



Los Angeles General Plan Annual Progress Report 2021

The General Plan Annual Progress Report (APR) monitors progress in implementing and updating the Los Angeles General Plan each year. This report is in compliance with Government Code Section 65400, which requires that local jurisdictions submit an annual report to their legislative bodies, the Governor’s Office of Planning and Research (OPR) and the Department of Housing and Community Development (HCD) by April 1st.

The City of Los Angeles has submitted an annual report on the Housing Element of the General Plan each year since 2009. Effective January 1, 2019, the City of Los Angeles is required to submit both the Housing Element APR and a General Plan APR. This is the second General Plan Annual Progress Report produced by the City of Los Angeles. The first, which reported on the 2019 and 2020 calendar years, was submitted to OPR and HCD in April 2021. A Housing Element Annual Progress Report, which includes more detailed reporting on housing metrics and reporting, has been compiled separately and submitted for Council review under the same Council File and on the [Los Angeles City Planning website](#).

The Los Angeles Department of City Planning (LACP) additionally publishes monthly, quarterly, and annual reports, which are available on the [Department’s website](#). LACP recently released its [2021 Annual Report](#), highlighting that during two years of operating virtually, City Planning has focused on improving its services to support the development community, thousands of small businesses, restaurants, schools, and property owners as LA continues to recover from the pandemic. From March 2020 to January 2022, City Planning completed over 15,000 applications, sent out more than 2,100 Letters of Determination (LOD) for discretionary entitlements, and held over 1,100 virtual hearings for discretionary cases. Overall, City Planning staff completed 16.6% more cases when compared to 2019 pre-COVID numbers. During this time City Planning also advanced significant updates to the General Plan, with the 2021-2029 Housing Element, Safety Element and Health Element receiving final approval from City Council and the Downtown Community Plan and Hollywood Community Plan receiving City Planning Commission approval.

The following is included in this report:

→ Introduction

→ General Plan Implementation

◆ General Plan Amendment Approvals

◆ Major Planning Activities to Implement the General Plan

- *Mobility Plan Implementation*
- *Conservation and Open Space Elements Implementation*
- *Safety Element Implementation*
- *Housing Element Implementation*
- *Plan for a Healthy LA and Air Quality Implementation*
- *Framework Element / Citywide Land Use Implementation*

→ General Plan Update

◆ Interdepartmental Collaboration

◆ Community Plan Updates

◆ Housing Element Update

◆ Safety and Health Element Updates

◆ Comprehensive General Plan Update

Introduction

In the State of California, all cities are required to develop and maintain a General Plan. A General Plan is a comprehensive policy document that informs future land use decisions. The State of California requires that each General Plan include nine mandatory topics, or Elements: Land Use, Open Space, Conservation, Circulation (Mobility), Housing, Noise, Environmental Justice, Air Quality and Safety. However, each city may rename, combine, or break up the Elements, and cities may decide to create new Elements. By customizing and contextualizing the General Plan, Californian cities can adapt it to address local needs and conditions.

In Los Angeles, the nine state-required General Plan Elements have been gradually modified over time. The City of Los Angeles General Plan currently contains 12 Elements:

Framework
Mobility (Circulation)
Housing
Health (Environmental Justice)
Air Quality
Safety

Open Space
Conservation
Noise
Infrastructure Systems
Public Facilities and Services
35 Community Plans (Land Use)

The policies contained in the current citywide General Plan Elements remain relevant and are continuously implemented through city decision making on work programs, funding priorities and individual development projects. In addition to this active implementation, the City is undergoing a planning process to revise its General Plan Elements. In November 2021 City Council adopted the 2021-2029 Housing Element, alongside a targeted update to the Safety Element and technical amendments to the Health Element. With these updates accomplished the City can now determine how best to undertake an update of other citywide General Plan Elements. Finally, 16 of the City's 35 Community Plans (which collectively comprise the Land Use Element of the Los Angeles General Plan) are currently being updated, and another six were adopted within the past ten years.

This report highlights efforts to implement the goals and policies of the General Plan through various work programs.

Implementation of the Existing General Plan

General Plan Amendment Approvals

The following plans and projects were approved or conditionally approved in 2021 and amended the General Plan and/or General Plan land use maps. Each project was found to be consistent with the goals and policies of the existing General Plan.

CPC-2019-6289-GPA-ZC-HD

South Los Angeles

640 - 700 West 27th Street

The Project includes demolition of an existing surface parking lot with 247 parking spaces for AAA employees and the development of a new, 201,345 square feet four and a half-story parking structure with up to 750 parking spaces (including 15 ADA accessible spaces) and up to 70 long-term and short-term bicycle parking spaces to serve AAA employees. The parking structure will be approximately 48 feet. The Project includes a total of 18,206 square feet of open space, including 13,473 square feet of landscaped area.

The GPA supports the Framework Element of the General Plan by creating jobs by enabling the construction of a creatively designed parking structure, that will support existing uses at AAA and promote employment growth and economic development in the City. Further, the design of the structure creates a more aesthetically engaging pedestrian environment. The Project is also found to be in keeping with the policy guidance of the Land Use Element (South LA Community Plan), which also focuses on economic development and improving urban design.

CPC-2017-437-GPAJ-VZCJ-HD-VCU-MCUP-SPR

Central City North

2117 -2147 East Violet Street; 2118 -2142 East 7th Place

The Project includes up to 347 new live-work units, approximately 187,374 square feet of new office space, 21,858 square feet of new commercial uses, and a 926 square-foot community room on a 96,523 square foot (2.2-acre) Site. Of the 347 new live-work units, in compliance with Measure JJJ, five percent of the total proposed rental units (up to 18 units) would be set aside for Extremely Low-Income Households and 11 percent of the total proposed rental units (up to 39 units) would be set aside for Very Low-Income Households. The uses would be located in a 36-story residential tower with a maximum height of 425 feet and an eight-story office building with a maximum height of 131 feet. In addition, five existing buildings located on the northern portion of the Project Site, that comprise approximately 56,686 square feet, would be retained with six live-work units, office, retail, restaurant, and warehouse uses. Two additional existing buildings that comprise approximately 6,844 square feet, and contain four vacant live-work units, as well as two open sheds and surface parking areas located on the southern portion of the Site, would all be demolished. Upon completion, the Project's total floor area would be 569,448 square feet, with a maximum floor area ratio (FAR) of 6:1.

The project supports the mixed use and urban design goals and policies of the Framework Element, in addition to the Housing Element direction to increase production of housing units. Further, the Project would retain five of the seven existing on-site buildings, advancing adaptive reuse and historic preservation goals in Framework and Housing Elements. The project involves rezoning of industrial land to residential, an action that the Framework specifies requires careful study. The Determination Letter lays out why this rezoning is appropriate, since uses would be appropriately located on an infill site in the evolving Arts District neighborhood, placing future residents, employees and visitors near existing commercial and residential activity centers and with access to multiple local and regional bus lines, several of which provide connections to Downtown subway stations. The project was also found to be consistent with the Land Use Element (Central City North Community Plan), Heath Element, and Mobility Plan.

CPC-2016-4554-GPA-VZC-HD-DB-SPR

Central City North

1000-1026 South Mateo Street; 2006-2018 East Bay Street; 2001 - 2023 East Sacramento Street

This project includes the demolition of existing buildings and a surface parking lot; and construction, use and maintenance of an eight-story mixed-use building containing 106 live/work condominium units, including nine units set aside for Very Low-Income Households and three units set aside for Moderate Income Households, and 119,845 square feet of commercial space,

including retail, restaurant, and office, on a 62,111 square foot site. The proposed building would be 127 feet in height, as measured to the top of the parapet, and contain 257,287 square feet of floor area with a floor area ratio of 4.37:1. The Project would provide 402 vehicle parking spaces within a three-level parking garage (two above-grade levels and one subterranean level), 145 bicycle parking stalls, and 18,862 square feet of usable open space.

Similar to the project above, the proposed Project involves the development of housing in a historically industrial area that is near transit and community amenities and is in conformance with the goals, objectives, policies, and programs of the following Elements of the General Plan: Framework Element, Housing Element, Mobility Plan 2035, Land Use Element (Central City North Community Plan), Health and Wellness Element, Air Quality Element, and Sewerage Plan (Infrastructure Systems Element).

CPC-2020-5889-GPA-ZC-CPIOA-HD

West Adams - Baldwin Hills - Leimert
3031 South Hauser, 5461 West Jefferson

This project includes a City initiated change to the existing zoning and General Plan Land Use designation for a private property (3031 South Hauser Boulevard and 5461 West Jefferson Boulevard) that was incorrectly designated as Open Space and zoned as OS-1XL in 1998, as part of the West Adams-Baldwin Hills-Leimert Community Plan Update; and to amend the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay District (West Adams CPIO) and modify and expand the Commercial Corridors Subarea boundary to include the subject site. The subject site is developed with a two-story 50,908 square foot warehouse building, and a surface parking lot. There are no physical changes or alterations as part of the Project, and no project is proposed for the subject site.

The parcel is currently developed with a manufacturing use. Updating the zoning designation to match the existing use was therefore found to be consistent with the vision for hybrid-industrial zoning established in the West Adams - Baldwin Hills - Leimert Community Plan and Framework Element.

CPC-2020-6192-GPAJ-VZCJ-HD-CU-MCUP-SPR-HCA

Wilshire
514 - 550 South Shatto Place; 3119 West 6th Street

The proposed Project involves 440,442 square feet of floor area consisting of a 40-story, mixed use high rise with a maximum height of 483 feet and the conversion of an existing 19,972 square foot church building into restaurant uses. The Project would demolish all other existing buildings onsite. The high-rise would contain 367 residential dwelling units, including 11 percent of the total number of dwelling units as affordable housing (six percent Very Low Income and five percent Extremely Low Income) for a total of 42 affordable dwelling units. Total commercial square footage, inclusive of the repurposed church building, would consist of 36,400 square feet of office and restaurant floor area. The Project proposes up to 470 automobile parking spaces in

four levels of subterranean parking, 175 long term bicycle parking spaces, 25 short-term bicycle parking spaces, and 33,169 square feet of credited open space.

The General Plan Amendment to re-designate the subject property to Regional Commercial, along with the Zone and Height District Change to (T)(Q)C2-2D implements the Framework Element by protecting surrounding stable single-family and low-density residential neighborhoods from encroachment by allowing for the development of 367 residential dwelling units, on lots designated and zoned for multi-family and commercial uses.

The project is located approximately 750 feet from Vermont/Wilshire Metro Station, with direct access to both the Metro B (Red) and D (Purple) Lines, thereby reducing vehicular trips to and from the project site and congestion around the site, implementing the Framework, Mobility and Housing Elements.

CPC-2016-3689-GPA-VZC-HD-MCUP-DB-SPR

Central City North

668 - 678 South Mateo Street; 669 - 679 South Imperial Street

The project involves the demolition of an existing warehouse and surface parking lot, and the construction of a 197,355-square-foot mixed-use building including 185 live/work units, 23,380 square feet of commercial space, and associated parking facilities on a 44,839 square foot lot. The project supports the mixed use and urban design goals and policies of the Framework Element, in addition to the Housing Element direction to increase production of housing units. The project involves rezoning of industrial land to residential, an action that Framework specifies requires careful study. The Determination Letter lays out why this rezoning is appropriate, since uses would be appropriately located on an infill site in the evolving Arts District neighborhood, placing future residents, employees and visitors near existing commercial and residential activity centers and with access to multiple local and regional bus lines, several of which provide connections to Downtown subway stations. The Project was additionally found to be in compliance with the Mobility Plan, Health Element, Sewerage Plan (Infrastructure Systems Element) and Central City North Community Plan.

CPC-2018-7344-GPAJ-VZCJ-HD-SP-SPP-CDP-MEL-SPR-PHP

Venice

2102 - 2120 South Pacific Avenue; 116 - 302 East North Venice Boulevard; 2106 - 2116 South Canal Street; 319 East South Venice Boulevard

The Project includes the demolition of an existing surface parking lot and a two-story, four-unit residential structure; and the merger and re-subdivision of a 115,674 square foot site to create two ground lots and seven airspace lots for the construction, use and maintenance of a 103,957 square foot, mixed-use, 100 percent affordable housing development (a 36,157 square foot structure west of Grand Canal and a 67,800 square foot, structure east of Grand Canal) consisting of 140 dwelling units of which 34 are Joint Living and Work Quarters (136 restricted affordable dwelling units and four unrestricted Manager Units), 685 square feet of supportive

services, 2,255 square feet of retail uses, an 810 square-foot restaurant with 1,060 square feet of indoor and outdoor service floor area, and 2,875 square feet of art studio. The structure west of Grand Canal (West Site) is three-stories and 35 feet in height with a 59-foot in height architectural campanile located at the northwest corner of the subject site with a roof access structure resulting in a structure with a maximum of 67 feet in height and four stories with a mezzanine. The structure east of Grand Canal (East Site) is three-stories and 35 feet in height. The Project will provide a total of 357 automobile parking spaces and 136 bicycle parking spaces, including public spaces for coastal access.

The creation of permanent supportive housing meets Housing Element goals to increase the supply of affordable units and address the homelessness crisis. The project also meets the intent of the Framework Element to promote walkable, mixed use development with active ground floor spaces. These criteria also ensure that the project is in compliance with the Land Use Element (Venice Community Plan), Mobility Plan, Health Element and Sewerage Plan (Infrastructure Systems Element).

CPC-2020-251-GPA-ZC-HD

Wilshire Community Plan

6000 - 6032 West San Vicente Boulevard

This project includes the demolition of an existing two-story approximately 21,000 square-foot specialty medical hospital and surface parking lot and the construction, use, and maintenance of a new five story, approximately 81-foot high specialty medical hospital and surface parking lot. The Project will provide 40 vehicle parking spaces in the surface parking lot and on a portion of the ground floor of the building.

This project involves the development of a medical facility in a section of the City where several related medical uses already exist. With the exception of the requests herein for a zone and height district change, the proposed project is entirely consistent with the underlying zoning and land use designation; and is therefore consistent with the Land Use Element (Wilshire Community Plan) and Framework Element.

CPC-2019-6854-GPA-ZC-HD

Sylmar

13104 North Glenoaks Boulevard

This Project includes the demolition of an existing single-family dwelling and accessory structures and the construction, use, and maintenance of a two-story, approximately 43 feet, eight inches in height, 13,135 square foot mixed-use building. The proposed Project would include eight dwellings (including two livework dwelling units), a 927 square foot cafe, 2,552 square-feet of other commercial uses, and 2,608 square feet of common open space. To achieve the proposed Project, the Applicant requested a General Plan Amendment to the

Sylmar Community Plan from Very Low I Residential to Neighborhood Commercial, and a Zone and Height District Change from RA-1-K to C1-1VL-K.

The Project would be consistent with the Land Use Element (Sylmar Community Plan) and Framework Element by developing a neighborhood-serving mixed-use development that incorporates effective transitions, high-quality materials representing the rural character of the Sylmar community, and providing pedestrian-friendly design elements. It will similarly be consistent with the Housing and Framework Elements by adding housing units that meet a diversity of housing needs.

CPC-2018-3003-GPA-ZC-HD-SPP

Sunland - Tujunga - Lake View Terrace - Shadow Hills - East La Tuna Canyon
9666 and 9668 North Sunland Boulevard

The Project includes the construction of a two-story, 25 foot in height building with 6,006 square feet of floor area over a 1,430 square foot subterranean basement, comprised of six general office spaces, one medical office space, and one coffee shop on a currently vacant approximately 10,797 square-foot site. The Project will provide 12 automobile parking spaces at-grade and 11 bicycle parking spaces.

The development of the project represents the opportunity to achieve the goals of the Land Use Element (Sunland – Tujunga - Lake View Terrace – Shadow Hills – East La Tuna Canyon Community Plan) and Framework Element, which include establishing appropriate transitions between commercial and residential uses and fostering access and proximity to employment throughout the plan area. The project also implements the Mobility Element by providing parking for both bicycles and automobiles.

CPC-2021-2544-GPAJ-VZCJ-SPR-PSH-HCA

Central City
454 South San Pedro Street; 501 East 5th Street, 511 East 5th Street

The Project involves a campus expansion of the existing Downtown Women's Center with the ground up construction, use, and maintenance of a seven-story, permanent supportive housing development having a maximum height of 85 feet, 68,869 square feet of floor area, and approximately 10,034 square feet of open space. The Project includes one level of subterranean parking with 63 on-site automobile parking spaces and 81 bicycle parking spaces. The Project will also provide approximately 10,000 square feet of ground floor supportive services. The development will provide 97 restricted affordable studio units and one manager's unit for a total of 98 units. As part of the project, five percent of the total units (five units) will be reserved for Extremely Low-Income households and six percent of the total units (six units) will be reserved for Very Low-Income households as determined by the Los Angeles Housing Department (LAHD) and the remaining 86 units will be reserved for Low-Income households as

determined by Housing and Urban Development (HUD) or Tax Credit Allocation Committee levels.

The creation of permanent supportive housing meets Housing Element goals to increase the supply of affordable units and address the homelessness crisis. The project also meets the intent of the Framework Element to promote walkable, mixed use development with active ground floor spaces. These criteria also ensure that the project is in compliance with the Land Use Element (Central City Community Plan), Mobility Plan, Health Element and Sewage Element (Infrastructure).

CPC-2020-1716-GPA-ZC-HD

Wilshire

4067 - 4085 West 3rd Street; 266 - 272 South Kingsley Drive

This project involves the continued use of an existing 76,457 square-foot, 232 guest room residential hotel with a tenant improvement for the conversion of 139 existing rooms to light housekeeping units.

The conversion of the guest rooms to light housekeeping only involves the installation of a kitchenette. No other construction or alteration to the existing buildings is proposed. The installation of kitchenettes would enhance the liveability of the residences. The project supports the preservation and rehabilitation of the Kipling Hotel and its ability to provide affordable housing along a mixed-use boulevard without displacing any residents.

CPC-2016-4616-GPAJ-VZCJ

Mission Hills - Panorama City - North Hills

9701-9707 North Vesper Avenue

The Project involves the demolition of one duplex, and the construction, use, and maintenance of a three-story, maximum 35-feet in height, 36-unit mixed use building. The Project will consist of 1,060 square feet of ground floor commercial space and residential and commercial parking and two stories (37,680 square feet) of residential above, totaling 66,760 square feet on a 32,675 square foot lot. The Project will set aside three units for Very Low Income Households and two units for Extremely Low Income Households as required by LAMC Section 11.5.11 (Measure JJJ). A total of 71 vehicle parking spaces will be provided. A total of 46 bicycle parking spaces will also be provided. The Project will provide 3,872 square feet of landscaping and 6,690 square feet of open space, including a 2,865 square foot rear yard with a tot lot, 3,690 square foot courtyard, 365 square foot gym, and 600 square foot recreation room.

The proposed 36-unit, mixed-use building will provide mixed-income housing that will help meet the current and projected housing needs of the Community Plan area and the City. These units will provide future residents with diverse housing options in both type and cost near a future transit corridor and existing commercial corridor in accordance with the Framework Element, Community Plan, Mobility Element and Housing Element.

General Plan Implementation

Below are selected major long range planning initiatives undertaken by various city Departments to implement the Los Angeles General Plan during the 2021 calendar year. The City's long range planning efforts are consistent with the General Plan. While not exhaustive, this list offers a highlight of major implementation milestones, organized by Element. While many of these efforts implement multiple Elements, they have been placed under a single heading.

Mobility Plan Implementation

Mobility Plan 2035, which serves as the Circulation Element for Los Angeles, provides a policy foundation for achieving a transportation system that balances the needs of all road users. The current Mobility Plan was adopted in 2015 and amended in 2016. Additional information can be found in strategic plans and reports of the departments that implement the Mobility Plan. In 2021 the Los Angeles Department of Transportation released a [2021-2023 Strategic Plan](#) and the Department of Public Works, Streets LA Bureau released a [Five Year Strategic Plan](#).

Transportation Demand Management Ordinance Update

The City has an existing Transportation Demand Management (TDM) ordinance, adopted in 1993, that applies to new non-residential development of a certain size. Mobility Plan 2035 (Policy 4.8 and Program PL.9) encourages greater utilization of TDM strategies to reduce vehicle miles traveled (VMT) and dependence on single-occupancy vehicles, and directs a revision and expansion of the ordinance. In June 2021, City Planning and the Los Angeles Department of Transportation released a draft proposed ordinance that would update the City's existing TDM Program. The update would require future projects that exceed minimum size thresholds to incorporate a set of TDM strategies aimed at reducing single-occupancy vehicle trips and VMT. The program relies on a point system which scales the TDM requirements according to a project's size. Projects will select from a menu of more than 40 TDM strategies, each of which is assigned a point value based on its effectiveness in reducing single-occupancy vehicle trips and VMT. Available TDM strategies include infrastructure investments such as bicycle facilities, programmatic measures such as carpooling and telecommuting, and provision of employee incentives such as transit passes for building occupants. Upon adoption, the ordinance will position the City to deliver on its climate and transportation goals articulated in the Mobility, Safety, and Framework Elements by reducing single-occupancy vehicle trips from development projects by leveraging technologies and incentives to support sustainable transportation. The Ordinance is proposed for adoption in 2022.

Safe and Livable Streets

The City continues working toward safe, livable streets for all through a number of programs. Together, these efforts address the Mobility Plan 2035's goals of Safety First, World Class Infrastructure and Access for All Angelenos. Through the Vision Zero program and in response to data on severe injuries and fatalities, the City of Los Angeles implemented the Adams Blvd traffic safety and accessibility improvements. LADOT hosted a "Walk the Boulevard" event to engage with the community and hear their input on what areas could receive safety measures. Work on the area began with pavement resurfacing and slurry seal, along with a new bike lane and new lane designs. A flashing beacon and pedestrian refuge island were added to the crosswalk at Marvin Avenue and the signal at Crenshaw Boulevard was updated with a protected left turn. The project also received street lighting upgrades and new trees planted along the boulevard for visibility improvement and street beautification.

Similarly, the Main St Complete Streets Project repaired sidewalks and curb ramps to meet current accessibility standards, and repaired pavement for a smoother driver experience. New traffic signals were installed and existing signals were updated with protected left turn and leading pedestrian intervals. High visibility pavement markings were also installed to improve bike safety, slow turning vehicles, and improve visibility for drivers, bicyclists, and pedestrians.

Expanding and improving the quality of bicycle infrastructure is critical to implementing the Mobility Plan 2035's Bicycle Enhanced Network and Neighborhood Enhanced Network. In 2021 Los Angeles' bike infrastructure grew by 27.8 miles of new and upgraded bike lanes. Approximately 21.7 of those lane miles were new bicycle lanes, while 6.1 miles were upgrades to existing infrastructure. LADOT continues to partner with Metro to deliver bike share to neighborhoods across Los Angeles. In 2021, the program celebrated its expansion into Hollywood with 32 new stations added to the system. There are now 225 stations and 1,131 bike share bicycles (including 55 electric bicycles) in the City of Los Angeles. LADOT also launched Stress Free Connections, a program to plan neighborhood networks of greenways for people of all ages.

LADOT and City partners also continued serving businesses impacted by the COVID-19 pandemic through programs like LA Al Fresco, discussed further below in the COVID 19 Response under the Safety Element Implementation. Currently the program has 2,777 participants. Many participants are utilizing combinations of both public and private space to expand their restaurant operations to allow people to dine safely, which also helps activate public space. Similarly, the City's People St program repurposes redundant public spaces (like parking spaces and alleys) into parklets and plazas. These programs introduce new ways for Angelenos to participate in the planning of the public right of way and create expanded placemaking and placekeeping opportunities. A permanent LA Al Fresco program is under consideration by the City Council.

Expanding and improving transit service can realize the Mobility Plan 2035's Transit Enhanced Network. In 2021, LADOT began the next phase of DASH bus service improvements with expansions of the existing DASH D and DASH E lines in Downtown LA and with the launch of the first of several new Community DASH routes in Sylmar, which has brought DASH routes to over 200 miles of LA city streets. In addition to routes and improvements on LADOT operated transit services, the City of Los Angeles and Metro, the region's largest transit provider, coordinate to improve bus services across the city. In 2021, LADOT added new bus-only lanes on Alvarado Street, 98th Street, Hope Street, and Olive Street, each of which serves a high volume of high-ridership buses. Bus priority lanes have been proven to increase bus speeds by 15% or more and improve the safety of a street and increase the likelihood of people choosing to take the bus which, in turn relieves congestion on our streets making our transit system more sustainable and our city more livable. With these new bus lanes, Los Angeles has now reached the 30th mile of bus lanes installed citywide. In 2021, LADOT also launched a pilot allowing riders to request DASH buses stop at any location along its route rather than only at designated stops. This pilot is now in effect on four of our most frequently-used transit lines where riders identified safety concerns. LADOT hopes to expand such efforts to further improve the rider experience.

Transit Supportive Housing

The Los Angeles Housing Department and an interdepartmental team including the City's Bureau of Engineering (BOE), Department of Transportation (LADOT), Bureau of Street Services (StreetsLA), and Department of City Planning, applied for Affordable Housing Sustainable Communities (AHSC) Round 6 funding for eight affordable housing projects in 2021. The Strategic Growth Council announced funding awards for seven of the eight projects in early 2022. This marks the sixth consecutive year that Los Angeles proposals have been awarded AHSC funding, and the largest funding received to date by the City. In addition to building 929 units, of which 890 will be dedicated for low-income and extremely low-income households, the awards include \$54.78 million for transportation related infrastructure projects, including 7.23 miles of pedestrian and cycling improvements. Combined, these seven awarded projects will help reduce over 252,822,000 metric tons in GHG emissions and further implementation of the Housing and Mobility Elements.

In 2021, LADOT introduced Universal Basic Mobility (UBM) in a pilot zone where programs that support mobility for low-income communities will be deployed. LADOT received a \$7 million grant from the California Air Resources Board which will help kickstart this pilot. LADOT's pilot will integrate access across existing and new transportation options, introduce new shared mobility options for residents and workers, expand and integrate fare payment subsidies, and expand electrification to advance Universal Basic Mobility for South LA residents. Project components include a mobility wallet that will provide residents with mobility challenges access to multimodal transportation services, an on demand electric community shuttle, and expansion of LADOT's electric vehicle carshare program.

Great Streets Challenge

In 2019 the City embarked on Round 3 of the Great Streets Challenge Grant, an initiative of Mayor Eric Garcetti (and included in Mobility Plan 2035 as Program PS.2). The Great Streets Challenge Grant empowers Angelenos to transform streets and urban corridors across Los Angeles into vibrant, walkable spaces that reflect the unique character of their communities. In 2019, ten community organizations were selected as award recipients and received access to an urban planning consultant and funding to solicit community input for the projects. In 2020, four of the proposed projects were selected to receive infrastructure investments totaling approximately \$2 million and early design work occurred throughout 2020. Following delays to community engagement related to COVID-19, further engagement and design development commenced again and continued throughout 2021. These designs are based on the data collected throughout the outreach conducted in 2019. In September 2021, 30% design documents were completed by the urban planning consultant, with City staff to complete 100% design by early 2022. Construction is anticipated to begin in late 2022 with completion by early 2023. The City also continues to assist the community partners that were not awarded city funding for construction; two partners received grant writing assistance in 2021 for applications that are planned to be submitted in 2022.

Improving Project Planning and Delivery in the Public Right-of-Way

In 2020, Mayor Eric Garcetti put forward Executive Directive No. 25 - LA's Green New Deal: Leading by Example, which included direction for City departments to prepare Public Right-of-Way (PROW) Protocols to "ensure all departmental decisions regarding the use and design of the PROW support the reduction of Vehicle Miles Traveled and transportation-related greenhouse gas emissions." Developed via interdepartmental collaboration, and approved by the Board of Public Works on May 26, 2021, the PROW Protocols take the Mobility Plan 2035 as a foundational document and emphasize safe and reliable access for all, climate action, and equitable project planning and delivery. The PROW Protocols provide guidance and resources that apply a consistent decision-making framework to guide discretionary actions related to the planning, design, construction, operations, and maintenance of the PROW. Building on the PROW Protocols, City departments including City Planning, Transportation, and Public Works, and the Mayor's Office, also developed an Interdepartmental Memorandum of Understanding (MOU): Improving Project Planning and Delivery in the Public Right-of-Way to provide guidance to assist staff in implementing the PROW Protocols in day-to-day decision making. The MOU establishes a formal cooperative structure for departments to work together to enhance project coordination and delivery, pursue multi-benefit projects, conduct outreach and engagement, and coordinate grant and funding opportunities. The MOU was developed in 2021 and approved by the Board of Public Works on January 21, 2022.

Urban Aerial Mobility

Urban Aerial Mobility (UAM) refers to an emerging transportation mode that uses highly automated electric aircraft to operate and transport passengers or cargo at lower altitudes within urban and suburban areas. Advanced Aerial Mobility (AAM) builds upon the UAM concept by incorporating use cases such as regional transportation, cargo movement, public services, and private or recreational vehicles. AAM could help cities and regions improve the safety, sustainability, and accessibility of airbound travel. It also presents an opportunity to integrate aviation into the transportation system, providing an alternative mode of travel that could help achieve sustainability goals and relieve congestion.

As this technology is emerging and policy and regulatory approaches do not fully exist for UAM/AAA, LACP and LADOT have begun a collaborative approach to the research and development of early regulatory considerations that include land use and zoning regulations, multimodal connectivity, operator and city indemnification, implementation plans for operators, data and privacy sharing protocols, and an ongoing periodic review of adopted policies and processes. Among these considerations, regulations must also address permit and fee structures, community engagement strategies, and equity considerations. This work program is awaiting funding and staff are actively pursuing grant funding opportunities.

Conservation and Open Space Elements Implementation

The General Plan includes two related Elements that guide policy decisions as they pertain to open space, recreation and ecology: the Conservation Element (2001) and the Open Space Element (1973). The Framework Element (2001) includes additional policies on these topics. The majority of activities to implement these activities are undertaken by the Department of Recreation and Parks (RAP) and reported separately through a five year [Strategic Plan](#). The programs below highlight activities from the Department of City Planning to implement these Elements.

Draft Wildlife Ordinance

The Wildlife Pilot Study was initiated by Council motion to identify wildlife corridors and preserve wildlife and habitat areas in the City's hillsides. The Pilot Study will result in a set of regulations for an area in the Santa Monica Mountains that currently allows primarily low-density residential development. City Planning will propose development regulations and guidelines intended to protect habitat and biological resources. Ongoing feedback from community and environmental advocacy organizations is shaping the draft ordinance. In 2021 the related regulations being considered through a draft Ridgeline Protection program were consolidated into the Draft Wildlife Ordinance. The Ordinance will begin the adoption process in 2022. This proposed ordinance will implement the goal of the Conservation Element to preserve, protect and enhance the existing natural and related resources, specifically Objective 5 to "protect and promote the restoration, to the greatest extent practical, of sensitive plant and animal species

and their habitats.” The Wildlife Ordinance will also address resilience to wildfire, biodiversity preservation, and long term sustainability of the city’s urban forest and wildlife.

Protected Tree Ordinance Revision

The City of Los Angeles has protected varieties of trees since 1980, starting with Oak trees and expanding to Bay, Black Walnut, and Sycamore trees. In 2021, the City Council adopted an ordinance that made modifications to the City’s existing tree protections and expanded protections for the Toyon and Mexican Elderberry shrubs. The Toyon (also known as the Christmas berry and California holly) is a common shrub native to California. Historically, its berries provided food for local Native American tribes, such as the Chumash, Tongva, and Tataviam. The Mexican Elderberry is a tree or shrub also native to California and valued by Native American tribes, who consumed the dried berries during the winter months. Both shrubs provide habitat for native animal species, aid with soil stability, and help control erosion in hillside areas. The preservation of these shrubs helps to protect Los Angeles’s biodiversity and maintain valuable ecosystems. In addition to extending protective measures to these two species of shrub, the ordinance also fortifies the regulations covering all locally protected trees and shrubs, in order to ensure the survival of these culturally and ecologically valuable indigenous species. This work program implements Objective 2.10 of the Conservation Element to “retain the forests as primary watershed, open space and recreational resources for the region.”

Urban Ecology

In 2019 the City hired its first Urban Ecologist to work in the Department of City Planning directly in support of its wildlife and biodiversity efforts. The Urban Ecologist collaborates regularly with researchers and stakeholders outside the City family and provides outreach and educational support by delivering presentations and participating in meetings/workshops with the public to increase their understanding of the ecological importance of Los Angeles and how the City is addressing biodiversity. In 2021, UCLA and California State University Los Angeles worked with the City of LA’s Urban Ecologist to research and publish an article on the presence, distribution and management of biodiversity within Los Angeles and other cities in California. The Urban Ecologist is currently collaborating with the Natural History Museum of LA County and La Brea Tar Pits, The Nature Conservancy, Stanford University and other scientists and researchers on how paleobotany data from cores can inform planning and implementation of green infrastructure projects.

Additionally, LACP’s Urban Ecologist and Environmental Policy Unit (EPU) are working with local experts and academics to develop data-driven approaches to screen parcels for habitat and map wildlife connectivity in the City and region. LACP continues to be a key stakeholder in a regional working group that is addressing wildlife connectivity in the Rim of the Valley/Greater Los Angeles area. LACP recently worked with LASAN, RAP and the Resource Conservation District of the Santa Monica Mountains on a technical assistance grant proposal to the National

Park Service, which (if awarded) would help the City conduct an analysis that would identify and prioritize locations within the city for future conservation, preservation, and/or restoration activities across LA, ultimately creating a roadmap to achieve the 30 x 30 goals.

Safety Element Implementation

The Safety Element details local hazards, vulnerability to hazards, and emergency preparedness. As of the 2021 update, the Safety Element incorporates the Local Hazard Mitigation Plan (LHMP), which is separately managed and updated by the Emergency Management Department. The 2021 update also included the formal integration of climate change policies into the Safety Element, as directed by SB 379.

In response to a questionnaire sent to each department in July 2021, 20 of the 27 responding Departments reported undertaking efforts to confront Climate Change and its related impacts. Some of the City's major activities to advance disaster and climate hazard planning are highlighted below, but this report is meant to summarize efforts and it is not a comprehensive compendium.

Local Floodplain Management Plan and Specific Plan

In 2020 Los Angeles adopted an update to the Local Floodplain Management Plan (LFMP). The plan identifies known flood problem areas and establishes goals, objectives, policies and programs specific to reducing flooding and flood related hazards. The effort was led by the Bureau of Engineering and supported by a Task Force of several City departments and community representatives. Subsequently LACP provided technical consultation to BOE in the update of the Flood Hazard Management Specific Plan, an ordinance that implements many of the objectives of the FHMP plan and allows Los Angeles residents to qualify for access to discounted federally backed flood insurance. The ordinance was adopted in April 2021. The effort to develop this plan is in keeping with the first goal of the Safety Element to create “A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to fire, water related hazard, seismic event, geologic conditions or release of hazardous materials disasters is minimized.”

One Water LA 2040

[The One Water LA 2040 Plan](#) takes a holistic and collaborative approach to consider all of the City's water resources including surface water, groundwater, potable water, wastewater, recycled water, dry weather runoff, and stormwater as "One Water." The integrated approach to water management requires collaboration between several divisions and departments within the City of Los Angeles. In 2018 the project released a Climate Risk Assessment (CRA) for Wastewater and Stormwater Infrastructure, which evaluates the resilience of LA Sanitation water infrastructure against several climate hazards, including flooding (coastal, tsunami and drainage), landslides, power loss and wildfire. The report details each facility likely to experience

impacts from the identified hazards, then details suggested mitigations and their costs as well as the full replacement cost to make a recommendation for capital improvement planning, ultimately ranking the priority of facility upgrades based on this report. In 2021, LA Sanitation began using this analysis to create an interactive GIS based model that helps project managers understand climate risk when planning facility upgrades and future capital improvement projects. The tool is expected to launch in 2022.

LADWP Wildfire Mitigation Plan

The Los Angeles Department of Water and Power released an updated [Wildfire Mitigation Plan](#) in 2021 (initiated in 2008). The plan describes the steps that LADWP is taking to mitigate the threat of wildfires caused by electrical lines and equipment. On an annual basis, this Plan is reviewed, updated as needed, and presented to the LADWP Board of Water and Power Commissioners.

Los Angeles 100 Study

Released by the Department of Water and Power in 2021, the Los Angeles 100% Renewable Energy Study ([LA100](#)) is a first-of-its-kind, objective, highly detailed, rigorous, and science-based study to analyze potential pathways the community can take to achieve a 100% clean energy future. The study lays out several pathways the City can utilize to reach 100% renewable energy by 2045, a target taken from LA's Green New Deal (2017). LADWP is now building on this work to identify and advance [equity specific strategies](#), which is consistent with policy guidance in the recently updated Safety Element and Plan for a Healthy Los Angeles (Health Element).

COVID-19 Response

The City continued to respond to the ongoing COVID-19 Pandemic during 2021. This sustained emergency has tasked city leaders with balancing priorities outlined in various General Plan elements, including equity, public health, and economic recovery. Efforts to slow the continued spread of the disease, including vaccine and mask requirements, are in keeping with Safety Element guidance to mitigate the severity of a disaster event and protect public health. The majority of COVID emergency response was handled by the LA County Public Health Department, but the City also worked to combat the pandemic and related economic effects through programs including those highlighted below.

In 2021 the City worked to promote equitable economic recovery. The City Council adopted City Planning's Local Emergency Ordinance (LEO), which removes a number of financial and regulatory measures on small businesses during a State or locally-declared emergency. In addition to extending time limits for certain permits, the ordinance eliminates new parking requirements for existing buildings that request a change of use related to the establishment of a new business. These regulatory relief measures are intended to put Los Angeles on a path to economic recovery by streamlining planning approvals to assist small businesses owners.

Shortly after the ordinance's adoption, the Los Angeles City Council activated the LEO to counter the job loss and business closures many small, local operators experienced in the months after the pandemic.

LADOT and City partners also continued serving businesses impacted by the COVID-19 pandemic through the [LA Al Fresco](#) program. The City of Los Angeles' Al Fresco program was launched in late May 2020 as an Emergency Directive issued by the Mayor. This temporary program created a streamlined process for businesses to expand their operations into adjacent public and private space. It was launched to provide a lifeline for these establishments, which had at that point been subject to a strict indoor dining ban during the COVID-19 pandemic. In 2021, the City supported 2,777 restaurants issuing 1,681 permits for sidewalk dining, 1,947 permits for outdoor private property dining, and approved and installed 188 curbside dining areas, and 18 dining lane closures. The program has remained popular since its introduction and has provided a viable alternative for these business owners as the trajectory of the pandemic has repeatedly waxed and waned. Many participants are utilizing combinations of both public and private space. To ensure equity, 55% of available application approvals and resources were earmarked for BIPOC communities and areas that have suffered the greatest job losses due to COVID-19.

The City also worked alongside the County to address the Homelessness crisis that has been exacerbated by the ongoing pandemic. Early in the pandemic the County and State worked to rapidly house people living on the streets in hotel and motel rooms through Project Roomkey. The scope of the project has now expanded to include the purchase and rehabilitation of hotels and motels into permanent sources of housing. The expanded project is called Homekey and is ongoing.

Climate Emergency Mobilization Office

In early 2021 a new Climate Emergency Mobilization Office (CEMO) was formed within the Department of Public Works, signifying the City's continued commitment to confronting climate change. The Office is charged with addressing the climate crisis and its disproportionate impact on frontline communities. During 2021 CEMO worked to secure staffing and identify priority projects. The CEMO will be dedicating resources to engaging with communities in planning for and responding to climate change impacts. LACP together with EMD and CEMO are pursuing grant funding to undertake a Climate Vulnerability Assessment with the next update to the Local Hazard Mitigation Plan.

Housing Element Implementation

The Housing Element identifies Los Angeles's housing needs and opportunities, and establishes clear goals and objectives to inform future housing decisions. During 2021 the primary focus of housing efforts was on the update of the City's 2021-2029 Housing Element (detailed later in this report); however, the focus on Housing Element implementation did continue during the

update. A high level update of major milestones is included below, and a more detailed accounting of progress toward each individual Housing Element program is included separately in the [Housing Element Annual Progress Report](#).

Housing Unit Production

Progress toward the City of Los Angeles Regional Housing Needs Allocation (RHNA) target is measured by reporting on the total number of units that receive a building permit. These figures are available in the 2021 Housing Element [Annual Progress Report](#). During the 2021 calendar year, the City permitted a total of 19,629 units, of which a total of 18 percent are restricted affordable to moderate-, low- and very low-income households.

In addition to the number of units permitted, the City also monitors the number of units that are proposed for development. Since 2015, the Department of City Planning has approved entitlements for more than 181,000 proposed housing units across Los Angeles. While the total number of housing projects proposed dipped in 2020, there was a strong rebound the following calendar year. In 2021, the total number of housing units proposed grew by nearly 27%—rising from a five-year low of 18,625 in 2020 to 23,570. Additionally, there were 5,917 units of affordable housing proposed in 2021, accounting for one-quarter of all units proposed. The majority of the proposed housing units were generated by the Density Bonus and Transit Oriented Communities (TOC) Incentive Programs. Taken together, these two local programs were responsible for nearly 60% of the proposed housing projects that City Planning reviewed in 2021—not to mention more than half of the total amount of affordable units (2,727 units) proposed during that same period of time. In terms of project approvals, the Department approved a total of 18,420 housing units, of which 4,681 were restricted as affordable. At 25% of the overall housing share, this is the highest proportion of affordable units City Planning has ever approved. These figures indicate progress in creating housing opportunities for working-class, middle-income Angelenos.

This increase in local production works toward Goal 1 of the 2021-2029 Housing Element: “A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.”

Mello Act Ordinance

In November 2021, the Planning and Land Use Management Committee of the City Council advanced the Department’s proposed Mello Act Ordinance, and instructed the City Attorney to prepare the final ordinance for adoption. Upon taking effect, the ordinance will preserve affordable units and increase their number in the coastal neighborhoods of Venice, Pacific Palisades, Del Rey, Playa del Rey, Wilmington, and San Pedro. Furthermore, it will better protect against the loss of residential units by mandating that each demolished unit be replaced with a unit of the same size and affordability level, and will even facilitate the production of affordable units with an inclusionary housing requirement for projects of a certain size. The Mello Act will require that units demolished or converted in the Coastal Zone be replaced onsite,

with the same general guidance provided for new inclusionary units. These land use regulations, designed specifically for the Westside and Harbor coastal communities, aim to increase opportunities for affordable housing while also safeguarding existing units. This program is further detailed as Program 80 of the 2021-2029 Housing Element.

Density Bonus

In 2021, City Planning issued a memorandum revising the interpretation and local implementation of the State Density Bonus law to permit a ministerial review process for on-menu Density Bonus projects. This procedural change shortened application times, simplifying the process for bringing additional affordable units online. The City also began scoping a comprehensive update to the Density Bonus program, as detailed in Program 48 of the 2021-2029 Housing Element.

Plan for a Healthy LA and Air Quality Implementation

The City of Los Angeles adopted the Plan for a Healthy Los Angeles as the Health and Wellness Element of the General Plan in 2015. This Element includes many of the policies and maps required for compliance with Environmental Justice legislation (SB 1000), including: identifying disadvantaged communities and policies and programs focused on air and water quality, public facilities, food access, safe and sanitary homes, physical activity, health risks, civic engagement, and prioritizing disadvantaged communities. In 2021 the Element underwent a targeted amendment to clarify SB 1000 compliance and add new programs, as detailed in the General Plan Update section below. Below are some of the activities that implemented the Plan for a Healthy Los Angeles and related Air Quality Element in 2021.

Health Atlas Update

City Planning continued work on an update to the Health Atlas, 115 maps that display social, demographic, food and transportation access, and a hardship index among other data sets. The Atlas, which was originally produced in 2013, also includes specific information for communities considered vulnerable or disadvantaged. The updated Map Atlas will be available in 2022.

Landscape Ordinance Update (Healthy Buildings Healthy Places)

City Planning's Urban Design Studio is leading an update to the City's Landscape Ordinance as part of the Healthy Buildings, Healthy Places Program. Updating the City's current Landscape Ordinance — last revised in 2005 — affords an opportunity to take a more holistic approach to site design, climate resilience, and healthy building design best practices. In the Spring of 2021, the Healthy Buildings, Healthy Places program was introduced through a series of public workshops where stakeholder feedback was shared. Since then, LA City Planning has developed a strategy for implementing healthy building design and climate-adapted site design through an update to the City's Landscape Ordinance, Los Angeles Municipal Code Sections

12.40-44. This program, aimed at creating Landscape and Site Design objective standards, will reflect current best practices in addressing pressing climate needs and social factors, building upon the Plan for a Healthy Los Angeles and existing Citywide Design Guidelines in effect today. This work program implements Program 36 and Program 1 of the Plan for a Healthy Los Angeles.

Centering Equity in City Departments

In response to a questionnaire sent during the summer of 2021, 22 of the 27 departments that responded cited a growing focus on equity within their work programs. This included internal equity audits and action plans, in addition to efforts to broaden outreach and engagement strategies to be more inclusive. This increase is at least in part due to [Executive Directive 27](#), issued by Mayor Eric Garcetti in June of 2020, which directed each Department to appoint a Racial Equity Officer and develop a Racial Equity Action Plan. The Executive Directive also formed the [Civil + Human Rights and Equity Department](#), which convened the Racial Equity and Newly Empowered Workplaces (RENEW) Task Force during 2021.

The Department of City Planning established the Office of Racial Justice, Equity, and Transformative Planning with the goal of addressing the legacy of racism and segregation in planning practices. Led by Principal City Planner and Chief Equity Officer Faisal Roble, the Office advanced racial justice and equity within City Planning during 2021, while preparing to engage in a larger conversation about equity with communities that have been impacted by racist zoning and land use practices. The Office collaborated with the City Planning Commission to host two consecutive Equity Day listening sessions and hear from the public on a variety of issues pertaining to land use planning. In 2021, the Department also facilitated a series of internal listening sessions to better understand staff orientations towards racial justice and equity, with an emphasis on how those shared definitions can be leveraged to support the Department's various work programs. The Office will be building on these efforts in the coming year, most notably by drafting a strategic action plan that will outline steps the City can take to achieve equitable and inclusive outcomes through land use.

African American Historic Places Project

The Office of Historic Resources (OHR) and the Getty Conservation Institute (GCI) have announced the launch of a new Los Angeles African American Historic Places Project, building upon the long partnership between the Getty and the City on SurveyLA, the citywide historic resources survey. The City's historic designation programs do not yet equitably encompass the diversity and richness of the African American experience in Los Angeles. Over the next three years, the project will work with local communities and cultural institutions to more fully recognize and understand African American experiences in Los Angeles. A robust community engagement program will create a space for meaningful input and local partnerships, drawing upon community-based knowledge of lesser-known histories.

Transformative Climate Communities Planning Grant

During 2021, a collaborative of South LA community-based organizations, with support from City Planning, has been working on a Transformative Climate Communities Planning Grant awarded by the California Strategic Growth Council. The South LA Climate Commons presented their vision for aligning state and local priorities with a community vision for the Slauson Corridor at a virtual community event in 2021. Their goals include engaging the area community partners to address climate change impacts; improve air quality and health outcomes; increase access to green space, affordable housing, career pathways, and clean transportation options; and mitigate the risk of displacement.

Framework Element / Citywide Land Use Implementation

The Framework Element is the citywide growth strategy for Los Angeles. The Framework Element outlines priorities including equity, prosperity, urban design and ecology and details how to work toward and balance these priorities through land use strategies on the citywide scale. The Element was first adopted in 1995 and revised in 2001. Related Elements, including Noise, Infrastructure Systems and Public Facilities and Services are also reported in this section. The City is evaluating how best to update the Framework and related Elements, while simultaneously working to implement the high level goals of the document through the following work programs.

Zoning Code Revisions

Several years ago, City Planning set out to create a modern and efficient zoning system for Los Angeles. The proposed approach aims to establish a new Zoning Code that is more responsive to the needs of Los Angeles's neighborhoods, in addition to being easier to use. Three updated Community Plans, Boyle Heights and the two plan areas collectively comprising Downtown Los Angeles, continue to move through the adoption process with zoning designations utilizing the new code. Early in 2021, the City Council considered the Department's Processes and Procedures Ordinance, an amendment to the Zoning Code which consolidates and simplifies many existing land use processes. The ordinance has been referred to the City Attorney's Office for form and legality review and is anticipated to be considered by the City Council for final adoption in 2022. The ordinance is part of this larger effort to revise the City's Zoning Code. It comprises the administrative provisions that will eventually serve as the framework for the new Zoning Code. These new provisions will make it easier to locate the procedures governing specific project applications by standardizing and aligning workflows. Additionally, they will establish a more user-friendly, transparent, and predictable set of rules for project review.

This work is consistent with direction from the Framework and Housing Elements to enable more people to understand planning regulations. Additionally, a streamlined zoning code, coupled with guidance from the Housing Element, will help the city meet increasingly ambitious RHNA goals.

Specific Plan Maintenance

In 2019, City Planning expanded the territory covered by its Specific Plan Maintenance Unit. Along with the Valley, the Unit's purview now includes the Central and East, and South, West, and Harbor geographies. The goal of increasing the Unit's scope is to keep pace with development by streamlining development review processes. In addition to the regulations found in the City's Zoning Code, Los Angeles currently has over 50 Specific Plans, 20 Community Design Overlays, and numerous other planning overlays that establish unique development regulations within certain geographies. Many of these overlays have not been updated since their date of adoption. Often, these plans include provisions that have not kept up with recent streamlining efforts—stymying the creation of new housing and jobs.

Updating these Plans will work to implement policies and goals in the Housing and Framework Elements, which direct the city to intensify the development of housing and jobs near transit and in other appropriate areas, while protecting local neighborhood character. Specific Plan activities are detailed below.

The **Cornfield Arroyo Seco Plan (CASP)** is a land use plan adopted in 2013, developed in collaboration with community stakeholders and housing advocates, that rezoned largely industrial properties adjacent to the Los Angeles River, and in proximity to three Metro L (Gold) Line stations. One of the primary goals of the CASP is to facilitate the production of affordable housing for Extremely Low and Very Low Income households. In 2021 City Planning launched a new effort to evaluate and amend the Cornfield Arroyo Seco Specific Plan (CASP). Specifically, the Department is updating the CASP's incentive zoning regulations to better advance future opportunities for affordable and mixed-income housing. The CASP Team has drafted an updated Fact Sheet and online storyboards in English, Spanish, and Chinese to explain the vision for the plan.

City Planning issued a memo in 2021 to clarify Project Permit Compliance and Design Review procedures for "Visible" and "Non-Visible" projects located within the **Mulholland Scenic Parkway Specific Plan**. To make better use of its resources, the Department has limited Design Review exclusively to "Visible Projects," select cases in which the applicant is seeking to alter the viewshed from Mulholland Drive. This procedural change is in keeping with the intent of the Specific Plan, which aims to preserve the scenic corridor and its unique views of the mountains, ocean, and City landscape. By reallocating its resources, the Department has been able to take on more cases, responding to the high demand for administrative clearances within the boundaries of the Specific Plan while also serving the broader San Fernando Valley geography and its diverse mix of housing projects.

In May 2021 Los Angeles City Planning released a draft ordinance to amend the **Westwood Village Specific Plan** to support local businesses in Westwood Village. The proposed ordinance will amend or add definitions, modify ratios for certain uses, revise parking provisions,

and add an administrative clearance process for projects that comply with the Specific Plan's sign and use regulations. The amendments will better realize the economic development and urban design goals of the Framework Element.

Los Angeles City Planning is preparing an amendment to the **Ventura-Cahuenga Boulevard Corridor Specific Plan**. The goal is to modernize regulations and speed up the project review process in order to support small businesses along the Valley's premier commercial corridor. The amendment aims to ensure that Ventura Boulevard will remain a vibrant destination for future generations of Angelenos and an anchor for independent businesses in the San Fernando Valley. To speed the Corridor's post-pandemic recovery, in August 2021, City Planning delegated the rezoning portion of the Ventura-Cahuenga Specific Plan Amendment's work program, which was part of the City Council's original motion, to the Community Plan Updates underway in the Southeast and Southwest Valley. During the Fall of 2021 City Planning and LADOT hosted three joint information and listening sessions to discuss Project Impact Assessment (PIA) fees and allowable expenditures. The next step includes further research and developing the draft amendment.

Transit Neighborhood Plans

Plans for transit neighborhoods typically encourage building design and a mix of uses that foster transit use. This pattern of development is intended to expand mobility options for greater numbers of people; improve the livability of the City; reinforce neighborhood character and identity; and generate greater economic opportunity for all residents. They are currently in development for the Slauson Corridor and Orange (G) Line. The Expo (E) Line Transit Neighborhood Plan was completed in 2019, a station area plan for the Crenshaw/LAX station of the K Line was completed in 2021, and the Purple (D) Line plan has been incorporated into the upcoming Wilshire Community Plan update.

General Plan Update

Los Angeles City Planning is leading an effort to comprehensively update the General Plan, including all 35 Community Plans and citywide Elements. Since 2015 the Department has adopted five updated Community Plans and four citywide General Plan Elements (Mobility 2035, the Plan for a Healthy Los Angeles, the Safety Element and the 2021-2029 Housing Element). Currently the Department is actively updating an additional 16 Community Plans, which constitutes a major update to the Land Use Element.

Interdepartmental Coordination on General Plan Updates

In 2017 Mayor Garcetti signed [Executive Directive 19](#) (ED 19). This directive called for greater collaboration between City departments in order to update the General Plan and Community Plans. Since the directive was issued a Task Force of the following City departments has been meeting regularly to share information about their long range planning efforts:

- Department of Aging
- City Administrative Officer
- Department of Disability
- Recreation and Parks
- Convention and Tourism
- Economic Workforce Development
- Los Angeles Zoo
- Personnel
- Department of Cultural Affairs
- Housing and Community Investment
- Neighborhood Empowerment
- Emergency Management
- Building and Safety
- Department of Transportation
- Los Angeles Fire Department
- Los Angeles Police Department
- Public Works, Bureau of Engineering
- Public Works, StreetsLA
- Public Works, Street Lighting
- Public Works, Contract Administration
- Public Works, Sanitation and Environment
- Housing Authority of the City of LA
- LA Homeless Services Authority
- Department of Water and Power
- Los Angeles World Airports
- Port of Los Angeles
- Department of Finance
- General Services Department
- Information Technology Department
- Los Angeles Public Library
- Mayor's Office

The ED 19 Mayor's Planning Task Force met during the Spring of 2021, with a focus on long range planning efforts. The meeting included a presentation on the RHNA allocation and its relationship to the other sources of population projection data utilized by City departments for advance planning. The meeting also included a roundtable discussion on departmental activities to advance climate change planning. These topics were further explored during the Summer of 2021, when each department received a letter asking them to respond to several questions, including a review of the Safety Element programs and a report on long range planning efforts. 43 Letters were sent to relevant departments and divisions and 27 responses were received. The responses have been incorporated throughout this report.

Community Plan Updates

Los Angeles maintains 35 Community Plans, one for each of its Community Plan Areas, which compose the Land Use Element of the General Plan. Each Community Plan consists of a policy document and a land use map. The policy document lays out the community's goals, policies, and programs, while the land use map identifies where certain uses (such as residential, commercial, and industrial) are permitted. Together, the policy document and land use map inform local zoning decisions and planning considerations.

Following the adoption of the City's Fiscal Year 2018-19 Budget, City Planning began filling the newly created positions that the Mayor and City Council authorized to accelerate the citywide update of Los Angeles's 35 Community Plans. At the end of 2021, there were 16 Community Plan updates in progress, covering 180 square miles—approximately 40 percent of the land area of the city.

In Fall 2021 the City Planning Commission recommended approval of the **Downtown Community Plan**. The CPC approved draft plan implements the Safety Element through an expanded focus on resilience, including Resiliency Centers for emergency events as part of a new Community Benefit Fund, engagement and support to small businesses, and a land use goal to 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. The Downtown Community Plan also includes a targeted program to encourage affordable housing and expands design provisions through the adoption of the revised zoning code, which better integrates considerations of urban form.

In Fall of 2020 the **Boyle Heights Community Plan** released updated zoning, a Draft Plan and a Community Benefits Program. During 2021 the City continued to share the Draft Plan with the public and collect feedback. The Draft Boyle Heights Community Plan includes goals and policies related to housing security, mobility, green space, and other community benefits. It emphasizes historic and cultural resources as well as the relationship of the community to the LA River. The Community Benefits program implements a base and bonus development rights system for additional Floor Areas Ratio (FAR) and, in some places, height, in exchange for including affordable housing in a project. This system, which will serve as a model for Community Plans moving forward, will help reach Housing Element objectives related to maximizing the number of units with the deepest affordability while remaining responsive to community preferences.

During the summer of 2021 the City Planning Department released draft policy documents for two Community Plan areas in the harbor area with unique and compounding environmental justice and vulnerability concerns. The Draft 2021 **Wilmington-Harbor City Community Plan** includes chapters on Environmental Justice, Mobility, and Open Space with goals and policies related to robust outreach, health, sustainability, petroleum-related activities, the Port of LA and coastal zone, open space, and other Community Benefits. Along with the Draft Wilmington plan, the **Draft Harbor Gateway Community Plan** emphasizes climate resilience, sustainability, and environmental health and justice. This includes addressing histories of environmental harm, fostering community relationships, green infrastructure, public health, housing security, and mobility.

The West Los Angeles, Palms-Mar Vista-Del Rey, Venice, and Westchester-Playa del Rey Community Plans (aka "**Westside Community Plans**") released a series of concepts to guide the Community Plan Update in 2020, which were reviewed by the community throughout 2021. Key concepts include: Climate Change Resilience, Mobility, and Open Space, as well as Housing and Complete Neighborhoods as Guiding Principles for land use decisions, goals, and policies. The Venice Local Coastal Program is a policy and regulatory document required by the California Coastal Act that establishes land use, development, natural resource protection, coastal access, and public recreation policies for the Venice Coastal Zone. Work on this project continued in 2021, with the goal of starting the adoption process in 2022.

The City Planning Commission recommended approval of the **Hollywood Community Plan** in 2021. The Hollywood Community Plan includes sustainable land use policies, climate resilience and

beneficial Public Realm and Open Space, Preservation, and Mobility chapters and implements the use of VMT for transportation impacts.

The **Southeast Valley Community Plans** (North Hollywood – Valley Village, Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass, and Van Nuys – North Sherman Oaks) hit a major milestone in 2019 with the release of draft Concepts to support sustainability and address climate change, as well as a Waterways Concept that recognized the Los Angeles River and the Tujunga Wash as valuable natural resources with attractive recreational opportunities. During 2021 staff continued to work toward a full draft of the Plans.

The **Southwest Valley Community Plans** (Canoga Park-Winnetka-Woodland Hills-West Hills, Encino-Tarzana, and Reseda-West Van Nuys) released a draft Land Use Map in 2020. The Southwest Valley plan updates consider resilience challenges and evaluate potential environmental impacts of future growth. The plans also highlight mobility and density for multiple public health, equity, and environmental benefits. All Community Plan updates include robust outreach and engagement activities. During 2021 staff continued to work toward a full draft of the Plans.

Housing Element Update

The Housing Element of the General Plan, also called "the Plan to House LA," identifies Los Angeles's housing needs and opportunities and establishes clear goals and objectives to inform future housing decisions. On November 24, 2021, the Los Angeles City Council adopted the [2021-2029 Housing Element](#). City Planning worked alongside the Los Angeles Housing Department (LAHD, and formerly HCIDLA) on the recently approved update.

The 2021-2029 Housing Element Update provides the City's policy response to a challenging time for housing in Los Angeles, particularly with regard to housing security, housing scarcity, racial equity, and homelessness. This Housing Element Update prioritizes key concepts such as addressing the overall housing shortage while maximizing the creation of affordable housing, advancing housing stability and anti-displacement policies, centering racial equity, and providing greater access to areas with high opportunity as well as fostering greater livability, sustainability and resilience in housing policies.

At its core, the purpose of the Housing Element is to provide an analysis of a community's housing needs for all income levels and household types, and identify strategies to respond to and provide for those housing needs. The Plan includes ambitious policies and programs to help reach the historically large RHNA target of approximately 456,000 units during the eight year period while improving tenant protections. More information can be found in the [Staff Report](#), which describes the comprehensive update of the Housing Element, targeted update of the Safety Element, and technical amendments to the Health Element.

Input from the public and stakeholders proved vital throughout this update process and is reflected in the goals, policies, and programs of the updated Elements. Several bodies also worked collectively

to shape these plans, including the Housing Element Task Force, as well as several state and local agencies. The 2021-2029 Housing Element Update was prepared jointly by the Department of City Planning (LACP) and the Los Angeles Housing Department (LAHD, formerly the Housing and Community Investment Department, or HCIDLA). The Update included close collaboration with all City departments and agencies involved with housing issues, including the Housing Authority of the City of Los Angeles (HACLA) and the Los Angeles Homeless Services Authority (LAHSA).

The City is currently working with the State Housing and Community Development Department (HCD) on the certification process, including implementation of a rezoning program to ensure the City has adequate zoned capacity to meet RHNA requirements.

Safety and Health Element Updates

Alongside the 2021-2029 Housing Element, City Council adopted an updated [Safety Element \(CF 20-1213\)](#) and amendments to the [Health Element \(CF 15-0103-S3\)](#) in November 2021.

The updated Safety Element provides the most current information related to hazard risk identification and preparation. The targeted update of this Element has three areas of focus. First, the background chapters were updated, including the formal adoption of the Local Hazard Mitigation Plan and related hazard maps as a component of the Safety Element, and updates to reflect current city practice. The goals, policies and objectives in the document maintained the overall framework of disaster prevention, response and recovery, while revisions aimed at integrating language focused on climate mitigation and protecting vulnerable communities. In particular a new Objective 1.2 was added to capture the City's policy direction to reduce GHG emissions and stall the advance of climate change. Third, a chapter detailing 54 implementation programs was added to the Element. These programs are derived from existing plans, including the Local Hazard Mitigation Plan, Green New Deal, Resilient Los Angeles, and the Floodplain Management Plan. Collectively these programs illustrate the next steps the City can take to continue to improve our disaster resilience with a focus on equity and climate change.

The Plan for a Healthy Los Angeles, or Health Element, serves as the primary location of goals and policies linking land use to health, wellbeing, equity, and environmental justice, with an emphasis on serving vulnerable communities. The Plan references a corresponding Health Atlas which maps social and health disparities. Los Angeles adopted the Health Element in 2015, making it one of the City's most recent General Plan Elements. In 2016 the state passed SB 1000, which makes the consideration of environmental justice a general plan requirement triggered by the update of two or more Elements. In 2021 the City adopted targeted Health Element amendments to chart a course to further equity initiatives across the city. Introductory language was added to clarify that the Health Element serves as the main document compiling many of the city's environmental justice policies and programs, while also pointing to the additional Elements that contain environmental justice policies such as Mobility and Housing Elements and Community Plans.

In addition, implementation programs were amended to reflect a stronger emphasis on increasing community engagement and capacity-building in historically underserved communities. A new

program, recommended by the City Planning Commission, was added to bolster efforts to update and implement policies and programs that further environmental justice throughout the General Plan. This program details how the City can take further steps to go above and beyond state requirements and be a leader in health equity.

More information can be found in the [Staff Report](#), which describes the comprehensive update of the Housing Element, targeted update of the Safety Element, and technical amendments to the Health Element.

Comprehensive General Plan Update

The Department of City Planning continues to evaluate the process and budget to undertake a comprehensive update to the 11 citywide Elements of the current General Plan. During outreach and engagement for the 2021 General Plan updates (Housing, Safety, Health) there was considerable public advocacy to enhance environmental justice policies in the General Plan. The City is currently evaluating which update structure would best advance environmental justice objectives. Funding from the Regional Early Action Planning (REAP) grant program will be utilized to implement the Housing Element and begin work on a comprehensive General Plan update.