experience that requires knowledge of natural history, habitat affinities, and identification of flora and fauna species, and relevant local, state and federal laws and regulations governing the protection of biological resources.
- **Qualified Environmental Professional.** An environmental professional who is credentialed through the Institute of Professional Environmental Practice (IPEP); holds a bachelor's or equivalent degree in

physical, earth or natural sciences, engineering, or mathematics; and has at least five years of professional environmental work experience, or eight years of professional environmental work experience with a degree in a discipline other than those listed above.

- **Qualified Historian.** A person with a graduate degree in architectural history or a closely related area of study, such as art history or historic preservation, and at least one year of experience in applying the methods and practices of architectural history in the historic preservation arena; or with a bachelor's or equivalent degree in one of the same areas of study and at least three years of related experience.
- **Qualified Noise Expert.** An acoustics professional who is a member of the Institute of Noise Control Engineering (INCE) or National Council of Acoustical Consultants (NCAC) and has a minimum of five years of experience conducting noise and vibration measurements, monitoring, modelling, and mitigation; analysis of such measurements; and related activities.
- **Qualified Paleontologist.** A paleontologist who meets the Society of Vertebrate Paleontology standards for a Principal Investigator or Project Paleontologist; has demonstrated competence in field techniques, preparation, identification, curation, and reporting and/or a graduate degree in paleontology or geology or a publication record in peer reviewed journals; at least two years professional experience with administration and project management experience; proficiency in recognizing fossils in the field and determining their significance; expertise in local geology, stratigraphy, and biostratigraphy; and experience collecting vertebrate fossils in the field.
- **Qualified Structural Engineer.** A civil engineer who holds licenses as both a Professional Engineer (PE) and a Structural Engineer (SE) from the State Board for Professional Engineers, Land Surveyors, and Geologists and who has at least three years of civil engineering experience.
- **Qualified Tribal Monitor.** A tribal representative who possesses the knowledge, skills, abilities and experience established by the Native American Heritage Commission's (NAHC) Guidelines for Native American Monitors/Consultants (2005), and as may be amended.

Sensitive Uses. Any of the following uses: any Residential use; Medical, Regional or Medical, Local; School (including Preschool/Daycare, K-12, and Post-secondary); Recreation, Public; or Open Space, Public.

Statement of Compliance. A written statement that acknowledges which EPM(s) apply to a Project and includes an affidavit of intent to comply with those applicable EPM(s), signed by the Applicant and Owner. A sample Statement of Compliance is provided in Appendix B attached to this EPM Handbook.

Surveyed Historic Resource. Any building, structure, landscaping, or natural feature identified through a historic resources survey as potentially eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or City of Los Angeles List of Historic-Cultural Monuments, including National and California Register Historic Districts or Los Angeles Historic Preservation District.

To the Extent Available and Feasible. Employment of best efforts to implement or comply with a requirement, assuming any necessary technology, equipment, or other resources are readily available and costs or other constraints are not prohibitive.

H. While the Environmental Protection Measures and Notices may be considered in any environmental analysis for a Project, consistent with the California Environmental Quality Act and its Guidelines, nothing herein is intended to control any analysis or mitigation measure required by the City, acting as a lead or responsible agency.

SECTION II. REQUIRED NOTICES

In addition to any other requirement in this EPM Handbook, LADBS shall provide notices and collect acknowledgements of those notices from Applicants and Owners at Plan Check, as provided below.

- 1. Projects Requiring Grading or Excavation.** Prior to issuance of a permit for grading or excavation, LADBS shall issue the following notice(s) and obtain a signed acknowledgement that the notice(s) was received and read by the Applicant and Owner.

A. Archaeological, Paleontological, and Tribal Cultural Resources Notice: Several laws regulate the treatment of archaeological, paleontological, and tribal cultural resources and make it a criminal violation to destroy those resources. These regulations include, but are not limited to:

- California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.”
- Public Resources Code Section 5097.5(a) states: “A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.”
- California Code of Regulations, Title 14, Section 4307 states: “No person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value.” Section 1427 “recognizes that California’s archaeological resources are endangered by urban development and population growth and by natural forces...Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park of place, is guilty of a misdemeanor. It is a misdemeanor to alter any archaeological evidence found in any cave, or to remove any materials from a cave.”

Appendix A to this City of Los Angeles EPM Handbook includes suggested best practices to avoid damage to archaeological, paleontological, and tribal cultural resources.

2. **Projects Requiring Grading, Excavation, or Building.** Prior to issuance of a permit for grading, excavation, or building, LADBS shall issue all of the following notice(s) and obtain a signed acknowledgement that the notice(s) was received and read by the Applicant and Owner.
 - A. **Nesting Bird Notice.** Under the federal Migratory Bird Treaty Act, among other prohibitions, it is unlawful to destroy migratory birds or remove bird nests. Under California Fish and Game Code Section 3503, *et seq.*, among other prohibitions, it is unlawful to destroy nests and eggs of any bird. Appendix A to this City of Los Angeles EPM Handbook includes suggested best practices to avoid damage to Active Nests.
 - B. **Noise and Vibration Notice.** The Los Angeles Municipal Code (LAMC) regulates excessive noise, including from construction activities and uses of property, including but not limited to those regulations in LAMC Chapter XI,

‘Noise Regulation.’ Appendix A to this City of Los Angeles EPM Handbook includes suggested best practices to avoid excessive vibration.

SECTION III. ENVIRONMENTAL PROTECTION MEASURES

For each Environmental Protection Measure (EPM) provided in this Section there is an applicability threshold and a standard. Projects that meet all of the criteria in the applicability thresholds shall comply with the associated EPM standards, as provided in Section I.

Air Quality Standard (AQ1)—Operation of Construction Equipment

AQ1-1: Dust Control Compliance with SCAQMD Rule 403

a. Applicability Threshold

Any Project whose construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Consistent with SCAQMD Rule 403, best available dust control measures (see Appendix D) shall be implemented during Ground Disturbance Activities and active construction operations capable of generating dust.

AQ1-2: Equipment Maintenance

a. Applicability Threshold

Any Project whose construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer’s specifications shall be maintained per the proof of compliance requirements in Subsection I.D.6.

All construction equipment shall achieve emissions reductions that are no less than what could be achieved by a Tier 3 diesel emissions control strategy for a similarly sized engine as defined by California Air Resources Board regulations.

AQ1-3: Vehicle Idling Limit and Notification Signs

a. Applicability Threshold

Any Project whose construction activities involve the use of construction vehicles and require a permit from LADBS.

b. Standard

Vehicle idling during construction activities shall be limited to five minutes as set forth in the California Code of Regulations, Title 13, Section 2449. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits.

AQ1-4: Non-Diesel Fueled Electrical Power

a. Applicability Threshold

Any Project whose construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Electricity from power poles rather than temporary gasoline or diesel-powered generators shall be used To the Extent Available and Feasible.

AQ1-5: Emissions Standards for Off-Road Construction Equipment Greater than 50 Horsepower

a. Applicability Threshold

Any Project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve at least 5,000 cubic yards of on-site cut/fill on any given day.

b. Standard

All off-road diesel-powered construction equipment equal to or greater than 50 horsepower shall meet the U.S. Environmental Protection Agency's (USEPA) Tier 4 emission standards during construction. Operators shall maintain records of all off-road equipment associated with Project construction to document that each piece of equipment used meets these emission standards per the proof of compliance requirement in Subsection I.D.6.

In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

AQ1-6: Use of Low Polluting Fuels

a. Applicability Threshold

Any Project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve at least 5,000 cubic yards of on-site cut/fill on any given day.

b. Standard

Construction equipment less than 50 horsepower shall use low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline).

In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

AQ1-7: Emission Standards for On-Road Haul Trucks**a. Applicability Threshold**

Any Project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve more than 90 round-trip haul truck trips on any given day for demolition debris and import/export of soil.

b. Standard

Construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of nitrogen oxides (NO_x) emissions. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards per the proof of compliance requirements in Subsection I.D.6.

In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

AQ1-8: Routes for On-Road Haul Trucks**a. Applicability Threshold**

Any Project whose construction activities involve the use of construction vehicles and require a permit from LADBS.

b. Standard

Construction contractors shall reroute construction trucks away from congested streets or Sensitive Uses, as feasible. The burden of proving that compliance is infeasible shall be upon the Applicant or Owner. Where avoiding Sensitive Uses and congested streets altogether is infeasible, routing away from Sensitive Uses shall be prioritized over routing away from congested streets.

Biological Resources Standards (BR1)—Protected Trees

Reserved.

Biological Resources Standards (BR2)—Special Status Species

Reserved.

Biological Resources Standards (BR3)—Nesting Native and Migratory Birds**BR3-1: Restriction of Ground Disturbance Activity****a. Applicability Threshold**

Any Project for which an active bird nest has been discovered on-site.

b. Standard

If any active bird nest is found during a pre-construction nesting bird survey or is discovered inadvertently during earthwork or construction-related activities, a Qualified Biologist shall be retained by the Applicant or Owner to determine an appropriate avoidance buffer which shall be no less than is necessary to protect the nest, eggs and/or fledglings, from damage or disturbance in consideration of the following factors: the bird species, the availability of suitable habitat within the immediate area, the proposed work activity, and existing disturbances associated with surrounding land uses. The buffer shall be demarcated using bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary of the buffer. All construction personnel shall be notified of the buffer zone and shall avoid entering the protected area. No Ground Disturbing Activities or vegetation removal shall occur within this buffer area until the Qualified Biologist has confirmed that breeding/nesting is complete and the young have fledged the nest and/or that the nest is no longer an Active Nest. The Qualified Biologist shall prepare a report prior to the issuance of any building permit detailing the results of the nesting bird survey and subsequent monitoring, which shall be maintained pursuant to the proof of compliance requirements in Subsection I.D.6.

Cultural Resources Standards (CR1)—Archaeological Resources**CR1-1: Inadvertent Discovery****a. Applicability Threshold**

Any Project that requires a permit for grading or excavation.

b. Standard

If a possible archaeological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Archaeologist has been retained to evaluate the find in accordance with National Register of Historic Places and California Register of Historical Resources criteria. The Qualified Archaeologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking and delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Ground Disturbance Activities may continue unimpeded on other portions of the site outside the specified radius.

Any potential archaeological resource or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless the materials have been determined to be non-unique archaeological resources, as defined in Public Resources Code Section 21083.1(h), by the Qualified Archaeologist. The Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g).

Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources should occur as follows:

- The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.
- When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Archaeologist.

Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist. A report that describes the resource(s) and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Archaeologist according to current professional standards and maintained pursuant to the proof of compliance requirements in Subsection I.D.6. If appropriate, the report should also contain the Qualified Archaeologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository,

such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.

Cultural Resources Standards (CR2)—Zanja Madre and the Zanja System

CR2-1: Zanja Madre HAER Documentation

a. Applicability Threshold

Any project that requires a permit for grading or excavation and that is located within one mile of the currently known and mapped segments of the Zanja system (see Appendix E).

b. Standard

Projects within 500 feet of the currently mapped known segments of the Zanja system (see Appendix E) have increased likelihood of encountering segments of the Zanja system during construction. The Zanja system includes the Zanja Madre and its outbranching secondary Zanja segments. If possible segments of the Zanja system are uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Archaeologist has been retained to inspect and evaluate the find. The Qualified Archaeologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking and delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Ground Disturbance Activities may continue unimpeded on other portions of the site outside the specified radius.

At a minimum, and even if avoided, should the find be determined to be related to the Zanja system, the Qualified Archaeologist shall prepare a memo and complete all relevant State of California Department of Parks and Recreation (DPR) DPR 523 forms documenting the find.

If the Qualified Archaeologist, having evaluated the find, determines that the find retains integrity, documentation consistent with the standards and guidelines established the Historic American Engineering Record (HAER) shall be undertaken and transmitted to the Library of Congress before any alteration, demolition, construction, or removal activity may occur within the determined avoidance area. Documentation shall include narrative records, measured drawings,

and photographs in conformance with HAER Guidelines. The found segments shall also be mapped using Geographic Information Systems (GIS) or 3D mapping technology in order to contribute to the existing record of the location and extent of the Zanja system as a whole. At minimum, GIS data shall include the geographic coordinates and depth of all portions of the find. All records, including geographic data, georeferenced photographs, and information about the depth of the find shall be submitted to City Planning. Report documentation and GIS files shall additionally be provided to the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton.

In addition to HAER documentation, if determined appropriate by the Qualified Archaeologist, one or more of the following specific treatments shall be developed and implemented based on potential California Register eligibility criteria or the significance of the find as a unique archaeological resource:

- Treatment Under Criterion 1: Treatment shall include interpretation of the Zanja system for the public. The interpretive materials may include, but not be limited to, interpretive displays of photographs and drawings produced during the HAER documentation, signage at the Zanja Madre alignment, relocating preserved segments in a publicly accessible display, or other visual representations of Zanja alignments through appropriate means such as a dedicated internet website other online-based materials. At a minimum, the interpretive materials shall include photographs and drawings produced during the HAER documentation and signage. These interpretive materials shall be employed as part of Project public outreach efforts that may include various forms of public exhibition and historic image reproduction. Additionally, the results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or with identified non-profit historic groups interested in the subject matter. The interpretive materials shall be prepared at the expense of the Project applicant, by professionals meeting the Secretary of the Interior's Professional Qualifications Standards in history or historical archaeology. The development of the interpretive materials shall consider any such materials already available to the public so that the development of new materials would add to the existing body of work on the historical Los Angeles water system, and to this end, shall be coordinated, to the extent feasible and to the satisfaction of the Department of City Planning, in consultation

with the Office of Historic Resources. The interpretive materials shall include a consideration of the Zanja segment located on the Project Site in relation to the entire Zanja system. The details of the interpretive materials, including the content and format, and the timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning, in consultation with the Office of Historic Resources.

- Treatment Under Criterion 2: No additional work; archival research about important persons directly associated with the construction and use of the Zanja system would be addressed as part of HAER documentation.
- Treatment Under Criterion 3: No additional work; HAER documentation is sufficient.
- Treatment Under Criterion 4: No additional work; archaeological data recovery and HAER documentation are sufficient.
- Treatment as a unique archaeological resource, as defined by PRC Section 21083.2(g): Same as Criterion 1 treatment.

Cultural Resources Standards (CR3)—Paleontological Resources

CR3-1: Inadvertent Discovery

a. Applicability Threshold

Any Project that requires a permit for grading or excavation.

b. Standard

If a probable paleontological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Paleontologist has been retained to evaluate the find in accordance with the Society of Vertebrate Paleontology's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Temporary flagging shall be installed around the find in order to avoid any disturbance from construction equipment. Any paleontological materials that are uncovered shall not be moved or collected by anyone other than a Qualified Paleontologist or his/her designated representative such as a Paleontological Monitor. If cleared by the Qualified Paleontologist, Ground Disturbance Activities may continue unimpeded on other portions of the site. The found deposit(s) shall be treated in accordance with the Society of Vertebrate Paleontology's Standard Procedures. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by Qualified Paleontologist. A report that describes the resource and its disposition, as well as the assessment methodology, shall be prepared

by the Qualified Paleontologist according to current professional standards and maintained pursuant to the proof of compliance requirements in Subsection I.D.6. If appropriate, the report should also contain the Qualified Paleontologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.

Cultural Resources Standards (CR4)—Tribal Cultural Resources

CR4-1: Inadvertent Discovery

a. Applicability Threshold

Any Project that requires a permit for grading or excavation.

b. Standard

If a possible tribal cultural resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Tribal Monitor or Archaeological Monitor has been retained to evaluate the find.

Following discovery, the Applicant or Owner shall immediately contact all Native American tribes that have informed the City of Los Angeles they are traditionally and culturally affiliated with the geographic area of the Project, as well as the Department of City Planning, Office of Historic Resources (OHR). If a Qualified Tribal Monitor or Archaeological Monitor determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be a potential tribal cultural resource, in its discretion and supported by substantial evidence, the Applicant and Owner shall provide any affected tribe a reasonable period of time, not less than five business days, to conduct a site visit and make recommendations to the Applicant or Owner and OHR regarding the monitoring of future Ground Disturbance Activities and the treatment and disposition of any discovered tribal cultural resources. The Applicant or Owner shall implement the tribe's recommendations if the Qualified Tribal Monitor or Archaeological Monitor reasonably concludes such recommendations are reasonable and feasible.

Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources should occur as follows:

- The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.

- When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Tribal Monitor or Qualified Archaeologist.

All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility for educational purposes. If cleared by the Qualified Tribal Monitor or Archaeological Monitor, Ground Disturbance Activities may continue unimpeded on other portions of the site. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed. A report that describes the resource and its disposition, as well as the assessment methodology shall be prepared by the Qualified Tribal Monitor or Archaeological Monitor, according to current professional standards and maintained pursuant to the proof of compliance requirements in Subsection I.D.6. A copy of the report shall be submitted to OHR, the South Central Coastal Information Center at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File. If requested by the City, OHR may review and approve any monitoring or mitigation plan prior to implementation.

Hazardous Materials Standards (HM1)—Hazardous Materials Site

HM1-1: Unanticipated Hazards

a. Applicability Threshold

Any Project that requires a grading, excavation, or building permit from LADBS.

b. Standard

In the event that suspected Hazardous Materials, contamination, debris, or other features or materials that could present a threat to human health or the environment are discovered during earthwork or construction, such activities shall cease immediately until the affected area is evaluated by a Qualified Environmental Professional. If the Qualified Environmental Professional determines that a hazard exists, a remediation plan shall be developed by the Qualified Environmental Professional in consultation with the appropriate regulatory agency, and the remediation identified shall be completed. Work shall not resume in the affected area until appropriate actions have been

implemented in accordance with the remediation plan, to the satisfaction of the regulatory agency.

A report that describes the Hazardous Materials, contamination or debris and its disposition, shall be prepared by the Qualified Environmental Professional, according to current professional standards and maintained pursuant to the proof of compliance requirements in Subsection I.D.6.

HM1-2: Environmental Site Assessment(s)

a. Applicability Threshold

Any Project that requires a grading, excavation, or building permit from LADBS and which is:

- Located on or within 500 feet of a Hazardous Materials site listed in any of the following databases:
 - State Water Resources Control Board GeoTracker (refer to <https://geotracker.waterboards.ca.gov>);
 - DTSC EnviroStor (refer to <https://www.envirostor.dtsc.ca.gov/public>);
 - DTSC Hazardous Waste Tracking System (refer to <https://hwts.dtsc.ca.gov>);
 - LAFD Certified Unified Program Agency (refer to the active, inactive, and historical inventory lists at <https://www.lafd.org/fire-prevention/cupa/public-records>);
 - Los Angeles County Fire Department Health Hazardous Materials Division (refer to the active and inactive facilities, site mitigation, and California Accidental Release Prevention inventory lists at <https://fire.lacounty.gov/public-records-requests>);
 - SCAQMD Facility Information Detail (refer to <https://xapprod.aqmd.gov/find>); or
- Located on or within 500 feet of a Hazardous Materials site designated as a Resource Conservation and Recovery Act (RCRA) Small Quantity Generator or Large Quantity Generator (refer to the USEPA Envirofacts database at <https://enviro.epa.gov/index.html>); or
- Located in an Oil Drilling District (O) or located on or within 50 feet of a property identified as having an oil well or an oil field (active or inactive) by the California Geologic Energy Management Division (refer to <https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx>); or

- Located on land currently or previously designated with an industrial use class or industrial zoning, in whole or in part; or
- Located on land currently or previously used for a gas station or dry cleaning facility.

Or:

- The Applicant or Owner are aware or have reason to be aware that the Project site was previously used for an industrial use, gas station or dry cleaner.

And:

- The site has not been previously remediated to the satisfaction of the relevant regulatory agency/agencies for any contamination associated with the above uses or site conditions.

b. Standard

A Phase I Environmental Site Assessment shall be prepared by a Qualified Environmental Professional in accordance with State standards/guidelines and current professional standards, including the American Society for Testing and Materials' (ASTM) Standard Practice for Environmental Site Assessments, to evaluate whether the site, or the surrounding area, is contaminated with hazardous substances from any past or current land uses, including contamination related to the storage, transport, generation, or disposal of toxic or Hazardous Waste or materials.

If the Phase I identifies a Recognized Environmental Condition (REC) and/or if recommended in the Phase I, a Phase II Environmental Site Assessment shall also be prepared by a Qualified Environmental Professional. The Phase I and/or Phase II Environmental Site Assessment(s) shall be maintained pursuant to the proof of compliance requirements in Section I.D.6 and made available for review and inclusion in the case file by the appropriate regulatory agency, such as the State Water Resources Control Board, the State Department of Toxic Substances Control, or the LAFD Hazard Mitigation Program. Any remediation plan recommended in the Phase II Environmental Site Assessment or by the appropriate regulatory agency shall be implemented and, if required, a No Further Action letter shall be issued by the appropriate regulatory agency prior to issuance of any permit from LADBS, unless the regulating agency determines that remedial action can be implemented in conjunction with excavation and/or grading. If oversight or approval by a regulatory agency is not required, the Qualified Environmental Professional shall provide written verification of compliance with and completion of the remediation plan, such that the site meets the

applicable standards for the proposed use, which shall be maintained pursuant to the proof of compliance requirements in Section I.D.6.

HM1-3: County Fire Department Oversight

a. Applicability Threshold

Any Project that generates or handles Hazardous Material(s) and/or Hazardous Waste of quantities at any one time during a year equal to or greater than a volume of 55 gallons, a total weight of 500 pounds, or a total of 200 cubic feet of a compressed gas.

b. Standard

Prior to the issuance of a building permit, the Applicant and Owner shall report the required operator, site, training, emergency response and contingency information in the California Environmental Reporting System (CERS), in coordination with the Los Angeles County Fire Department Health Hazardous Materials Division. Documentation of all CERS reporting shall be maintained pursuant to the proof of compliance requirements in Subsection I.D.6.

Hazardous Materials Standards (HM2)—Abandoned Oil Wells

Reserved.

Noise and Vibration Standards (NV1)—Construction Noise

NV1-1: Noise Shielding and Muffling

a. Applicability Threshold

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

NV1-2: Use of Driven Pile Systems

a. Applicability Threshold

Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.

NV1-3: Enclosure or Screening of Outdoor Mechanical Equipment**a. Applicability Threshold**

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any off-site Noise-Sensitive Uses.

NV1-4: Location of Construction Staging Areas**a. Applicability Threshold**

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.

b. Standard

Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors.

NV1-5: Temporary Walls**a. Applicability Threshold**

Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of Projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses.

b. Standard

Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating),¹ that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.

NV1-6: Noise Study

a. Applicability Threshold

Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics:

- Two or more subterranean levels;
- 20,000 cubic yards or more of excavated material
- Simultaneous use of five or more pieces of construction equipment; or
- Construction duration (excluding architectural coatings) of 18 months or more.

Or any Project whose construction activities involve impact pile driving or the use of 300 horsepower equipment.

b. Standard

A Noise Study prepared by a Qualified Noise Expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified Noise-Sensitive Uses, quantify expected noise levels at these Noise-Sensitive Uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the LAMC. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to mufflers, shields, sound

¹ At a Sound Transmission Class (STC) rating of 25, soft speech can be heard and understood.

barriers, and time and place restrictions on equipment and activities. The Noise Study shall identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and Owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained pursuant to the proof of compliance requirements in Section I.D.6.

Noise and Vibration Standards (NV2)—Construction Vibration

NV2-1: Baseline Survey and Vibration Control Plan

a. Applicability Threshold

Any Project, with the exception of Projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet (see reference vibration levels in Appendix F); (2) require a permit from LADBS; and (3) which occur:

- Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey; or
- Within 15 feet of non-engineered timber and masonry buildings.

Or any Project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey.

b. Standard

Prior to demolition, grading/excavation, or construction, a Qualified Structural Engineer shall prepare a survey establishing baseline

structural conditions of potentially affected structures and a Vibration Control Plan, which shall include methods to minimize vibration, including, but not limited to:

- A visual inspection of the potentially affected structures to document (by video and/or photography) the apparent physical condition of the building (e.g., cracks, broken panes, etc.).
- A shoring design to protect the identified structures from potential damage;
- Use of drilled piles or a sonic vibratory pile driver rather than impact pile driving, when the use of vibrating equipment is unavoidable;
- Use of rubber-tired equipment rather than metal-tracked equipment; and
- Avoiding the use of vibrating equipment when allowed by best engineering practice.

NV2-2: Repair of Damage

a. Applicability Threshold

Any Project, with the exception of Projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet (see reference vibration levels in Appendix F); (2) require a permit from LADBS; and (3) which occur:

- Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey; or
- Within 15 feet of non-engineered timber and masonry buildings.

Or any Project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined

to be potentially eligible for historic designation in a Historic Resources Survey.

b. Standard

In the event of damage to any non-historic building due to construction vibration, as verified by the Qualified Structural Engineer, a letter describing the damage to the impacted building(s) and recommendations for repair shall be prepared by the Qualified Structural Engineer within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the Owner's or Applicant's expense, in conformance with all applicable codes.

In the event of vibration damage to any building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey, a letter describing the damage to the impacted building(s) and recommendations for repair shall be prepared by the Qualified Historian within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the Owner's or Applicant's expense, in conformance with the California Historical Building Code (Title 24, Part 8) as well as the [Secretary of the Interior's Standards for the Treatment of Historic Properties](#) and associated guidelines, as applicable and as determined by the Qualified Historian.

Pedestrian Safety Standards (PS1)—Safe and Accessible Walkways

Reserved.

APPENDIX A: BEST PRACTICES

Disclaimer: The following best practices were developed by the City in consultation with environmental consultants who specialize in preparing environmental impact reports (EIRs) to comply with the California Environmental Quality Act, Public Resources Code, Sections 21000, *et seq.* Best practices are professional procedures, methods, or techniques that are accepted or prescribed as industry standards and considered correct or most effective. Nothing provided in this Appendix is intended to be a mandate or to relieve an Applicant and an Owner from their responsibility to comply with any and all applicable laws. The City assumes no responsibility for any Applicant's or Owner's use or reliance upon the best practices provided herein and does not guarantee their adequacy for any purpose. Any use by any person of the best practices provided herein is solely at the discretion and responsibility of that person.

I. Archaeological Resources

The following best practices are recognized by archaeologists and environmental consultants to ensure archaeological resources are not damaged during grading, excavation, or other Ground Disturbance Activities:

- **Records Search.** A cultural resources records search should be requested from and conducted by the California Historical Resources Information System's (CHRIS) South Central Coastal Information Center (SCCIC) located at California State University, Fullerton to determine whether any cultural resources have been previously identified on or within a 0.5-mile radius of the Project site. The results of this records search shall be used as an indicator of the archaeological sensitivity of the Project site.
- A Qualified Archaeologist shall be retained and use all reasonable methods, consistent with professional standards and best practices, to determine the potential for archaeological resources to be present on the Project site.
- If the Qualified Archaeologist determines there is a medium to high potential that archaeological resources may be located on the Project site and it is possible that such resources will be impacted by the Project, the Qualified Archaeologist shall advise the Applicant and Owner to retain an Archaeological Monitor to observe all Ground Disturbance Activities within those areas identified as having a medium to high potential in order to identify any resources and avoid potential impacts to such resources.
- **Monitoring.** An Archaeological Monitor should monitor excavation and grading activities in soils that have not been previously disturbed in order to identify and record any potential archaeological finds and avoid potential impacts to such resources. In the event of a possible archaeological discovery, the

Archaeological Monitor shall notify a Qualified Archaeologist. The Archaeological Monitor has the authority to temporarily halt earthwork activities.

- Handling, Evaluation, and Preservation. Any archaeological resource materials or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless they have been determined to be nonunique archaeological resources, as defined in Public Resources Code Section 21083.1(h) by a Qualified Archaeologist. A Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g).
- Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources should occur as follows:
 - The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.
 - When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Archaeologist.

If recommended by the Qualified Archaeologist, the resource(s) shall be curated by a public, non-profit institution with a research interest in the material, such as the Natural History Museum of Los Angeles County or another appropriate curatorial facility for educational purposes.

Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist.

II. Biological Resources

The following best practices are recognized by biologists to ensure Active Nests are not damaged or disturbed during construction or Ground Disturbance Activities, which is a violation of the Federal Migratory Bird Treaty Act and the State Fish and Game Code:

- Pre-Construction Survey. If a Project proposes the demolition of a structure or removal of a tree or vegetation during bird nesting season (February 1 to August 31), a pre-construction nesting bird survey of all suitable habitat shall be conducted no more than 10 days prior to the initiation of demolition or tree or vegetation removal to determine if nesting birds are present. The

pre-construction nesting bird survey shall be conducted on foot within the Project site boundaries by a Qualified Biologist.

- **No Nests Found.** If the pre-construction survey indicates bird nests are not present or are inactive, or if potential habitat is unoccupied, no further avoidance is required.
- **Buffer for Active Nest.** If any active bird nest is found during a pre-construction nesting bird survey, a Qualified Biologist shall recommend an avoidance buffer which shall be no less than is necessary to protect the nest, eggs and/or fledglings, from damage or disturbance in consideration of the following factors: the bird species, the availability of suitable habitat within the immediate area, the proposed work activity, and existing disturbances associated with surrounding land uses. The buffer shall be demarcated using bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary of the buffer. All construction personnel shall be notified of the buffer zone and shall avoid entering the protected area. No Ground Disturbing Activities or vegetation removal shall occur within this buffer area until the Qualified Biologist has confirmed that breeding/nesting is complete and the young have fledged the nest and/or that the nest is no longer an Active Nest.

III. Paleontological Resources

The following best practices are recognized by paleontologists and environmental consultants to ensure paleontological resources are not damaged during construction or Ground Disturbance Activities:

- A paleontological resources records search shall be requested from and conducted by the Natural History Museum of Los Angeles County to determine whether any paleontological resources have been previously identified on or near the Project site. The results of this records search shall be used as an indicator of the paleontological sensitivity of the Project site.
- A Qualified Paleontologist shall be retained and use all reasonable methods, consistent with professional standards and best practices, to determine the potential for paleontological resources to be present on the Project site.
- If the Qualified Paleontologist determines there is a high potential that paleontological resources may be located on the Project site and it is possible that such resources will be impacted by the Project, the Qualified Paleontologist or his/her designated representative such as a Paleontological Monitor shall observe all Ground Disturbance Activities within those areas identified as having an undetermined or high potential in order to identify any resources and avoid potential impacts to such resources. In the event of a possible paleontological discovery, the Qualified Paleontologist or Paleontological Monitor shall have the authority to temporarily halt earthwork activities within an appropriate radius of

the find, as determined by the Qualified Paleontologist, necessary to protect the resource or other potential resources on or near the Project site. Temporary flagging shall be installed around the find in order to avoid any disturbance from construction equipment.

- Prior to the start of construction, the Qualified Paleontologist or his/her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
 - If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), all work should cease in the area of the find until a Qualified Paleontologist has evaluated the find in accordance with federal, state, and local guidelines, including the [Society of Vertebrate Paleontology's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources](#) (SVP, 2010).
 - If fossils are discovered, a Qualified Paleontologist shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist has the authority to temporarily direct, divert or halt construction activity to ensure the fossil(s) can be removed in a safe and timely manner. Handling and disposition of fossils is done at the direction and guidance of a Qualified Paleontologist.
 - Personnel of the Project should not collect or move any paleontological materials or associated materials.
 - If cleared by the Qualified Paleontologist, construction activity may continue unimpeded on other portions of the Project site.
 - Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a Qualified Paleontologist, and the Qualified Paleontologist clears the site for construction activity.

IV. Tribal Cultural Resources

The following best practices are recognized by tribal monitors and environmental consultants to ensure that tribal cultural resources are not damaged during grading, excavation, or other Ground Disturbance Activities:

- A Sacred Lands File (SLF) records search shall be requested from and conducted by the California Native American Heritage Commission (NAHC) to determine whether cultural resources associated with any Native American

tribe(s) with traditional lands or cultural places located within or near the Project site have been previously identified or whether the Project area is considered sensitive for the presence of tribal cultural resources.

- All tribes listed on the NAHC's Native American Contact List included with the SLF records search shall be contacted, informed of the Project, and given an opportunity to provide input. If the tribe provides substantial evidence of a potential for discovery of tribal cultural resources within the Project site and requests monitoring of Project excavation, grading or other Ground Disturbance Activities, a Qualified Tribal Monitor or an Archaeological Monitor shall be retained.
- The Qualified Tribal Monitor or Archaeological Monitor shall observe all Ground Disturbance Activities within those areas identified in the records search as sensitive for the presence of tribal cultural resources in order to identify any resources and avoid potential impacts to such resources. In the event of a possible discovery of a tribal cultural resource, the Qualified Tribal Monitor or Archaeological Monitor shall have the authority to temporarily halt earthwork activities within an appropriate radius of the find, as determined by the Qualified Tribal Monitor or Qualified Archaeologist to ensure the find is not damaged or any other potential tribal cultural resources on or near the Project site.
- If tribal cultural resources are uncovered, all work should cease in the appropriate radius determined by the Qualified Tribal Monitor or Archaeological Monitor.
- Any find should be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the Qualified Tribal Monitor and in accordance with federal, state, and local guidelines.
- The location of the tribal cultural resource find and the type and nature of the find should not be published beyond providing the information to public agencies with jurisdiction or responsibilities related to the resources and any affected tribal representatives.
- Personnel of the Project should not collect or move any tribal cultural resources or associated materials or publish the location of tribal cultural resources.
- Following discovery, the Applicant or Owner shall immediately contact all Native American tribes that have informed the City of Los Angeles they are traditionally and culturally affiliated with the geographic area of the Project, as well as the Department of City Planning, Office of Historic Resources (OHR).
- The Applicant and Owner shall provide any affected tribe a reasonable period of time, not less than five business days, to conduct a site visit and make recommendations to the Applicant or Owner regarding the monitoring of future

Ground Disturbance Activities and the treatment and disposition of any discovered tribal cultural resources.

- The Applicant or Owner shall implement the tribe's recommendations if the Qualified Tribal Monitor or Archaeological Monitor reasonably concludes such recommendations are reasonable and feasible and determined to be supported with substantial evidence.
- Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources shall occur as follows:
 - The find shall be preserved in place or left in an undisturbed state unless the Project would damage the resource.
 - When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study shall occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Tribal Monitor or Qualified Archaeologist.
- All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility.
- If cleared by the Qualified Tribal Monitor or Archaeological Monitor, Ground Disturbance Activities may continue unimpeded on other portions of the site. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed.

V. Vibration

The following best practices are recognized by structural engineers and environmental consultants to reduce damage to vibration-sensitive uses:

- The use of impact pile drivers should be avoided to eliminate excessive vibration levels. Drilled piles or sonic vibratory pile drivers are alternatives that should be utilized where geological conditions permit their use.
- Construction activities should involve rubber-tired equipment rather than metal-tracked equipment.
- The construction contractor should schedule and phase construction activities, including demolition, earthmoving, and ground-impacting operations, so they do

not occur concurrently; use low-impact construction technologies; and avoid the use of vibrating equipment in accordance with best engineering practices.

APPENDIX B: STATEMENT OF COMPLIANCE

APPENDIX C: CONTRACTOR ACKNOWLEDGEMENT

APPENDIX D: SCAQMD RULE 403 BEST AVAILABLE CONTROL MEASURES

APPENDIX E: ZANJA MADRE AND ZANJA SYSTEM MAP

APPENDIX F: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

FTA 2006