

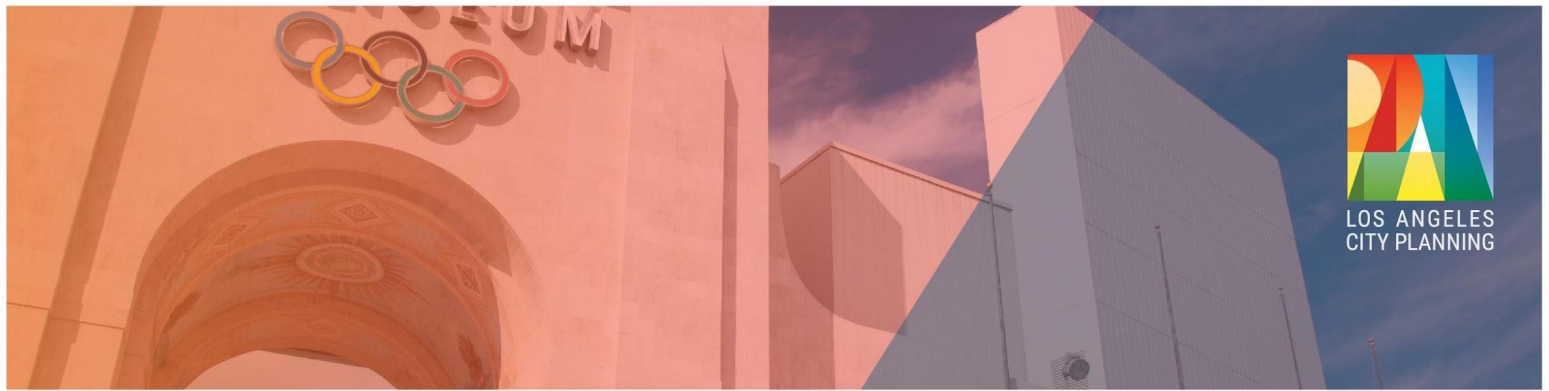
Spring 2021 Draft Downtown Community Plan Updates

Introduction

This document outlines the revisions made to the Downtown Community Plan since the draft release in November 2020. These updates were informed by community feedback. For more information on outreach and the plan timeline visit www.planning4la.org/dtla2040#outreach-timeline.

The changes outlined below include:

- Updates to the Draft New Zoning Code Form, Use, and Frontage districts
- Updates to the Community Plan Implementation Overlay (including the Community Benefits Program)
- Updates to the Downtown Community Plan Draft Zoning map
- Updates to the Downtown Community Plan General Plan Land Use map
- Updates to the Downtown Community Plan Draft Policy document



New Zoning Code - Downtown Zone Updates

Form Districts

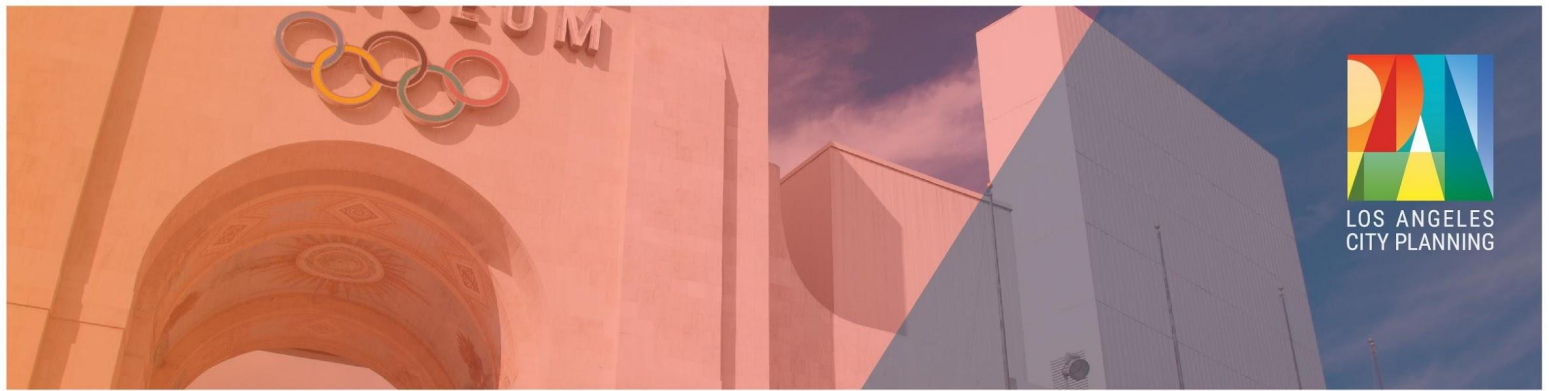
- HM1: Upper story stepback increased from 10' to 30'
- DM3: Reduction of minimum height in stories from 6 to 3
- DM3 & DM4: removal of limitations on base and bonus height in stories
- HB4 in Public Hearing draft renamed to HB5
- HB4 & LF1: City Hall height restrictions relocated from Downtown CPIO to form district standards

Frontage Districts

- Revised intent statements for all frontage districts
- CHC1, CDF1, CDR1:
 - Revision of horizontal and vertical banding applicability and maximum spacing
 - Allowance of Alternative Compliance as a relief mechanism for Character Frontage requirements
 - Revision of window requirements
- CHC1: Refinement of base,middle,top requirements
- CDF1, CDR1: Reduction of ground floor minimum height from 22' to 16'

Use Districts

- CX1, CX2, and CX3: Requirement for a CUP for a General Lodging (hotel and motel) project within 500 feet of a Agricultural, Residential, or Residential-Mixed Use District
- CX1:
 - Removal of hotel key limitations
 - Increase in individual commercial establishment sizes from 5,000 to 10,000
 - Exemption of food halls and swap meets from individual establishment size limits
- IX1,IX3,and IX4: Requirement for a CUP for a Wholesale Trade & Warehousing project greater than 50,000 sf to address potential pollutant sources
- IX3,IX4: Exemption of 100% affordable projects from productive space requirements
- IX4: Removal of construction type requirement



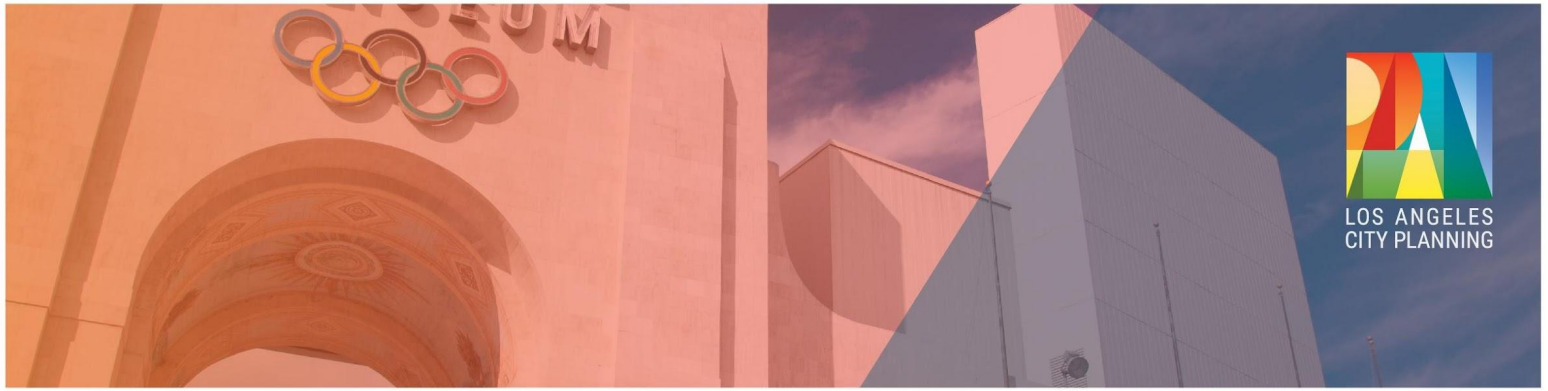
- P1/P2: Replacement of P1 with P2. P2 allows public facilities to build in compliance with the most permissive adjacent zone

Article 9

- Allowance of ministerial approval for privately owned public spaces and community facilities provided through the community benefits program
- Addition of new standards for privately owned public spaces provided through the community benefits program
- Increase deeply low income requirement from 5% to 7% in affordability set G
- Addition of Community Benefits Fund incentive
- Expansion of Adaptive Reuse incentives
 - Exemption for all FAR within the existing building envelope
 - Expansion of qualifying buildings from those built before 1974 to those 25 years or older
 - Removal of requirement to maintain existing loading spaces, unless loading space is street facing on a property zoned with a Character Frontage District
 - Clarification of applicability of Form and Frontage standards to Adaptive Reuse Projects
 - Modifications to the Unified Adaptive Reuse incentive

Community Plan Implementation Overlay (CPIO) Updates

- Introduction of Historic Preservation tool for the Arts District, Chinatown, Historic Core, and Little Tokyo in new Subarea D
- Addition of ground story height relief for projects participating in community benefits program
- Removal of prohibition on specified sign types
- Integration of digital sign limitations into Chapter 1A article 4, pedestrian package 2
- Tailored requirements for the provision of moderate and above-moderate units
- Removal of Civic Center height standards in Subarea C, height standards now found in applicable form districts
- Release of Appendix E: updated Downtown Street Standards



- Clarification of the definition of a “project” under the CPIO

Community Benefits Program

- Release of requirements and procedures for Community Benefit Fund
- Increase of level 1 FAR from 35% to 40%

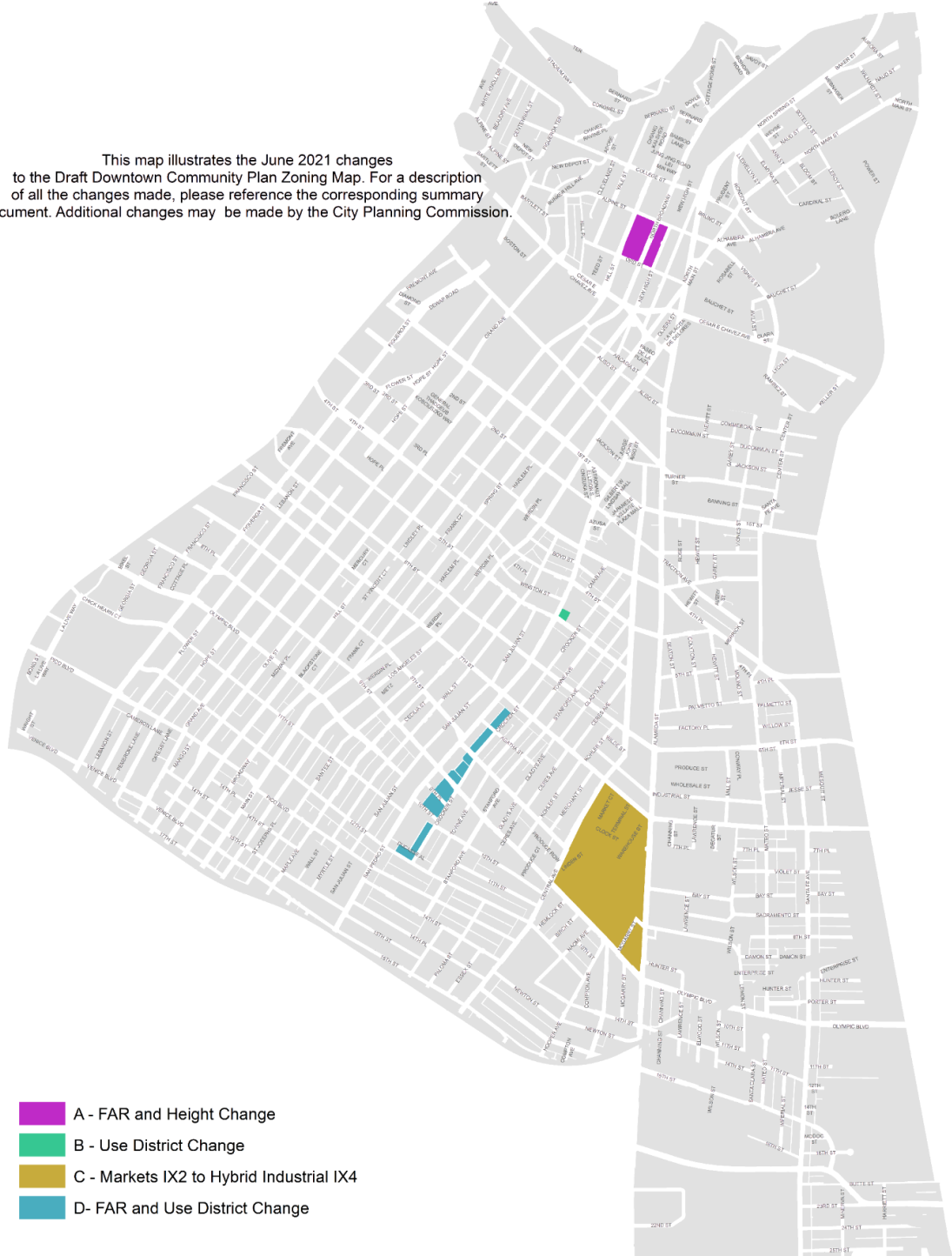
Downtown Community Plan Zoning Map Updates

See corresponding maps below.

	November 2020 Draft Zone	Spring 2021 Draft Zone	Description
A	[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.
B	[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.
C	[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.
D	[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.

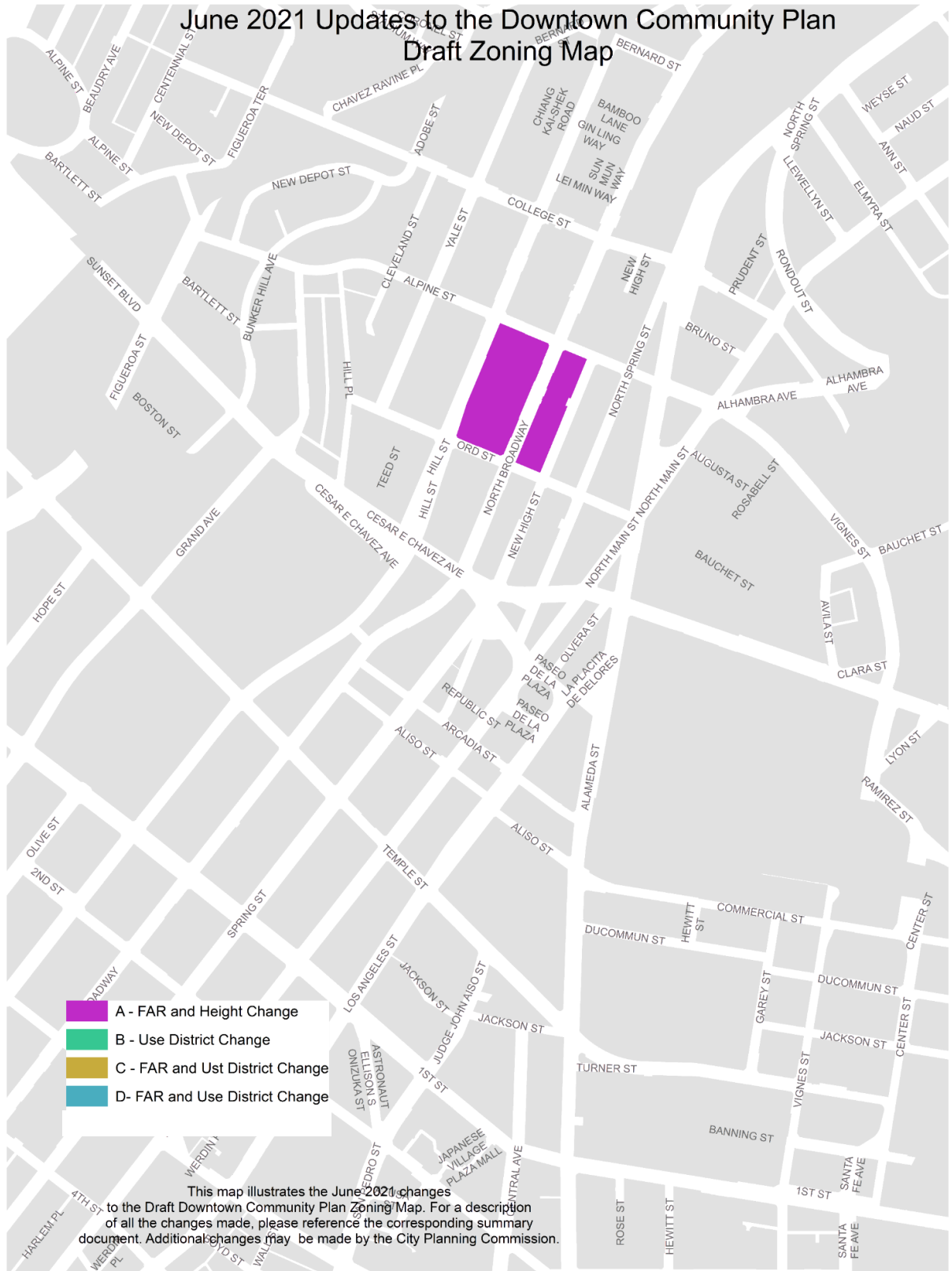
June 2021 Updates to the Downtown Community Plan Draft Zoning Map

This map illustrates the June 2021 changes to the Draft Downtown Community Plan Zoning Map. For a description of all the changes made, please reference the corresponding summary document. Additional changes may be made by the City Planning Commission.



- A - FAR and Height Change
- B - Use District Change
- C - Markets IX2 to Hybrid Industrial IX4
- D - FAR and Use District Change

June 2021 Updates to the Downtown Community Plan Draft Zoning Map



June 2021 Updates to the Downtown Community Plan Draft Zoning Map



Downtown Community Plan General Plan Land Use Map Updates

	November 2020 Draft General Plan Land Use Designation	Spring 2021 Draft General Plan Land Use Designation	Description
A	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. (See subarea A in maps above)
B	Community Center	Markets	The General Plan Land Use Designation was changed from Community Center to Markets to update split designation proposed in November 2020 draft. (See subarea B in maps above)
C	Markets	Hybrid Industrial	To provide opportunities for affordable housing and other community benefits (see subarea C in maps above)



Policy Text Updates

34 New Policies, 30 Refined Policies, 6 New Future Implementation Programs, 5 Refined Future Implementation Programs, Updated Introduction, Chapter 1, Chapter 5, and Appendix

Updated Community Profile


Italic text indicates added language, strikethrough indicates deleted or replaced language


The Downtown Plan Area is *the historic homeland of the Tongva peoples and* the birthplace of Los Angeles ~~and contains some of the oldest structures of the City~~. From a small pueblo and agricultural community, to a railroad and manufacturing hub, to a commercial and cultural capital, Downtown ~~has always~~ represented 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.

New Policies

- 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 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 2.11
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.
- 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.

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- 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 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 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 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 over-concentration of uses that are incompatible in a neighborhood context, such as off-site alcohol sales, 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 with repeated alcohol sales.
 - 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.

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- LU 6.6
Support Specific Plans or other master planning efforts on multi-acre or phased development sites, to facilitate the creation of alternate public benefits such as infrastructure improvements.
 - 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 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 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.

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- 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 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 30.12
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 30.18
Provide 24-hour restroom access and frequent maintenance in all Skid Row parks.

- 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 42.11
Encourage new open space and streetscape improvements to include design features for seniors, such as seating, shade, and ample gathering spaces.
- LU 42.14
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.
- 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 8.4
Support ongoing efforts to facilitate innovative and sustainable urban freight practices.

Refined Policies

Italic text indicates added language, strikethrough indicates deleted or replaced language

- LU 1.2
Create zoning tools to provide for a *racially, socially and economically diverse and* inclusive Downtown through a range of housing and employment options.
- LU 1.6
Encourage *enhanced* accessibility and amenities for children, ~~and~~ seniors, *and special needs populations* in housing developments.

- LU 2.6

Develop further incentives simplifying zoning regulations to expedite the rehabilitation and conversion of ~~historic~~ buildings *25 years or older* into a variety of housing types including live/work units, micro-units and multi-bedroom units for *larger households*. ~~families in order to support a range of household types.~~
- 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 3.7


Promote *building design that supports the mental and physical health of residents*. ~~safe building practices that support healthy homes and support the rights of tenants to live in habitable housing.~~
- LU 5.4

Ensure a range of supportive housing types and services to meet the needs of ~~different~~ 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 9.10

Support street vending ~~and create vending districts~~ to increase access to economic opportunity and healthy food, and reinforce Downtown's active street life.
- LU 13.4

Support existing and future policy that is intended to enhance, restore and activate ~~these~~ resources that have been designated *eligible for listing on local, state, or national registers, including through the use of Survey LA*, Los Angeles Historic Resources Survey, and other City recognized surveys.
- 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.

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- LU 18.1
Promote a pedestrian environment that enhances thermal *and* visual ~~and audible~~ comfort and provides opportunities for resting and socializing.
 - LU 20.3
Expand the range of incentives to facilitate the adaptive reuse of existing *non-residential* structures into commercial and hotel uses.
 - LU 22.8
Improve pedestrian orientation of the district by ~~requiring~~ *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.
 - 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 30.7
Encourage the creation of a range of housing options, including *interim, transitional, and social service housing*, permanent supportive housing, and a full spectrum of affordable housing.
 - LU 30.6
Foster a mix of uses that contribute to a livable community that prioritizes lower levels of affordable housing, ~~at all levels of affordability~~, employment opportunities, daily amenity and service needs, educational and vocational facilities, as well as a variety of public gathering spaces.
 - 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 30.22
~~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 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 31.1
Encourage the development of flexible spaces that can accommodate a variety of *job* productive industries.
- 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 34.6
Support affordable housing options for artists *and freelance creatives.*
- LU 37.1
Introduce and expand live/work uses through adaptive reuse and new construction as appropriate, where residents have the ability to ~~conveniently be productive and~~ run a business from within their residence.

- LU 41.6

Maintain and strengthen the pedestrian elements in Little Tokyo by preserving *existing street frontages and internal* pedestrian pathways, ~~establishing~~ *enabling* commercial uses on the ground plane ~~floor~~ of all buildings, and supporting the *orientation* ~~creation~~ of mid-block paseos.
- LU 41.8

Complete, *support, and reinforce* the Little Tokyo *mid-block* Pedestrian Spine system to enhance connectivity in Little Tokyo.
- LU 41.9

Support the advancement and expansion of a performance and creative arts, ~~corridor~~ *including but not limited to, the Union 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 MOGA.* ~~along Judge John Aiso Street as it continues south to San Pedro Street, linking institutions such as East West Players with the Japanese American Cultural & Community Center and Aratani Theater.~~
- LU 42.12

Encourage a variety of 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.
- MC 5.5

Facilitate the development of ~~the~~ Downtown *circulators, such as the Los Angeles Streetcar System*, to better connect districts. ~~Such as the Los Angeles Streetcar.~~
- 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 Red* and *D Purple* Lines, to serve the expanding resident, worker, and visitor populations.
- 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.*



Future Implementation Programs

Added Programs

- 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.
- 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 LowerIncome or Very Low-Income households.
- 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.
- 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.
- 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.
- 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.

Refined Programs

Italic text indicates added language, strikethrough indicates deleted or replaced language

- P1- Survey LA Findings - Eligible Historic Resources: The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify numerous potential historic resources throughout theDowntown Community Plan Area. Encourage protection of the resources through further study and historic designation ~~(if eligible)~~ of these sites, *(if eligible)*.

- 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 of any residential unit subject to the Rent Stabilization Ordinance (RSO) or an On-Site Restricted Affordable Unit that is demolished or vacated for purposes of a proposed development project shall be granted First Right of Refusal for the replacement units.*
- 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, ~~covenanted or not, including affordable rent stabilized units, in targeted Transit Oriented District (TOD) geographies. This can be achieved through preservation of existing affordable housing, covenanted or not, or the production of new affordable housing.~~
- P18- Citywide Inclusionary Housing: ~~The Community Plan supports efforts to adopt citywide inclusionary zoning housing requirements to increase the stock of affordable housing while preventing further concentration of poverty within one community by providing housing opportunities for low income households throughout the City. 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.~~
- P22- Best Practices Design Guide: Create a best practice design document to provide guidance for historic and cultural neighborhoods such as the Historic Core *and Skid Row.*

Edits to Chapter 1:

~~Landmark Land Use and Greenhouse Gas State Law~~ Sustainable Communities and Climate Protection Act of 2008

General Plan Land Use Designations

277,6624 - markets to HI

264,9075.844503 - village to community center




Added Language to Land Use Designations

- Transit Core
In the Downtown Plan this land use designation has a max FAR range of 10.0-13.0.
- Traditional Core
In the Downtown Plan this land use designation has a max FAR range of 8.5-13.0
- Community Center
In the Downtown Plan this land use Designation has a max FAR range of 3.0-8.5.
- Hybrid Industrial
In the Downtown Plan this land use designation has a max FAR range of 3.0-6.0.
- Markets
In the Downtown Plan this land use designation has a max FAR range of 3.0-8.0.
- Villages
In the Downtown Plan this land use designation has a max FAR range of 3.0-6.0.
- Medium Neighborhood Residential
In the Downtown Plan this land use designation has a max FAR of 3.0.
- Production
In the Downtown Plan this land use designation has a max FAR range of 3.0-4.5.
- Open Space
In the Downtown Plan this land use designation has a max FAR of 1.5
- Public Facilities
In the Downtown Plan this land use designation has a max FAR range of 3.0-13.0.

Edits to Chapter 5: Implementation

Italic text indicates added language, strikethrough indicates deleted or replaced language

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: ~~Community Plan policies and the accompanying General Plan Map (which designates land for the range of uses and intensities needed to achieve Plan goals and policies);~~ zoning and other City ordinances; and Community Plan programs. The ~~Plan policies and~~ zoning ordinances adopted along with the Community Plan represent implementation ~~methods~~ *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. Implementation of 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 ~~City 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. ~~Some development review programs, such as the California Environmental Quality Act (CEQA) mandated by the state, are ongoing and will continue to be used as a tool for land use decision making.~~ Other programs are implemented at the time of Community Plan adoption, such as ~~changes to zoning~~ *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 Transit



Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision making.

Among others, tThe Plan is comprised of the following implemented tion features in the following ways: goals and policies are used as guidance for discretionary decisions on projects that have the potential to affect significant change in an area requiring land use consistency findings; General Plan Land Use Designations, zoninges that of land to apply the desired land use regulations to property throughout Downtown; -and 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 & 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 implement the Plan. General Plan Land Use Designations, are adopted-designated as-on the General Plan Land Use Map Map for this Plan, set and establish the permitted range of intensities, uses, and densities, where applicable in the Plan Area. Each General Plan Land Use Designation corresponds to a set of form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied that apply regulations* at the parcel level.



ZONING REGULATIONS

The Community Plan's primary implementation ~~feature 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 at. 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 comply (or are seeking to comply) with the applicable zoning standards are deemed non-discretionary, meaning they do not require deliberation by a designated decision maker or body. 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, P*projects that surpass a specified size or scope ~~must undergo Site Plan Review by the Department of City Planning where the applicable zoning standards are applied accordingly. 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, and base and maximum height assigned to some zones. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 12 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.



DOWNTOWN DESIGN GUIDE

~~The Downtown Design Guide, another important implementation feature of the Community Plan, provides guidance beyond zoning to support the vision of this Plan. The Guide offers direction at the Downtown wide level, as well as specific provisions for certain neighborhoods and special contexts, ensure that projects contribute a pedestrian friendly environment and reinforce neighborhood character.~~

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 ~~General Plan~~ *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 Transit 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. ~~the implementation programs that fall beyond the immediate scope of this Community Plan to implement directly but are essential to achieving the Plan's long range goals and policies.~~



SOURCES OF FUNDING

It is important to note that program implementation is contingent, *among other policy and resource 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.

Appendix - Relationship to Other Plans Language

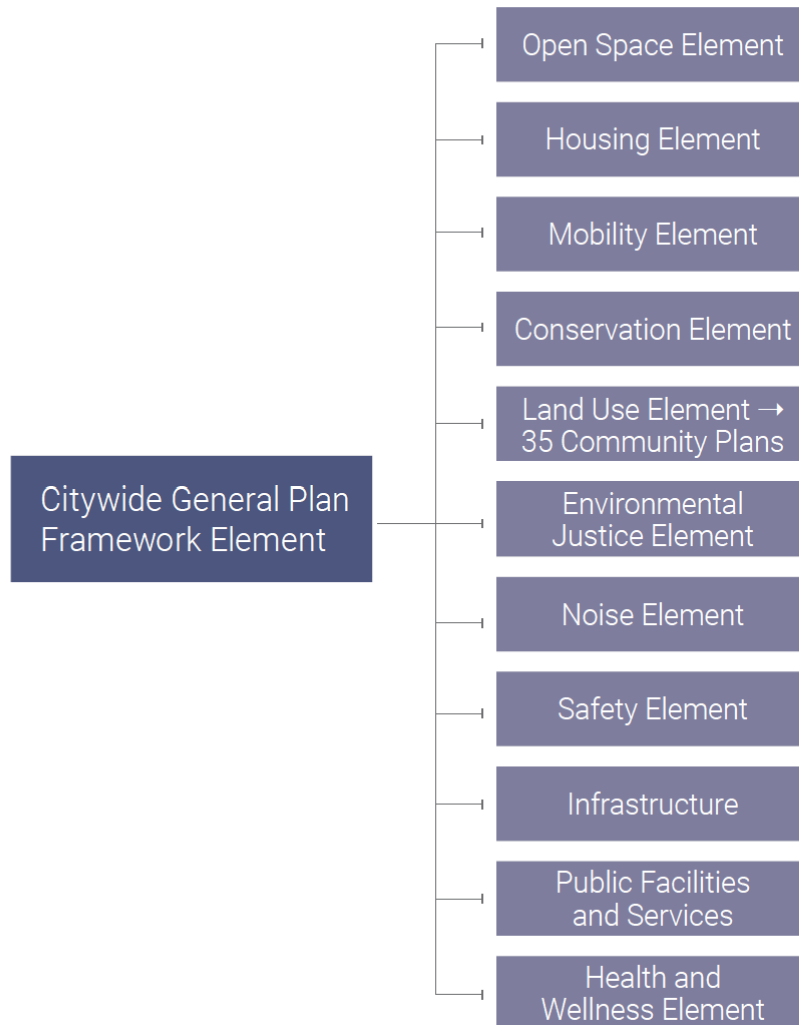
RELATIONSHIP TO THE GENERAL PLAN

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 man*-caused hazards are guided by the General Plan.

State law requires that the General Plan contain ~~seven~~ *eight* elements: land use, transportation, housing, conservation, open space, noise, ~~and~~ 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 the "Framework Element," discussed below.


UPDATE TO FRAMEWORK GRAPHIC

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



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 ~~redevelopment~~ and 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.*


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, and the Chinatown Redevelopment Project, established by the Chinatown Redevelopment Plan (collectively, Redevelopment Plans). Collectively, the Redevelopment Plans comprise the majority of the Downtown Community Plan area.

The Chinatown Redevelopment Plan is generally bounded by Cesar E Chavez Avenue to the south, Solano Avenue to the north, Alameda Street to the east, and shares the Downtown Plan Area boundary to the west. The City Center Redevelopment Plan 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; and the Chinatown




Redevelopment Plan, as first amended on September 26, 2001, and which expires by its terms on January 23, 2022, 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 ~~Redevelopment Plans~~ *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, 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, is in conflict with, and does not conform to, the allowed land uses in the Downtown Community Plan.

City Center: Section 400-411, 500-521, 523-524, and 700, *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 and Development plans for the Project Area*



~~Chinatown: Section 500-536, and 600-630~~

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 City Center and Central Industrial Project Areas*~~This Design for Development plan~~ sets forth unique regulations related to the preservation of residential hotels that are not in conflict with the Downtown Community Plan, *but implement the Downtown Plan goals and policies related to the provision of affordable housing* and which remain in effect until such a time as the City Center and Central Industrial Redevelopment Plans expire (2033). All other Designs for Development are in conflict with the Downtown Community Plan, for reasons stated above.

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

New Language


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, defines 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.