



DEPARTMENT OF CITY PLANNING

SUPPLEMENTAL RECOMMENDATION REPORT

City Planning Commission

Date: August 26, 2021
Time: After 8:30 A.M.

Request for Continuance: **City Planning Commission may continue this meeting to September 23, 2021 or a later date per a request by Council Districts 1, 9, and 14.**

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

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

First City Planning Commission meeting held on June 17, 2021

Appeal Status: Not Applicable

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

CEQA No.: ENV-2017-433-EIR

Incidental Cases: None

Related Cases: None

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

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

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

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

GPLU: Various
Zone: Various

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

**PROJECT
LOCATION:**

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

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

**PROPOSED
PROJECT:**

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

The component of the Proposed Project to adopt or amend the new Chapter 1A to the Los Angeles Municipal Code (LAMC) is referred to in this report as the “New Zoning Code”; the

Processes and Procedures Ordinance (CPC-2016-3182-CA) is currently anticipated to establish this new Chapter 1A. This action will create a new zoning system in Chapter 1A of the LAMC for the Downtown Plan Area. The currently adopted Zoning Code, Chapter 1 (General Provisions and Zoning) of the LAMC, and all of its provisions will continue to apply to areas where the new zoning has not been applied.

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

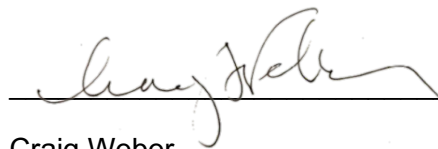
RECOMMENDED ACTIONS¹:

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

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

8. **Approve** and **Recommend** that pursuant to LAMC Sections 12.04 and 12.32 and City Charter Section 558, the City Council **Adopt** the draft ordinance to amend the Zoning Map, as shown in Exhibit B.2 (Zone Change Maps and Matrices).
9. **Approve** and **Recommend** that pursuant to LAMC Sections 12.04, 12.32, 13.14.C and City Charter Section 558, the City Council **Adopt** the proposed Downtown Community Plan Implementation Overlay (CPIO) District Ordinance as shown in Exhibit B.1.
10. **Approve** and **Recommend** that the City Council **Adopt** the proposed Downtown Community Benefits Trust Fund Ordinance, the Downtown Community Benefits Fee Ordinance, and Downtown Affordable Housing Trust Fund Ordinance as shown in Exhibits B.3, B.4, and B.7.
11. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 12.32.S and City Charter Section 558 **Adopt** the proposed ordinance to amend the River Improvement Overlay (RIO) District Ordinance and Greater Downtown Housing Incentive Ordinance as shown in Exhibits B.5 and B.6.
12. **Approve** and **Recommend** that the City Council **Adopt** the proposed Ordinance to rescind the Bunker Hill Specific Plan and Downtown Design Guide as shown in Exhibit B.8.
13. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 12.32 and City Charter Section 558 **Adopt** the proposed Pipeline Parking Alignment Ordinance as shown in Exhibit B.9.
14. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 12.32 and City Charter Section 558 **Adopt** the proposed Community Plan Consolidation Ordinance as shown in Exhibit B.10.
15. **Authorize** the Director of Planning to present the resolutions and proposed General Plan amendments (Exhibits A.1, A.3, A.4, and A.5, A.6 and A.7) to the Mayor and City Council, in accordance with City Charter Section 555 and LAMC Section 11.5.6, and the proposed zoning ordinances (Exhibit B.1-B.10 and C.1 and C.3) to the City Council, in accordance with City Charter Section 558 and LAMC Section 12.32.
16. **Approve and Recommend** that the City Council adopt the New Zoning Code Ordinance to Amend Chapter 1A of the Los Angeles Municipal Code ("New Zoning Code") to add new Articles 1 through 12, and Articles 14 and 15, Amend Article 13, and Adopt the accompanying Zoning Code Maps established in Division 1.4. (Zoning Code Maps) of Article 1 of the New Zoning Code (Exhibits C.1. and C.3.).

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Table of Contents

DISCUSSION OF KEY TOPICS	1
Approaches for Industrial Areas	1
Industrial Land	1
Arts District	3
Alameda Street	6
HR&A Study and Calibration of Base Floor Area Rights (FAR)	11
Community Benefits Program	14
Community Benefits Fund	15
Moderate & Above Moderate	16
Deeply-Low Income	17
Housing Stability	18
Chinatown	20
FAR and Development Potential	20
Transfer of Development Rights in Chinatown	23
Subarea A.3 Requirement for Multi-bedroom Units	24
Skid Row Zoning & History	25
Childcare & Schools	29
Adaptive Reuse	30
Character Frontages	43
Electric Vehicle Parking	45
Los Angeles River Zoning Strategies	46
Public Open Space and Parks	50
Mobility	54

The following supplemental staff report content is provided in response to the City Planning Commission (CPC) meeting that took place on June 17, 2021 and is offered for the CPC to consider in its deliberations at the August 26, 2021 CPC meeting. The topics discussed in this report relate to specific requests for additional information by Commissioners at the June 17, 2021 CPC meeting. This report is supplemental to the full Staff Recommendation Report dated June 17, 2021 for Case Numbers CPC-2017-432-CPU and CPC-2014-1582-CA.

City Planning notes that on August 3, 2021, Council Districts 1, 9, and 14 issued a letter requesting that the CPC continue further deliberation of the Downtown Community Plan and New Zoning Code to September 23, 2021 or later. At the scheduled August 26th meeting, Commissioners will vote to either continue this item to a future date or to proceed with deliberation that day, as scheduled.

DISCUSSION OF KEY TOPICS

Approaches for Industrial Areas

Industrial Land

At the June 17th, 2021 CPC meeting, Commissioners sought information regarding the City's regulations that govern industrial zoned land and Citywide policies that support the preservation of industrial land.

With respect to industrial lands, the City of Los Angeles General Plan Framework Element includes the following goals and policies, listed in Table 1, in its Land Use and Economic Development policies that are intended to guide industrial land use policies throughout the City:

TABLE 1: FRAMEWORK ELEMENT GOALS AND POLICIES FOR INDUSTRIAL LAND USES

LAND USE POLICIES	
Goal 3J	Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.
Objective 3.14:	Provide land and supporting services for the retention of existing and attraction of new industries.
Policy 3.14.2	Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).
Policy 3.14.3	Promote the re-use of industrial corridors for small scale incubator industries.
Policy 3.14.6	Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria: a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development; b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development; c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods; d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;

- e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;
- f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses;
- g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or
- h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.

ECONOMIC DEVELOPMENT POLICIES

7.2.8	Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors. (P1,P18)
7.2.9	Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: Land Use . (P18)
7.2.10	Ensure that the City's industrial sites are regionally competitive to maintain and enhance a core manufacturing base. (P37, P38, P39)
7.2.11	Ensure that the City has sufficient quantities of land suitable to accommodate existing, new and relocating industrial firms, whose operations are appropriate to a specific location in Los Angeles. (P18, P26, P38)
7.2.12	Establish, as shown in Figure 7-1 , the area adjacent to the Port of Los Angeles, the rail corridor bisecting the San Fernando Valley, and the South Central/Southeast industrial area as market-linked targeted industrial areas (market-linked areas are described on page 7-4). (P1, P18)
7.2.13	Facilitate environmentally sound operations and expansion of the Port of Los Angeles and the Los Angeles International Airport as major drivers of the local and regional economy. (P3, P5, P6, P42)
7.2.14	Take steps to assure that new industries developed are sensitive to environmental and conservation issues, and that cumulative environmental impacts are addressed.

The above policies establish guidance for regulating industrial land within the City, encouraging the retention of land zoned for industrial uses. They support reinforcing existing industrial uses that provide job opportunities as well as offer flexibility to accommodate new industrial uses. Framework Policy 3.14.6, shown above, also establishes specific criteria for the redesignation of industrial land for a wider range of uses.

A number of factors, including the above referenced Framework Element policies, inform the Downtown Community Plan's approach to industrial zoning. The Proposed Project retains permissions for heavy industrial activities in areas where transit access is limited, street designations facilitate goods movement, allow for the movement of large equipment and distribution, and manmade features such as freeways create distance from the heavy industrial activities and nearby residential uses. Industrial mixed-use zones are applied in areas that are transitioning from rail-oriented industrial districts to a mixed-use office, production, and makers district, complemented by newly converted office space, and other commercial amenities.

The Proposed Project introduces the Production designation, which creates a sanctuary for heavy and light industrial uses, in areas with viable industry clusters to safeguard land for these uses and support the City's industrial ecosystem. Zoning districts applied within the Production areas would prohibit residential uses and limit commercial uses to activities that are compatible with and support industrial uses. The Proposed Plan designates heavy industrial uses to the area generally buffered by freeways to minimize potential health risks of these uses on other parts of the Proposed Plan Area, where a number of people live and work.

To promote the development of employment-focused districts, in formerly and transitioning industrial areas of the Plan Area, the Proposed Plan proposes Hybrid Industrial and Markets designations. The proposed zoning would allow for a flexible mix of uses to support a variety of employment opportunities including light industrial, commercial, live/work, and limited residential uses – consistent with the policies to provide land for the retention and attraction of new industries but prohibit heavy industrial uses that pose health risks. Allowing for the introduction of commercial and limited residential uses in these areas would support the development of new industry clusters, while retaining existing industrial and commercial employment uses.

While the Proposed Project would reduce the amount of land designated for heavy industrial uses, zoning districts applied in Hybrid Industrial and Markets areas would sustain viable industrial uses and encourage new employment uses that are supported by a more mixed-use environment. These zoning districts would accommodate an evolving economy and attract a variety of employment opportunities.

Arts District

At the June 17th, 2021, City Planning Commission (CPC) meeting, Commissioners sought clarity regarding the rationale for the proposed zoning in the Arts District, particularly as it relates to the requirement of live/work units. The goals and policies of the City's General Plan, the Proposed Plan, the community's vision, and the history and evolution of the neighborhood from predominantly industrial to a more mixed-use community, have all together guided our approach to crafting the proposed zoning in the Arts District.

See also:

- *Hybrid Industrial Policies, Exhibit A.1, pages 38 and 39*
- *IX4 use regulations, Exhibit C.1, Article 5, Use, Sec 5B.7.4 Industrial Mixed 4 (IX4)*
- *Arts District Best Practices, Exhibit B.1, document page 50*

The Proposed Plan's policy goals and objectives shown in Table 2 have shaped the Proposed Project's zoning in the Arts District:

TABLE 2: PROPOSED PLAN GOALS AND POLICIES FOR THE ARTS DISTRICT'S PROPOSED ZONING

LU 7.3	Recognize creative arts, culture, neighborhood character, dynamic public spaces, and diverse populations as significant components of Downtown's economic ecosystem, and support programs and developments that seek to enhance these resources.
LU 30.25	When redevelopment occurs, extend Fifth St. between Central Ave. and Alameda St. to improve connectivity between Central City East and the Arts District.
LU Goal 31	Diverse land uses welcome sustainable new and adaptive reuse structures that accommodate a range of hybrid industrial and productive activities.
LU 31.1	Encourage the development of flexible spaces that can accommodate a variety of job productive industries.
LU 31.2	Ensure a thoughtful mix of land uses including amenities to serve the evolving creative employee base and live/ work community.
LU Goal 32	Hybrid industrial places provide space for in-home production, light industrial and creative activity, and new industries that encourage innovation and bring flexibility and resiliency to the city economy.
LU 32.1	Prioritize space for jobs and employment activity in Hybrid Industrial areas.
LU 32.2	Support the integration of production and employment activities with live/work uses when compatible.
LU 32.3	Create an environment that facilitates innovation, new industry, and start-ups.
LU 32.4	Support the advancement of the cleantech ecosystem and emerging CleanTech corridor.

LU 32.5	Promote opportunities for resource and knowledge sharing, collaboration, and coordination among local businesses and industries.
LU 32.6	Establish the potential for vertical integration of industry and maximize agglomeration benefits by permitting a mix of uses and building forms that facilitate activities throughout a product lifecycle.
LU 32.7	Create opportunity for spaces that are affordable and accessible to start-ups, and a range of business sizes and industry sectors.
LU 32.8	Promote building design with high ceilings and interior spaces that can accommodate a wide variety of productive uses, including manufacturing, fabrication, and research and development.
LU Goal 33	The housing stock reinforces and complements the productive, entrepreneurial, and creative focus of hybrid industrial areas.
LU 33.1	Implement live/work housing options that can accommodate a range of job productive activities, and allow units to function as an incubator for new businesses.
LU 33.2	Promote affordability through the development of a range of unit sizes and incentives for on-site covenanted affordable live/work units.
LU 33.3	Enhance livability by expanding access to commercial and institutional services and amenities.
LU 33.4	Cultivate a live/work residential community by requiring a minimum amount of production space in new development projects to support the maker economy and innovation.
LU 34.2	Foster the development of durable and flexible buildings that support a range of creative and productive activities and offer live/work opportunities.
LU 34.3	Encourage retail and restaurant uses in partnership with productive uses to promote extended hours of activity.
LU 34.4	Support walkable neighborhoods with an active and livable street life that is shared by all modes, including pedestrians, cyclists, and transit users.
LU 34.6	Support affordable housing options for artists and freelance creatives.
LU 34.7	Introduce shared street typologies for Arts District streets that preserve historic industrial characteristics while promoting access and safety for all users.
LU 34.8	Promote productive, creative, manufacturing, fabrication, and light industrial activities as a principal characteristic of the Arts District neighborhood.
LU 34.9	Encourage the development of live/work housing that accommodates the changing way in which people work and live in the twenty-first century.
LU 34.10	Identify key public access points to the Los Angeles River and support improved connections between the Arts District and recreation opportunities.

The Arts District, a historically industrial neighborhood, has more recently evolved into a mixed-use community with both residential and light industrial uses side by side. Open interior spaces and high ceilings that are typical of industrial buildings have attracted development projects that have transitioned many old buildings to serve a more expanded set of uses such as small-scale production and manufacturing uses, creative offices, as well as artist lofts with both live and workspaces.

Under the Adopted Central City North Community Plan, the Arts District neighborhood is zoned industrial. However, a substantial number of projects have sought General Plan Amendments (GPAs) to be able to incorporate residential uses (see the Alameda Street section within this supplemental staff report for a discussion, map, and list of proposed projects in the Arts District).

In proposing the Hybrid Industrial zoning for the Arts District, the Proposed Project affirms an employment focus for the Arts District, while also responding to a need for a greater diversity of uses to ensure the viability of future employment. This proposal also responds to the evolving context of a purely industrial district to a more industrial mixed-use community that would also allow for residential uses while continuing to permit light industrial and manufacturing uses that generally do not produce noxious emissions. The Proposed Project also includes regulations to balance the community's desire to reinforce the neighborhood's industrial character.

Under the proposed zoning, development projects proposing housing would be required to include a minimum amount of production space, separate and apart from any residential units, to ensure employment and job producing uses continue to grow. The proposed zoning would allow for a wide range of employment uses, while also allowing for residential uses that would provide opportunities for people to live in close proximity to where they work. The proposed zoning is also intended to support agglomeration of industries where small-scale production within a live/work unit can coexist with warehousing and retail within one building.

For example, the proposed zoning would allow for apparel manufacturing along with warehousing of onsite produced goods for wider distribution. The proposed zoning would also further the City's policies related to job retention for evolving industries over the long term and facilitate housing production. The zoning regulations for residential uses in the Arts District guarantee workspace for those conducting small scale fabrication within the unit. In addition, unlike traditional residential units, live/work units allow for commercial activities within the unit—not just within the building. Key design requirements ensure open floor plan dimensions for the movement of equipment, and for the long-term adaptability of the unit(s). Additionally, qualifying uses for what types of activities that can be done in a live/work unit include categories such as office, personal services, or light manufacturing, as detailed in Table 3. For a more detailed discussion of citywide policies and goals related to industrial land and preservation of job-producing uses, please see discussion under the Industrial Land section in this supplemental staff report.

TABLE 3. ZONING USE DISTRICT: INDUSTRIAL MIXED 4 FOR ARTS DISTRICT LIVE/WORK REQUIREMENTS

Unit Size (Minimum Avg. size)	1,000 sf
Designated Workspace	
Work Space Area	Minimum 40% / Maximum 50%
Work Space Dimensions	Minimum 10' X 15'
Work Space Uses	<ul style="list-style-type: none"> • Office • Personal Services: General • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
Open Plan Area	Minimum 70%
In conjunction with:	<ul style="list-style-type: none"> • Office • Manufacturing, Light: General • Manufacturing, Light: Artistic & Artisanal
Floor Area	Minimum of 1.5 FAR

A number of live/work units exist in the Arts District today and approximately five development projects are currently proposed that include approximately 871 live/work residential units. Throughout the community engagement process, stakeholders have expressed a desire to see new residential developments incorporate live/work units—sustaining the legacy of the district as a center for manufacturing, fabrication, creative and artistic pursuits. Comments also highlight the importance of retaining the unique industrial built environment of this neighborhood. The live/work unit requirement further supports the policy objective to safeguard land in the city that prioritizes jobs. Live/work units facilitate a broad range of employment activities, especially creative work and small businesses. A live/work unit might, for example, allow a small business to reduce costs

by removing the need to lease separate living and working spaces and respond more nimbly to changes in consumer demand or production needs. These spaces allow for commercial activities, accommodate up to five employees working in the unit, and have a more flexible floor plan to build out workspaces or fabrication equipment. For a more detailed discussion of citywide policies and goals related to industrial land that speak to the need for preserving job-producing uses in the Downtown Plan Area, please see discussion under Industrial Land below.

Live/work Units and Affordable Housing

Some comments have expressed concern that live/work and the minimum FAR of productive space will cause barriers for affordable housing development. The proposed zoning includes a number of exemptions for affordable housing development in the Arts District. One hundred percent affordable housing projects are not required to provide live-work units or comply with Production Space or Work Space requirements. This strategy ensures Permanent Supportive Housing (PSH) and 100 percent affordable housing projects can locate in the Arts District with no restriction or regulation on unit design (micro units would also be allowed). However, projects with market rate units would need to set aside some units as affordable live/work units, which provides opportunities for artists with lower-incomes (where such projects would utilize the proposed FAR Bonuses available). Projects have the option to set aside affordable units for artists with qualifying incomes. For example, the Hollywood Arts Collective, which is currently under construction on Hollywood Boulevard, will include 151 units of affordable housing earmarked for artists, as well as a performing arts venue, arts galleries, and rehearsal studios. Although the Proposed Plan does not require affordable live/work units be reserved for artists, a number of Proposed Plan policies promote prioritizing artists for affordable live/work units and developments can choose to prioritize spaces for artists, similar to the project described above, as long as prospective tenants meet the qualifying income requirements. Additionally, the Base FAR across the Arts District is 1.5 FAR. To exceed this limit, a project must provide public benefits, and all residential projects must provide affordable housing.

Alameda Street

At the June 17th, 2021 CPC meeting, Commissioners requested information to better understand the development context along Alameda Street in the Plan Area. Alameda Street, surrounded by the Arts District, Little Tokyo, and Central Industrial communities has been a manufacturing and industrial area with a high intensity transportation corridor for some years. However, developments built in the past decade, projected developments, and planned public transportation investments are redefining the area. Table 4 and Figure 1 offers a broad view of the many proposed and entitled projects on or near Alameda Street. A majority of these development projects are mixed-use projects with residential, retail, and office uses with varying scales of development, ranging from 2 to 58 stories in height. A brief summary of several large-scale project proposals, illustrating the current development landscape, is included:

- Project ZA-2015-4211-MCUP-CUX-ZV, "ROW DTLA:" An adaptive reuse project on a 30-acre industrial complex, is located at 777 Alameda Street and features spaces for office use, ground-floor commercial, restaurant, and events. This site has approximately five-acres of landscaped open space which houses the 7th Street Produce Market that converts weekly to Smorgasburg, an outdoor food market. A shopping, event, and office destination, ROW DTLA is one of numerous adaptive reuse projects in the Arts District.
- Project CPC-2016-3756-GPA-VZC-SP, "6 AM:" Filed in 2016, this project is approximately 15-acres in size and located at the intersection of 6th and Alameda Streets. The mixed-

use project includes a 58-story tower that features 1736 dwelling units, 510 hotel rooms, retail, office, and a school.

- Project CPC-2021-4069-GPAJ-VZCJ-HD-CU-MCUP-SPR-HCA, "Fourth and Central:" Filed in 2021, this mixed-use development project is located at the intersection of 4th and Central Streets and is also bounded by Alameda Street. This project will include 10 buildings on 7.6-acres that includes 1737 dwelling units, 68 hotel guest rooms, 93,000 square feet of retail space, and 400,000 square feet of office space. There would be an internal network of streets and pedestrian paseos would break up this super block site, previously being the site of a cold storage facility.
- Project CPC-2021-4259-CU-CUB-SPR, "8th and Alameda Studios:" Filed in 2021, the 26-acre project located on 8th and Alameda Streets proposes 250,000 square feet of new buildings that includes 78,500 square feet of offices and 54,700 square feet of stage support space. For existing buildings, 133,800 square feet is dedicated to office space and 253,000 square feet of support facilities are planned. This was previously the site for the Los Angeles Times newspaper production plant.



Figure 1. Map of development projects on or adjacent to Alameda Street

TABLE 4. LIST OF DEVELOPMENT PROJECTS ON OR ADJACENT TO ALAMEDA STREET

Map	Address	Case Number	Project Summary	Height	Status
1	814 E Traction Ave	VTT-70344-CN	44 live/work units 31 adaptive reuse live/work units 2 commercial condominium 2 community artist spaces commercial condominium community artist space	Four stories	Entitled
2	400 S Alameda St	CPC-2016-3655-GPA-ZC-HD-CUB-ZAA-SPR	66 hotel units 3,800 SF of restaurant space 840 SF of retail 890 SF of a screening room	Four stories	
3	1101 E 5th St	CPC-2016-4475-GPA-VZC-HD-MCUP-CUX-DB-SPR	129 units of live/work units 15 very low-income live/work units 113 hotel units 81,326 SF of commercial space	12 stories/164 ft. max	
4	668 S Alameda St	CPC-2016-3575-GPA-VZC-HD-MCUP-DB-SPR-WDI	475 live/work units 52 affordable units 13,657 SF of grocery space 16,280 SF of restaurant space 27,063 SF of commercial space	Six stories & two stories podium for 85 ft. max	
5	1745 E 7th St	ZA-2011-2095-ZV-ZAD	Conversion project 57 joint live work quarters for artists one commercial condominium unit	Eight stories	
6	777 S Alameda St	ADM-2021-4649-RDP; ZA-2015-4211-MCUP-CUX-ZV	Includes manufacturing, restaurant, retail, office, and event space in existing buildings. Latest case filed in June 2021 is for an interior office renovation of existing office space of 3,062 SF	-	
7	2136 Violet St	CPC-2016-1706-VZC-HD-SPR	96,936 SF of office space 6,163 SF of ground floor commercial space	9 stories	
8	2110 E Bay St	CPC-2016-3479-GPA-VZC-HD-SPR	110 live/work units with 11 restricted affordable units 113,350 SF creative office 50,848 SF new commercial space 8,114 SF ancillary space 164,198 SF of retail and restaurant space	A 30 ft. shed of adaptively reused retail; six stories building; eleven stories building	
9	400 S Central Ave	CPC-2021-4069-GPAJ-VZCJ-HD-CU-MCUP-SPR-HCA	1,513 units with 216 affordable units 93,000 SF of retail space 400,000 SF of office space 68 hotel units	Range from 6, 10, 12, 18, 27, 44 stories buildings	Proposed
10	405 S Hewitt	CPC-2017-469-GPA-VZC-HD-CU-MCUP-SPR-WDI	255,541 SF of office space 14,906 SF of ground floor commercial space	11 stories	
11	527 Colyton St	CPC-2016-3399-GPA-VZC-HD-MCUP-SPR	310 residential units 11,736 SF of production space 11,375 SF of commercial space	Seven stories	
12	640 Alameda St	CPC-2016-3756-GPA-VZC-SP	1305 apartment units 431 condos 510 hotel units 128,000 SF of retail space 254,000 SF of office space 29,000 SF for school 22,500 SF of art space	Two 58 stories towers along Alameda & five additional buildings ranging approx. 98 ft. to 106 ft	

13	1525 E Industrial St	PAR-2020-3276-CM CPC-2013-2993-GPA- VZCHD-DB- MCUP-SPR	344 live/work units with 28 affordable units 7,458 SF of amenity space 24,774 SF of creative office & residential production space 4,042 SF of restaurant space	Three to seven stories	
14	1800 E 7th St	CPC-2016-2683-GPA- VZC-HD-CU- DB-SPR	122 residential units 14 very low-income units 9,500 SF of commercial use 5,885 SF of amenity space	Seven stories at 85 ft. max	
15	676 S Mateo St	CPC-2016-3689-GPAJ- ZCJ-HD- MCUP-DB- SPR	172 live/work units 20 very low-income affordable units 23,380 SF of art production & commercial space	85 ft. max	
16	1820 E 8th St	CPC-2021-4259-CU- CUB-SPR	Combination of existing non-residential units and construction of four new buildings to provide approx. 832,750 SF of sound stage, production support, office & ancillary uses	Three 3 stories buildings at 64 ft.; one 2 stories building at 38 ft.; one 9 stories parking structure	
17	416 E 1st St	-	78 rent-restricted units	Proposed Building Height undetermined	
18	813 E 4th Place	-	19,000 SF of artist affordable housing 43,000 SF of LA County office space 232,000 SF for speculative office 11,000 SF retail space	Proposed Building Height undetermined	

In addition to the land use changes, significant transit and mobility infrastructure investment coming to Downtown L.A. on Alameda Street will reshape the region, increase connectivity to Union Station, and enable the transition of Alameda Street to better serve mixed-use developments, support safe walking and rolling, and continue to encourage infill development with a variety of uses. Below is a description of transportation improvements planned or anticipated to occur in and around Alameda Street:

- Opened in October 2020, the *Cesar Chavez Bus Stop Improvements* project will add public transit amenities at four locations on Cesar E. Chavez Avenue between Alameda Street and Vignes Street to help improve the ridership experience and strengthen connections to other modes of transit throughout the area.
- The *Metro Connect US Action Plan* identifies a series of active transportation improvement projects that can be built based on available funding. Founded on a neighborhood-level assessment of arterial and collector streets, the Action Plan identifies opportunities to enhance pedestrian and bicycle travel options in the Los Angeles Union Station area, the future Regional Connector station at 1st and Central Streets, and adjacent neighborhoods.
 - The *Metro Los Angeles Union Station Forecourt and Esplanade Improvements* is a project in the *Connect US Action Plan* to enhance pedestrian and bicycle access and safety between Union Station and adjacent communities. Proposed improvements include widening of crosswalks for pedestrians, buffered crossing for cyclists, a new park and civic space in front of Union Station that includes a separated pedestrian and bicycle path, sidewalk widening, street trees and lighting, and curb and sidewalk replacements. The project area generally takes place on Alameda Street between Cesar Chavez Avenue and Arcadia Street. Announced in 2014, the Metro Board of Directors certified the Addendum No. 2 to the Final Environmental Impact Report and completed the Geotechnical and utility investigations on City of Los Angeles right of way in 2020.

- The *Regional Connector Transit Project*, slated to open in 2022, is a 1.9-mile Metro rail extension that will serve Little Tokyo, the Arts District, Civic Center, Historic Core, Broadway, Grand Avenue, Bunker Hill, Flower Street, and the Financial District as well as provide direct rail access across Los Angeles County.
- The existing, at-grade Metro *Little Tokyo/Arts District Station* has been taken out service while the new station is constructed across the street at the southeast corner of 1st Street and Central Avenue and will become an underground light rail station as part of the Regional Connector Transit Project. This project is projected to open in 2022.
- The *Arts District/6th Street Station* is proposed as part of a new Metro B Line (Red) and/or D Line (Purple) station near 6th and Alameda Streets and is currently preparing an Environmental Impact Report.
- Released in 2019, *Metro's West Santa Ana Branch Transit Oriented Development Strategic Implementation Plan* (TOD AIP) is a guide for land use that local West Santa Ana Branch jurisdictions use to maximize and equitably apply transit investments. The TOD AIP uniquely provides plans, policies, economic development, and mobility strategies for each of the twelve stations along the alignment between Downtown Los Angeles and the City of Artesia, one of which is the proposed Arts District South Station near the intersection of Alameda and 7th Streets. Identified as High Density Walkable Mixed Use, the formerly industrial-focused area unfavorable to non-motorized transportation will transition to prioritize pedestrian and mobility services in the public realm. Features include:
 - Improvements in multi-modal connectivity, such as enhancing the public realm for all users, comprehensive placemaking design guidelines, and improving walkability by methods such as subdividing large parcels with public easements, new public rights of way, and setting maximum block sizes for new development.
 - Infill development with a focus on scale to ensure that the ground floors of projects are permeable and publicly accessible to promote lively, walkable places at the street level.
 - Sustainability and resilience strategies include enhancing access to parks and open space with Transit Plaza Infill open space, parklets and pop-up spaces.

The Downtown Community Plan envisions a thoughtful mix of land uses along Alameda Street, including the continuation of legacy distribution facilities alongside amenities to serve the evolving creative employee base and live/work community. Public realm improvements outlined above are long-term changes that will incrementally reduce conflicts between pedestrians, cyclists, and ongoing industrial activity. Furthermore, the Proposed Plan outlines a zoning strategy that will require new buildings to contribute to a pedestrian and bicycle friendly environment by requiring strong street walls, active ground floors, and minimizing conflicts between vehicles and other users, therefore connecting people to jobs, homes, and services.

HR&A Study and Calibration of Base Floor Area Rights (FAR)

At the June 17th, 2021 CPC meeting, Commissioners requested information on how the proposed Base Floor Area Ratios (FARs) in the Plan Area were calibrated and the considerations that influenced their determination.

See also:



Downtown Los Angeles Community Benefits Program Analysis Summary (planning4la.org/dtla2040, “Draft Plan” tab, click on “Economic Analysis” link), a Downtown Market Study conducted in October 2019 and refreshed November 2020

The Proposed Base FARs vary across the Plan Area and are generally tied to three main factors: 1) proximity to transit; 2) the current, adopted FARs; and 3) current conditions such as income levels of households in the neighborhood and risk of displacement. A detailed discussion on the policy considerations that resulted in the proposed Base FARs is excerpted below from the Staff Recommendation Report, dated June 17, 2021:

Facilitating Growth and Value Capture, Floor Area Ratio (Page A-31):

In determining the Base FARs, the Proposed Project seeks to balance its two important objectives: 1) to promote substantial growth in areas close to transit, promote infill development and contribute to the sustainability goals of the City; and 2) ensure an incentive system that generates affordable housing in parts of Downtown where it is most needed and minimize the displacement of low-income residents. Therefore, the Proposed Project proposes higher Base FARs in areas that are in proximity to transit and are primarily existing large-scale commercial uses. Additional information regarding FARs can be found in the discussion under the Key Issue, Land Use, Zoning and Transit Infrastructure (Page A-33 of the June 2021 Staff Report). Conversely, the Proposed Project does not offer the same level of FAR increase in the Industrial and Industrial Mixed-Use Districts to the south and eastern portions of the Downtown Plan Area, which are generally not as well served by transit, and in areas that house a large number of low-income households with increased displacement risk, to facilitate more community benefits. In areas such as Little Tokyo and Chinatown where existing residential density limitations are being removed (i.e., the Proposed Project now envisions unlimited residential unit density) and stakeholders have expressed concerns about displacement of residents and small businesses, the by-right FAR has been reduced from the currently adopted by-right FAR of 6:1 to a proposed by-right FAR of 2:1. These are generally areas with a range of building scales today; the maximum Bonus FAR of 6:1 will remain available for projects that provide community benefits and in some locations projects can reach up to 8.5:1 Bonus FAR.

Land Use, Zoning and Transit Infrastructure (Page A-33):

Under the Proposed Plan’s General Plan land use map, areas with highest concentration of bus and rail infrastructure are designated as Transit Core. Out of the eight fixed rail stations within the Downtown Plan Area (five existing and three under construction), six of the stations are surrounded by the Transit Core designation. The remaining two stations located in Chinatown and Little Tokyo are designated as either Community Center or Village, designations that promote growth and housing opportunity, but seek to preserve the identity of these cultural neighborhoods in strategic ways. The core of these areas that house a large number of cultural institutions and legacy businesses are zoned to allow for up to 6:1 FAR and five stories, while allowing for up to 8.5:1 FAR in the surrounding blocks. The areas around the future rail stations being considered along Alameda Street are designated Hybrid Industrial and allow up to 4.5:1 to 6:1 FAR with a targeted 15 story height limit along the Los Angeles River. It is worth noting that all of the FARs proposed throughout the Community Center or Village areas are higher than those available in most parts of the City. For example, a 6:1 FAR, when not encumbered by a height limitation, can facilitate high-rise building typologies in the realm of 30 to 40 stories on average.

Figure 2 shows FARs for the Adopted Plan and the Proposed Plan’s Base and Bonus FARs.

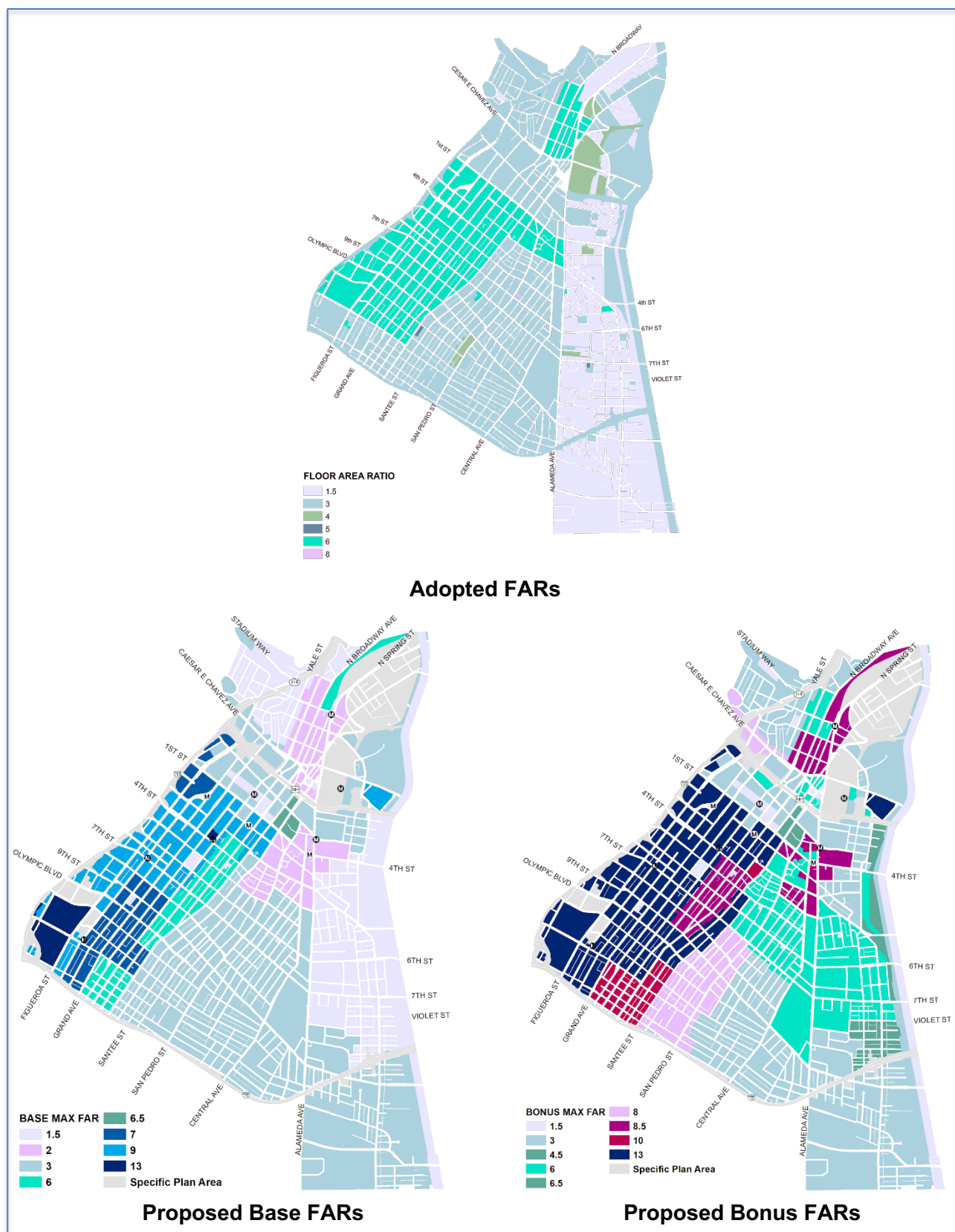


Figure 2. Map Showing Adopted FARs, and Proposed Base and Bonus FARs

Proposed FARs consider the implications for local neighborhoods while also ensuring feasibility to accommodate growth and expand the cities affordable housing supply. The Proposed Plan concentrates higher intensity land uses near transit areas, particularly the intersection between high-frequency rail and bus service. As indicated in Figure 2, the greatest base and bonus FARs are allocated in the Financial Core and South Park where a high concentration of transit and civic resources exist. By-right development potential in the Historic Core is generally retained, while proposed Bonus FARs would allow larger buildings compared to the adopted zoning.

Development potential allocated in areas such as Little Tokyo and Chinatown, reflect the presence of historic and cultural resources in proximity to fixed rail transit stations. These neighborhoods are also home to both lower-income households and small-scale legacy businesses, that are more likely to experience displacement pressures. Lower Base FARs proposed in these areas facilitate participation in the Downtown Community Benefits Program, encouraging the provision of affordable housing and other community benefits. The Proposed Plan calibrates the Bonus FAR to maintain or exceed the development potential available under today's adopted zoning. To minimize displacement pressures and prioritize community benefits, such as affordable housing, the proposed reduction in Base FARs maximize potential for value capture and incentivize use of the Community Benefits Program.

Community Benefits Program

At the June 17th, 2021 CPC meeting, Commissioners requested more information to aid consideration of the Community Benefits Program. Commissioners also expressed an interest in understanding the Community Benefits Program's anti-displacement measures. A discussion regarding anti-displacement and other tenant protections can be found under the Housing Stability section in this supplemental staff report. Also, the Community Benefits Fund section in this supplemental staff report details a number of eligible uses that are crafted as anti-displacement tools.

The Proposed Plan's Community Benefits Program provides a path for development projects to exceed the base development potential, up to the maximum allowable development potential, in exchange for providing community benefits. The Community Benefits Program prioritizes affordable housing, followed by parks and open space, preservation of historic structures, and community facilities. The prioritization of affordable housing as the premiere community benefit is inherently an anti-displacement measure. A range of income levels are incentivized in the program, ensuring the availability of housing options that accommodate the wages of current Downtown residents. Similar to existing incentive zoning programs, such as Density Bonus or the Transit Oriented Communities Program (TOC), the Downtown Community Benefits Program establishes a framework for projects to increase a building size in exchange for on-site benefits. The system is tailored to garner benefits from both residential and non-residential projects and includes several qualifying community benefits to offer flexibility at the project level and accommodate the range of development patterns in Downtown.

See also:



For a detailed summary of the community benefits program components and development scenario examples, please refer to:

- Recently updated Community Benefit Summary document (https://planning.lacity.org/odocument/5bd5e23e-0ce2-4061-b938-dd7f06ac5b8a/Community_Benefits_Summary_CPCDraft.pdf)
- Summary video (<https://www.youtube.com/watch?v=qE2x54klmOc>) starting at 28:44

Community Benefits Fund

At the June 17th, CPC meeting, Commissioners requested more information regarding considerations of the Community Benefits Fund (CBF) including how the fund would operate, what projects may qualify, and a request for more context for stakeholder feedback related to the oversight committee.

Projects that have satisfied the minimum onsite benefits of Level 1 and Level 2 of the Community Benefits Program, may achieve maximum floor area (FAR) by continuing to provide onsite benefits such as affordable housing, publicly accessible open space, or Community Facilities, or by, paying a fee towards the Community Benefits Fund at \$50 per square foot of requested bonus FAR.

Distribution of the fund is proposed to be governed by an oversight committee composed of representatives from city departments, offices of elected officials, and members of the community. It is envisioned that city departments, agencies, non-profits, community-based organizations, and other community serving groups such as tenant organizations, community land trusts, or street vender co-ops, would submit applications requesting funds for projects, programs, or eligible uses. The oversight committee would make findings and recommendations for the appropriation of funds to qualifying projects, which would ultimately be subject to City Council approval. A framework for findings is included in the draft Ordinance. As proposed, the oversight committee will be comprised of 12 members including:

- one member from each of the following City groups: the Mayor's Office; the City Administrative Officer; Office of the Chief Legislative Analyst; Department of City Planning; and the Housing and Community Investment Department (HCID); and
- a total of seven public members: one public member appointed by each Council District within the Downtown Community Plan Area (Council Districts 1, 9, and 14); one public member appointed by the Mayor's Office; and three public members who apply to be selected to serve as representatives from inside or within 1.5 miles of the Downtown Community Plan Area boundary.

Stakeholders have expressed a desire for the oversight committee to require members of the public to include "lived experience appointees," Downtown residents affected by the affordable housing and eviction crisis, such as current or former houseless residents, or representatives from multiple downtown neighborhoods including Skid Row, Chinatown, and Little Tokyo. Additional criteria about lived experience appointees may be outlined in the Downtown Community Benefit Fee Ordinance under Section X.6.A or may be addressed in the bylaws of the Oversight Committee.

See also:



Community Benefit Fee Ordinance, Exhibit B.4

Programs and uses that are eligible for receiving the funds include:

- programs to support affordable housing such as funding for Community Land Trusts or funds to extend expiring affordable housing covenants
- mobility and street improvements
- parks and open space
- programs for small legacy and community-serving businesses
- design and procurement of sidewalk vending carts

- resiliency centers
- facilities and services for people who are experiencing homelessness

Similar to Level 1 and Level 2 of the Community Benefits Program the process for the Community Benefits Fund would be administered through ministerial project approvals.

Moderate & Above Moderate

At the June 17th CPC meeting, Commissioners requested more information about the need for moderate and above moderate income housing, and the trade-offs between including these income categories in the Community Benefits Program as opposed to restricting the Program solely to the four low-income categories (low, very-low, extremely-low, and deeply-low income). Throughout the update process, some stakeholders have expressed a desire to see all income levels accommodated in Downtown and have called for more programs focused on increasing home-ownership opportunities and rental opportunities for middle class households, while others have commented that the Community Benefits Program should focus exclusively on lower-income households.

Citywide, there is an urgent need for affordable housing. Among other findings, the draft 2021-2029 Housing Element analysis indicates that the City's residents experience the highest rates of housing cost burdens and overcrowding in the nation, one of the lowest homeownership rates, and the rapid loss of existing lower-rent housing. Demographic and employment factors such as rapid aging of the population, the continued prevalence of poverty, and low-wage employment compound these trends.

Demographics and the need for affordable housing in the Downtown community reflect these Citywide trends. In 2019, the median annual household income² in Central City was \$38,353 and was \$40,254 in Central City North, as compared to a Citywide median household income of \$62,142. These households would qualify for a very low-income restricted unit.

Table 5, included in the draft 2021-2029 Housing Element, shows the Regional Housing Needs Allocation (RHNA) housing unit goals for the 2014-2021 Housing Element and the draft allocation for the 2021-2029 Housing Element by household income level. The number of total permitted units at very low through moderate-income levels fell short of the 2014-2021 RHNA goal and the draft 2021-2029 RHNA allocations show a 229% needed annual increase for all household income levels, and 7,739% and 86% for moderate-income and above moderate-income respectively, a substantial increase from the 86% from the previous RHNA cycle. The 2021-2029 RHNA cycle represents a shift in methodology, outlining future housing needs in addition to unmet housing production in previous cycles. This demonstrates the growing need for housing that is affordable to moderate-income households, in addition to the need for a dramatic increase in units that are affordable to lower-income households.

² ACS 5 year estimates. https://planning.lacity.org/odocument/85ff3a40-8847-4821-900d-9e0001247fea/standard_report2019_CENTRAL_CITY_NORTH_mail.pdf;
https://planning.lacity.org/odocument/84940f31-8976-4f3c-a1e8-63ad2efefc01/standard_report2019_CENTRAL_CITY_mail.pdf

TABLE 5. RHNA TARGETS AND PROGRESS FOR 5TH AND 6TH HOUSING ELEMENT CYCLES

Income Level	RHNA Goal* (2014-2021)	Total Units Permitted 2014-2020	Average Units Permitted/ Year 2014-2020	Draft Allocation 2021-2029	Units/Year Needed to Meet 21-29 RHNA	Annual % Increase Needed
Very Low-Income*	20,427	7,012	1,002	115,978	14,497	1347%
Low-Income*	12,435	3,727	532	68,743	8,593	1514%
Moderate-Income	13,728	827	118	74,091	9,261	7739%
Above Moderate Income	35,412	92,407	13,201	196,831	24,604	86%
Total	82,002	103,973	17,329	456,643	57,080	229%

Source: Permit Data Department of City Planning

* The RHNA goal is for the period between January 1, 2014 to October 1, 2021.

Existing incentive programs, such as the Transit Oriented Communities (TOC) and the Density Bonus Program, do not include incentives for for-rent moderate and above moderate income units, and moderate-income units are only included as an option for for-sale projects in the Density Bonus program. The proposed Downtown Community Benefits Program continues the policy of prioritizing units for lower-income households, offering incentives for deeply-low through low-income units in the first level of the program, with the inclusion of moderate-income units in for-sale projects only. Projects may include a limited amount of moderate and above moderate income rental units to receive additional bonus development rights in the second level of the program, only after providing a minimum amount (matching TOC Tier 1) of units for lower-incomes. Furthermore, economic analysis³ indicated that developers most often select the lowest-income category units (i.e., deeply-low or extremely-low income) when participating in incentive programs like Density Bonus and TOC, because they are more cost effective. Existing incentive programs, as well as the proposed Downtown Community Benefits Programs, are weighted towards lower-income categories, prioritizing housing that is affordable to households with the lowest incomes and who are at the greatest risk of displacement while also ensuring opportunities for moderate housing when feasible.

Deeply-Low Income

Deeply-low income provides housing options for those making between 0% to 15% of the Area Median Income (AMI). Although the current Extremely-Low Income category covers those making between 0% to 30% of Area Median Income, households that earn less than 15% of AMI may be unable to afford the maximum allowable rent set for Extremely-Low Income Households. The annual pay for an individual working full time (40 hours a week) making Los Angeles minimum wage (\$15.00 per hour) is \$31,200, excluding taxes and other deductions. According to the 2021 Income and Rent Limit Schedule (Land Use Schedule VII), published by the Housing and Community Investment Department, the maximum qualifying income for Extremely-Low Income Units is \$35,450 for a family of four and the maximum monthly rent a landlord may charge a tenant for an Extremely-Low Income Unit is \$540 for a two-bedroom unit.

³ *Downtown Los Angeles Community Benefits Program Analysis Summary*
(www.planning4la.org/dtla2040, "Draft Plan" Tab, click on "Economic Analysis" link)

An individual working full-time, earning minimum wage, and supporting multiple dependents may be rent burdened by the allowable rent for Extremely-Low Income Units. Furthermore, households earning less than fulltime wages, or fixed-income households living on social security or disability benefits, are even more likely to be rent-burdened. Introducing the Deeply-Low Income category provides a new opportunity to increase access to housing for working families and those who are unable to work fulltime.

Housing Stability

At the June 17th, 2021 City Planning Commission meeting, Commissioners requested more information on the Proposed Plan's strategy to promote housing stability. This includes how the Proposed Plan addresses housing affordability, anti-displacement strategies, and replacement requirements for hotel conversion and residential demolition. Commissioners also asked for more information regarding stakeholder comments regarding the extension of affordability covenants from 55 years to 99 years.

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

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

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

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

Similarly, the citywide Residential Hotel Unit Conversion and Demolition Ordinance (RHO) offers protections for preservation of existing residential hotels and tenant rights and prohibits conversion or demolition of dwelling units in a residential hotel without approval from HCIDLA. The citywide Rent Stabilization Ordinance (RSO) is intended to safeguard tenants from excessive rent increases. The RSO regulates replacement of demolished units, allowable rent increases, registration of rental units, legal reasons for eviction, and the causes for eviction requiring relocation assistance payment to tenants. Properties that contain two or more units, have a Certificate of Occupancy prior to October 1, 1978, and replacement units under LAMC Section

151.28 are subject to this ordinance. City Planning has worked with a vast number of stakeholder organizations to better understand the unique needs of individual communities.

Through collaboration and input, a number of Proposed Project policies, programs, and zoning strategies have been proposed specifically to address issues related to displacement. Policies are listed in Table 6.

TABLE 6. GOALS AND POLICIES FOR HOUSING STABILITY AND DISPLACEMENT

LU 2.7	Promote preservation and maintenance of existing housing stock at the foundation of the community's affordable housing supply.
LU 3.2	Facilitate the preservation of existing residential units and avoid displacement of current Downtown residents.
LU 3.8	Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.
LU 3.9	Facilitate the renewal of existing affordable housing covenants and promote opportunities for acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to preserve Affordability.

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

Replacement Requirements

Stakeholders have suggested expanding replacement requirements to a broader range of developments within the Plan Area. This includes requiring all projects, regardless if their units have existing covenants or not, to replace 100% of demolished residential units with replacement units that are covenanted lower-income units. The lower-income category is inclusive of the deeply, extremely, very, and low-income affordability categories.

Projects participating in the Community Benefits Program would replace lost units in a manner similar to Density Bonus projects, and other similar incentives systems, as a function of City administrative procedure. 67% of demolished residential units are replaced as covenanted lower-income units, and 33% are established as RSO units. All units protected under the Citywide Rent Stabilization Ordinance (RSO), would continue to be RSO units within the new residential development.

By-right projects in Downtown, not participating in the Downtown Community Benefits program or demolishing RSO units would not be subject to replacement requirements. Projects requesting any type of discretionary action would be subject to replacement requirements per Senate Bill 330, the Housing Crisis Act of 2019. Senate Bill 330 restricts local rules that limit housing production and bolsters the Housing Accountability Act to address the statewide housing crisis.

See also:



Economic Analysis Memo on Replacement Requirements, Appendix to the Downtown Los Angeles Community Benefits Program Downtown Los Angeles Community Benefits Program Analysis Summary (planning4la.org/dtla2040, "Draft" Tab, click on "Economic Analysis" link), a Downtown Market Study conducted in October 2019 and refreshed November 2020

Covenant Length

Stakeholders have suggested extending affordable housing covenants from a period of 55 to 99 years. This suggested modification would apply only to new covenants; existing covenants would not be extended. Economic analysis indicates that extending affordable housing covenants from 55 to 99 years in mixed-income developments would not significantly affect the feasibility of a development. Some feasibility challenges were identified for subsidized projects receiving federal funding, such as many 100% affordable housing development projects.

See also:



Economic Analysis Memo on Affordable Housing Covenants, Appendix to the Downtown Los Angeles Community Benefits Program Downtown Los Angeles Community Benefits Program Analysis Summary (planning4la.org/dtla2040, "Draft Plan" Tab, click on "Economic Analysis" link), a Downtown Market Study conducted in October 2019 and refreshed November 2020

Chinatown

FAR and Development Potential

At the June 17th, 2021 City Planning Commission meeting, Commissioners requested information and analysis that would help illuminate the differences between the existing and proposed development potential in Chinatown, and specifically how the incentive program based on the Base/Bonus FAR system would support the Proposed Plan Goals compared to the existing Transit Oriented Communities program.

Within the commercial core of Chinatown, FARs allowed under today's adopted zoning range from 1.5:1, 3:1, and 6:1, though the preponderance of blocks where 6:1 FAR is presently allowed have been the focus of discussion. Under the Proposed Plan, Base FAR rights of 2:1, and some limited instances of 3:1 would be established for blocks within the commercial core of Chinatown, with Maximum Bonus FAR of either 6:1 or 8.5:1. Thus the overall FAR rights of these blocks would remain the same as today or would be increased by the Proposed Plan.

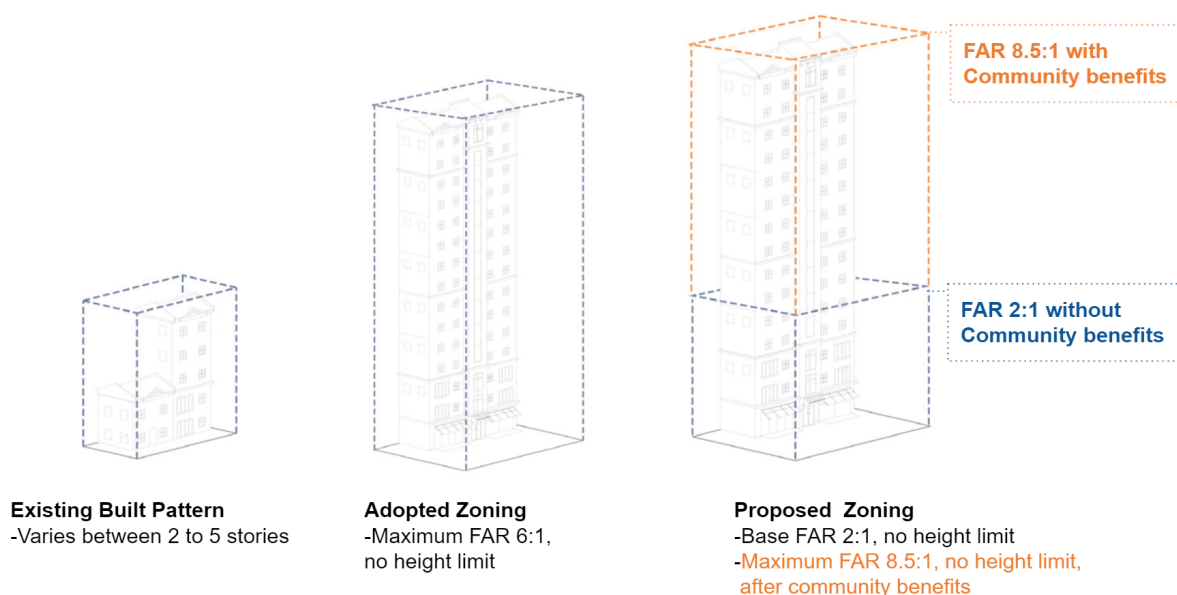


Figure 3: Graphic Showing Adopted and Proposed FARs in portions of Chinatown Commercial areas

In examining the appropriate Base FAR for blocks where present-day FAR rights are 6:1, the Department's recommendation has been guided by several considerations:

The 6:1 FAR allowed by today's adopted zoning was established in concert with the Chinatown Redevelopment Plan, which under the powers of the former CRA-LA, would facilitate community benefits such as affordable housing through Owner Participation Agreements or other similar approvals. The dissolution of the former CRA-LA and its various economic development capacities in 2012 mean that such agreements are no longer feasible, and there is thus no viable tool to facilitate affordable housing in the context of unsubsidized development projects. Furthermore, the Chinatown Redevelopment Plan itself will expire in January 2022.

Market analysis indicates the current economic conditions within Chinatown do not generally support 6:1 FAR for market rate development, and the few residential mixed-use projects that have been established in Chinatown in current or recent development cycles have tended to be between 3:1 and 4:1 FAR, generally relying upon less expensive wood-frame construction. Even the bonus FAR incentives of today's TOC Guidelines have not facilitated development at a greater scale, where the TOC Guidelines would allow up to 9.3:1 FAR. Since the adoption of the TOC program, only one application for a TOC project has been filed in Chinatown. Furthermore, outside of TOC, only one project has sought density bonus, with a specific need for a small FAR increase. The proposed TOC project, at 211 W Alpine Street, is a 7-story, mixed-use development with 170 residential units and 2,499 square feet of commercial space and an overall FAR of 4.94:1.

The project located at 211 W Alpine Street did not request an increase in FAR over the by-right 6:1 and only pursued TOC to increase the number of dwelling units proposed. The Proposed Plan would remove all density limitations. Therefore, in the absence of density limitations, if the by-right FAR is retained at 6:1, this project would have been unlikely to participate in an incentive program or provided affordable units or other community benefits.

Retaining the base FAR of 6:1 may dissuade development projects from participation in the Downtown Community Benefits Program. Market analysis tested the feasibility of providing on-site affordable housing in two Chinatown zoning Form Districts, MN1 and DM2. Findings indicate development feasibility for DM2, assuming a market rent increase of 15%, a FAR of 4:1, and building height of 8 stories. MN1 presents feasibility challenges due to the five story height limit. In the absence of height limits, feasibility would be realized. MN1 is recommended along four discrete blocks, the application of which is informed by stakeholder's desire to prioritize preservation and low scale development within the core of Chinatown. This area contains a high concentration of cultural and historic resources such as Chinatown Central Plaza.



Figure 4: Chinatown Central Plaza

The reduction of Base FAR within the commercial core of Chinatown considers the feedback of local stakeholders who have expressed the need for housing that can sustain the large number of low-income residents in the area and decrease pressures relating to housing displacement in the larger Chinatown community. The proposed Base FARs would encourage more projects to participate in the Community Benefits Program to achieve the higher FARs evident in recent development proposals, provide benefits that serve the community at large, and spread the benefits of value capture more equitably and broadly among long-time residents, businesses, and property owners in the community. Story limitations consider the celebrated history of the Chinatown community and aim to preserve historic and cultural resources within a discrete number of blocks, such as the area shown in Figure 4. At the same time, the Proposed Plan acknowledges Chinatown's proximity to transit and open space, allowing greater intensity in the blocks surrounding the Chinatown Metro L Line station.

TABLE 7. DEVELOPMENT OPTIONS UNDER THE ADOPTED ZONING

Adopted Zoning Project Option A: Base FAR	Adopted Zoning Project Option B: Bonus FAR
Allows up to 6:1 FAR, no affordable housing required	Allows up to 9.3:1 FAR using TOC, affordable housing required (11% extremely-low income)

TABLE 8. DEVELOPMENT OPTIONS UNDER THE PROPOSED ZONING

Proposed Zoning Project Option A: Base FAR	Proposed Zoning Project Option B: Bonus FAR
Allows up to 2:1 FAR, no affordable housing required	Allows up to 8.5:1 FAR using CBP, affordable housing required (17% extremely-low income)* *Assumes the project chooses to provide only affordable housing vs public open space or community facility

Transfer of Development Rights in Chinatown

At the June 17th, 2021 CPC meeting, Commissioners requested more information regarding the considerations for allowing a Transfer of Development Rights incentive in the Chinatown neighborhood.

See also:



Downtown Community Plan Implementation Overlay, Exhibit B.1, Pages 19-21

As currently proposed, Transfer of Development Rights (TDR) is a unique program that would allow for the transfer of unused floor area from a receiver site in the Arts District, to a donor site in the Arts District. Per the proposed program, receiver sites must be eligible or designated historic resources, and must be appropriately rehabilitated as part of the transfer of floor area agreement. The Arts District was selected for the TDR program because of the large concentration of historic resources within the area (namely the SurveyLA identified “Downtown Los Angeles Industrial Historic District,” which contains a proportionately high number of historic buildings dispersed over a large geography). This program was also proposed for the Arts District because of the characteristically low FAR of most existing historical resources, as compared to the Maximum Bonus FAR available per the proposed zoning—this unique characteristic implies that there is a high level of potential floor area to be transferred. Lastly, preservation of the Arts District’s historic industrial buildings is consistent with the City’s goals to promote large-scale and adaptable creative and employment focused spaces.

With respect to Chinatown, as shown in Figure 5 a majority of historic resources are concentrated in the northern part of Chinatown, in the area generally bounded by College Street to the south, Broadway to the east, Bernard Street to the north and Yale Street to the west. This two-block area includes many Historic Cultural Monuments such as the Chinatown Central Plaza, in addition to SurveyLA identified Individual Resources and Historic District Contributors. This area, as well as other adjacent blocks that are developed with a high number of legacy businesses and other culturally relevant institutions would be designated Village per the General Plan Land Use map, and zoning proposed would allow 2:1 Base FAR, with 6:1 Maximum Bonus FAR, though a five-story height limit is proposed.

Additional adjacent blocks in the core of Chinatown are proposed to be designated as Community Center, generally along Cesar Chavez Avenue and the L-Line station (Gold line), have Base FARs of 2:1 and 3:1, with opportunities to bonus up to 8:1 and 8.5:1 FARs. These areas have a substantial delta between the Base and Bonus FAR.

If TDR became available in this area, sites with historic resources could sell unused FAR to these potential receiver sites and ultimately generate a new revenue marketplace for donor sites, encourage the preservation of these resources, and offer a new incentive for Chinatown projects participating in the Community Benefits Program. Parcels with a proposed Village and Community Center General Plan Land Use designation can serve as an appropriate boundary to buy and sell FAR under the Chinatown TDR program.

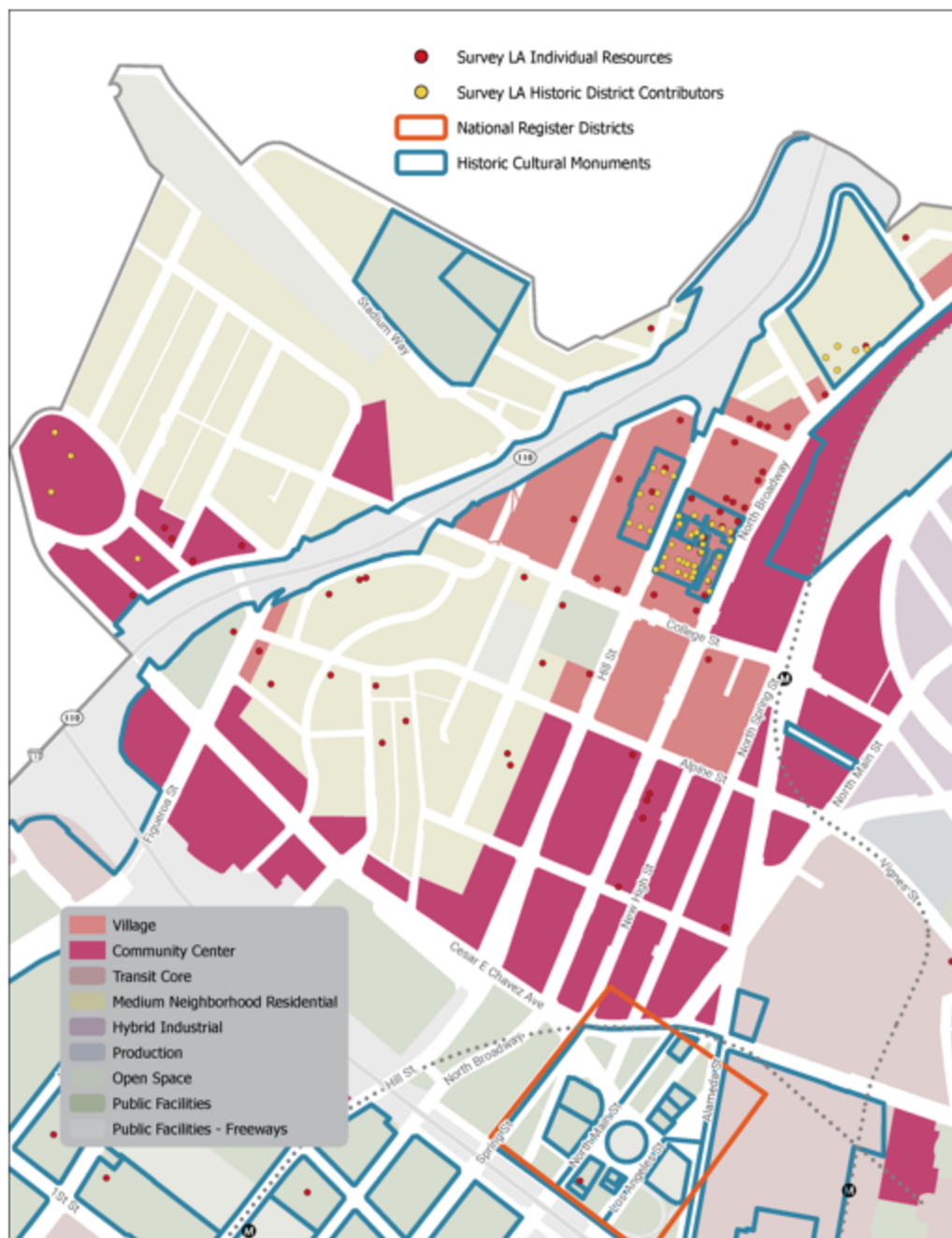


Figure 5: Historic Resources and Proposed General Plan Land Use Designations

Subarea A.3 Requirement for Multi-bedroom Units

At the June 17th, 2021, CPC meeting, Commissioners requested information on the requirement for multi-bedroom units in projects participating in the Community Benefits Program within the Downtown CPIO Subarea A.3, which encompasses the Chinatown neighborhood.

Throughout the Proposed Plan update process, Chinatown stakeholders have emphasized the importance of multi-generational living in the community. Feedback from both individuals and community organizations highlighted the need for housing units with multiple bedrooms, especially affordable units, to accommodate larger households. The average number of persons per household, 2.53 per household in Chinatown as compared to 1.82 per household across the

Downtown Plan area as a whole, and the number of households with persons under 18 years of age, 22% of households in Chinatown as compared to 11% of households across the Downtown Plan area, are higher in Chinatown than in other parts of the Downtown Plan Area.⁴ Additionally, the rate of overcrowding in Chinatown is higher than in the rest of the Plan Area and the City as a whole.

According to the Health Atlas for the City of Los Angeles:

*“Overcrowded housing directly influences a person’s physical and mental health, and can affect the development and educational achievements of children. Studies have found a relationship between overcrowding and respiratory health, meningitis, and tuberculosis in children. For adults, a relationship exists between overcrowding and respiratory diseases and some forms of cancer. Evidence also suggests that overcrowding is associated with mental health issues in women and racial and ethnic minorities. Overcrowding is also associated with child mistreatment and domestic violence.”*⁵

The U.S. Census Bureau defines overcrowded housing as housing with more than one person per room, including the living room in the housing unit. Having more than 1.5 persons per room is considered severe overcrowding. The percentage of households experiencing both overcrowding (7.4% of households) and severe-overcrowding (9.2% of households) in Chinatown is higher than the Citywide percentage (6.5% overcrowded and 6.5% severely overcrowded).⁶

Stakeholder feedback, as well as the demographic characteristics referenced above, demonstrate the need for units with a greater number of bedrooms that can accommodate larger households and households with children. Thus, the Proposed Downtown Community Plan Implementation Overlay (CPIO) includes a requirement that a minimum of 30% of the total dwelling units shall be two bedrooms or greater for residential projects in Subarea A.3 that choose to participate in the Community Benefits Program. This provision is similar to those found in the existing Central City West Specific Plan, and the Avenue 57 TOD Specific Plan, in areas with similar demographic characteristics and needs.

Skid Row Zoning & History

At the June 17th, 2021 CPC meeting, Commissioners requested more information regarding the considerations for delineating the IX1 Use District as part of the proposed Zoning for the Skid Row neighborhood, along with a request for more information on the history of the Skid Row neighborhood in general.

⁴ “Central City North Demographic Profile”. Los Angeles Department of City Planning. 2019. https://planning.lacity.org/odocument/85ff3a40-8847-4821-900d-9e0001247fea/standard_report2019_CENTRAL_CITY_NORTH_mail.pdf and “Central City Demographic Profile”. Los Angeles Department of City Planning. 2019. https://planning.lacity.org/odocument/84940f31-8976-4f3c-a1e8-63ad2efefc01/standard_report2019_CENTRAL_CITY_mail.pdf

⁵ “Health Atlas for the City of Los Angeles, pg.159”. Los Angeles Department of City Planning. 2013. https://planning.lacity.org/odocument/04a6a47b-9269-4773-a3ae-55f110b7d1e8/Health_Atlas.pdf

⁶ 2019 American Community Survey 1 year estimates for Chinatown census tracts. United States Census Bureau. Accessed in July 2021 from data.census.gov

See also:  – June 17, 2021 Staff Recommendation Report, pages A-17 to A-19
 – 99 Percent Invisible Podcast “The Containment Plan” found at <https://99percentinvisible.org/episode/the-containment-plan/>

The Proposed Plan offers an equitable and sustainable growth strategy that seeks to balance a variety of considerations. Central to this strategy is the recognition of the unique history and needs of communities like Skid Row. The Proposed Plan recognizes the need for more affordable housing throughout Downtown, expanding the capacity for housing and encouraging a wide range of housing types for people of all income levels, while also safeguarding a portion of the Downtown Plan Area generally in and around Skid Row for affordable and supportive housing units. The Proposed Plan’s land use and zoning strategy seeks to encourage the creation of a mixed-income Downtown community and minimize displacement of existing vulnerable populations. This is especially critical in Skid Row, where there is a need for more housing and services, as well as a community that is very sensitive to displacement pressures.

It is important to contextualize the Proposed Plan’s land use strategy for Skid Row within the longstanding and complex history of the community. Prior to the introduction of zoning in the early 1900s, much of Downtown’s development patterns were determined by commerce and industry. This area had historically been occupied by a mix of agricultural land and working-class neighborhoods. The boom of the rail industry influenced the corridors between Main Street and around Alameda Street, where many Single Room Occupancy Units (SRO), residential hotels, and hostel-like residential options were built to accommodate seasonal workers and train crews that could be found in the rail depots. The presence of railroad depots, warehouses, and train yards along Alameda Street paved the way for industrial development including cold storage warehouses, wholesale produce markets, and fish markets. Once formal Euclidean zoning was introduced, the area’s identity as an industrial center was solidified by the establishment of the “M zone” in 1922, zoning the land for industrial uses, and prohibiting new residential development in the area. Alongside industrial uses, existing hotels and other short-term housing remained, and over time the population of the neighborhood shifted from primarily transient workers to people seeking affordable housing options, who often became long-term members of the community.

By the mid-twentieth century, several Planning efforts focused on the redevelopment of Downtown neighborhoods including Skid Row. Two planning documents produced in the 1970’s represent some of the contrasting ideas of the time. In 1972, the Silver Book Plan was authored by the Committee for Central City Planning, Inc., a committee initiated by the Downtown business community, and endorsed by many City Officials, to produce new development in the Central City East area, including what is now known as Skid Row. The Silver Book Plan detailed a strategy for a two-step process to ultimately clear the Central City East area for new development.

Skid Row advocates including the Catholic Worker, the Legal Aid Foundation of Los Angeles, and the Community Design Center, authored the Blue Book Plan as a response to the Silver Book Plan. The alternative approach of the Blue Book Plan, recommended a “containment” strategy as a way to safeguard the existing neighborhood. The Plan “contained” Skid Row by establishing a district where those experiencing homelessness could safely access shelter and services, arguing it would be more effective to rehabilitate existing housing and enhance services than pursue new construction. One strategy of the containment policy included establishing a program for the preservation and rehabilitation of existing residential options to maintain the inventory of many SROs and residential hotels in the area. The authors of the Blue Book strategy sought to preserve existing low-cost housing and reinforce a sense of community among its residents. The containment area remained largely untouched by public and private redevelopment efforts. Many of the decades-old SRO and Residential Hotels still stand today.

Although present-day M2 zoning allows only manufacturing and commercial uses, making the residential hotels and SROs non-compatible uses, existing residential uses along with the introduction of new residential uses, mostly in the form of affordable and supportive housing and introduced through zone changes and General Plan Amendments, continue to contribute to the makeup of the neighborhood. In addition, the majority of residential hotels, SROs, and some more conventional multi-family apartment buildings within this area are protected both by the City's Residential Hotel Ordinance as well as the "Development Guidelines and Controls for Residential Hotels." Today, Skid Row is home to supportive housing facilities, shelters, a number of decades-old residential hotels, and other housing and services, all geared toward low-income individuals and those who are experiencing homelessness or housing insecurity.

Rooted in this context, the Proposed Plan recommends several strategies to prioritize affordable housing development within and around Skid Row, particularly prioritizing lower levels of affordability. The Proposed Project is the first Planning Department initiated effort to recognize Skid Row as a neighborhood with distinct needs, recommending tailored goals, policies, and zoning tools for the Skid Row community. A key zoning strategy tailored to the area is the proposed application of the Industrial-Mixed 1 (IX1) zoning Use District to a portion of the Skid Row neighborhood - the area bounded by San Pedro Street to the west, 5th Street to the north, Central Avenue to the east, and 7th Street to the south, as shown in Figure 6. Members of the Skid Row community have advocated for expanding IX1 to include the areas between 3rd Street, 7th Street, Main Street and Alameda Street. Some expansion supportive comments have requested extending the southern boundary to 8th street, which they have commented more closely reflects the boundaries of the neighborhood. Other stakeholders of the Downtown community have called for removing the prohibition on market-rate housing and have argued for an approach that would integrate affordable housing with market-rate housing as is proposed throughout the Downtown Plan Area. In response to these comments, City Planning offered an "Alternative Option" for the IX1 zone that is discussed further in the June 17, 2021 Staff Recommendation Report under the section titled "Zoning for Skid Row".

Proposed zoning



Figure 6. Proposed IX1 Limits

The following considerations informed the proposed zoning and its boundaries:

- Under the Proposed Project, the proposed IX1 Use District will continue to allow most non-noxious commercial and industrial uses that are generally allowed today. However, it will also allow residential uses, provided that any residential use is either supportive housing or covenanted affordable housing. Allowing only covenanted affordable housing within this

roughly 14 block area would relieve direct displacement pressures on households currently living in the area and increase access to shelter for those experiencing homelessness, in proximity to supportive amenities and services. The area where the IX1 district is proposed currently only allows industrial and commercial uses. Today, for residential development to occur in the area proposed IX1 zone, a general plan amendment would need to be pursued.

- Under the adopted zoning, the area west of the proposed IX1 use district allows for market-rate housing. Expanding IX1 to this area where market-rate housing is allowed in adopted zoning would remove allowance of these uses without a zone change. In this area, the Proposed Project does not apply IX1, but instead introduces increased FAR potential for projects providing community benefits such as affordable housing, public open space, or community facilities to maximize value capture.
- The area to the west and north of IX1 also currently allows for market-rate housing developments. Additionally, the proposed use districts in the area allow for permanent supportive housing development and 100% affordable housing development. Under the proposed zoning, any residential projects that choose to participate in the Community Benefits Program will be required to include affordable housing.
- Areas to the east and south-west of IX1 are also currently zoned Light Industrial and do not allow for residential uses. Employment uses as well as a limited number of residential uses currently exist, and the area does not contain a substantial concentration of services for people experiencing homelessness. The Proposed Project prioritizes this area for productive activity and employment uses and requires any housing development to set aside a minimum amount of space for job-producing uses. While the Proposed Project does not require affordable housing in these areas it does offer additional incentives for affordable housing projects. 100 Percent Affordable Housing projects are not required to include a minimum amount of jobs producing square footage. Additionally, the Proposed Project introduces increased FAR potential for housing projects with affordable housing.

Feedback from members of the public has suggested that limiting residential development to only affordable housing units in IX1 would result in concentrating affordable housing to a few blocks in the Downtown Plan Area. Many have likened the proposed zoning strategy to a continuation of “containment,” a criticism of past City and Regional policies and actions that sought to concentrate homeless services and individuals experiencing homelessness to the Skid Row area. The “containment” strategy was a by-product of the planning efforts undertaken between 1972 and 1976 referenced earlier in this section.

While the Proposed Plan’s zoning strategy is informed by this history, along with the wealth of stakeholder feedback provided since 2014, it is not a continuation of these decades-old approaches. Rather it is a distinct zoning proposal, informed by current considerations, for a discrete number of blocks wherein many of the Downtown area’s most vulnerable residents reside. Numerous City- and County-wide initiatives are seeking to bolster the availability of housing, affordable housing, and supportive housing throughout the region. Under the Proposed Project more than 60% of the Downtown Plan Area would allow for market-rate housing, affordable housing, and permanent supportive housing, with substantial development incentives for affordable housing and permanent supportive housing Plan-wide. Therefore, it is unlikely that the Proposed Project would result in the future concentration of new affordable housing units within the IX1 zone alone. Rather, by using the IX1 zone, the Proposed Project seeks to ensure that present-day vulnerable individuals and families in this area are not rapidly displaced by new market-rate development. In addition, other comments have expressed concern that an inability to produce market rate housing units within this approximately 14 block area (approximately 2% of the Downtown Plan Area) will limit the Proposed Project’s ability to produce needed housing

and will limit economic development opportunities within the district. However, under the proposed IX1 zone, a range of commercial and light industrial uses remain permissible.

Childcare & Schools

At the June 17th, 2021 CPC meeting, Commissioners requested information that would help clarify the regulations related to Childcare and Daycare uses within the Proposed Plan Area. The content below provides an overview of the Downtown Policy objectives and zoning strategies related to these uses.

The Proposed Plan aims to facilitate neighborhood- and employment-serving uses for families and caregivers, such as day care, childcare, and schools. In many cases, barriers to childcare and school development such as conditional use permits required today will not be carried forward with the Proposed Plan. In addition to proposing a more permissive zoning strategy for schools and childcare, the proposed Community Benefits Program further incentivizes these uses by allowing for increased FAR in exchange for community-serving uses such as schools and childcare facilities.

Although previous versions of the New Zoning Code included limitations on the number of persons allowed in Preschool/Daycare facilities within the Downtown Plan Area, this was in error and those limitations were removed in the Technical Modifications presented to the City Planning Commission on June 17, 2021.

Family childcare is permitted wherever residential uses are permitted. Today's code caps family childcare uses at 14 children, while the A1 and RG1 Use Districts apply a 20 children cap and all other Use Districts remove this cap entirely. The 20 children cap was derived from the use limitation in the R3 zone for childcare facilities and nursery schools (similar to family childcare, but not necessarily operated out of a residence). Zoning Use Districts A1 and RG1 are applied to low scale residential areas, and the proposed zoning allows childcare uses that service the neighborhood while ensuring a scale that is compatible and accessory to the predominate residential use. RG1 and A1 comprise approximately 2% of the Downtown Plan Area. Projects that wish to exceed the twenty persons maximum can pursue a conditional use permit. As shown in the Table 9 below, the residential-mixed (RX), commercial-mixed (CX), and industrial-mixed (IX) zoning Use Districts do not include any limits on the capacity of these facilities.

TABLE 9. REGULATIONS IN ZONING USE DISTRICTS: RX, CX, and IX

Use	Permission	Use Standard	Specification
Family Child Care	P*	In conjunction with:	Dwelling
Preschool/Daycare	P*		

KEY: P = Permitted Use; * = Use standard applies

TABLE 10. REGULATIONS IN ZONING USE DISTRICTS: A1 and RG1 (2% of DTLA)

Use	Permission	Use Standard	Specification
Family Child Care	P*	In conjunction with:	Dwelling
		Persons in care (max)	20
		Relief	C2
Preschool/Daycare	P*	Persons in care (max)	20
		Relief	C2

KEY: P = Permitted Use; * = Use standard applies

Adaptive Reuse

The Adaptive Reuse Ordinance (ARO) was adopted in 1999 in order to “reduce vacant space as well as preserve Downtown’s architectural and cultural past and encourage the development of a live/work and residential community Downtown,” as stated in Section 12.22.A.26. of Chapter 1 of the Los Angeles Municipal Code.

Since its adoption, the ARO has played a critical role in attracting residents and employers to Downtown, setting off a growth trend that has revitalized streets and neighborhoods and led to the preservation of many celebrated historic buildings. By making it easier to repurpose buildings built before 1974, older buildings that long sat underutilized were restored and reoccupied, thus providing four important benefits:

- Restoring Downtown’s historic and older building stock, which contribute to the architectural and cultural richness of Downtown’s neighborhoods
- Bringing life to the upper floors of buildings that for a long time had only ground floor activation
- Attracting residents and employers back to Downtown’s neighborhoods, which have strengthened the Downtown economy and fueled a vibrant street life
- Offsetting new carbon emissions by reducing vehicle miles traveled through transit-oriented mixed-use development and the need for new construction

The ARO has been recognized as a major success in fulfilling its stated purpose, all by reducing zoning and building regulations to enable older buildings to take on a new life. Specifically, the

ARO allows change of use projects by-right when converting from commercial to residential or lodging, requires no additional parking for new uses, and allows 1-story rooftop additions by-right.

A study performed by the Central City Association⁷ estimates that between 1999 and 2020 over 12,000 new housing units were provided in Downtown LA using the provisions of the Adaptive Reuse Ordinance, which accounts for more than 30% of the total number of new housing units in Downtown. However, due to the fixed date for eligibility (buildings built before 1974), the number of potential buildings that can utilize the ARO incentives is limited. The results of a review by City Planning staff of permit information for the last 10 years show that this factor may have led to a diminishing rate of utilization of the program over time.

While the ARO has been very popular and widely used in the “Downtown Project Area,” it has not met its full potential in other areas of the City made eligible through the Adaptive Reuse Incentive Areas Specific Plan (2003), such as portions of the Chinatown, Lincoln Heights, Hollywood, Wilshire Center/Koreatown, and Central Avenue Communities. Although the exact number of ARO projects has not been formally tracked over the years, review of building permit data reveals that the large majority of Adaptive Reuse projects have occurred Downtown.

In more recent years, there have been calls from multiple organizations and stakeholders, such as the Central City Association⁸, to consider modernizing and improving the ARO provisions. The Downtown Community Plan Update and the New Zoning Code efforts are responsive to these recommendations. The Proposed Draft of the New Zoning Code includes many improvements intended to build upon the original Downtown program’s success and expands upon the program’s existing benefits for Downtown; these same improvements are also carried over to the proposed Citywide Adaptive Reuse program that are also established within the New Zoning Code.

Downtown Adaptive Reuse in the New Zoning Code vs Currently Adopted Zoning Code

One of the major changes in the proposed Downtown Adaptive Reuse incentive program is the roll out to the entirety of the Downtown Community Plan. The current ARO program is limited to very specific locations within Downtown. Due to the undeniable success of the current program, one of the major goals for the proposed Community Plan was to expand the eligibility to the rest of Downtown Los Angeles.

The ARO program has been expanded and updated in other ways as well to increase the program’s flexibility, usability, and appeal. ARO currently only allows conversion of projects from commercial to residential uses. The proposed update is more flexible, allowing projects to convert not only to residential uses, but also to any other use permitted in the applied Use District. This change expands the variety and diversity of projects that can take advantage of the program. The proposed update also changes the eligibility requirements from a fixed date (July 1, 1974) to a rolling date (25 and 10 years); thereby ensuring that the supply of eligible buildings are added to on an on-going basis.

⁷ CCA White Paper on Adaptive Reuse: Reimagining Our City’s Buildings to Address Our Housing, Economic and Climate Crises, April 2021. <http://www.ccala.org/AdaptiveReuse>

⁸ Ibid.

The updated program also includes new floor area, form, and frontage incentives. A notable change is the 50,000 sq-ft exemption for historic buildings that are part of a unified development. This provision incentivizes the retention of historic buildings in larger development projects that also include new construction. Additionally, the updated program offers exemptions for height and floor area for one additional story; facilitating the addition of amenity spaces that support residential, office, and hotel uses; and exemptions from some Form District and Frontage District requirements. These exemptions will remove barriers to reusing historic buildings, recognizing that flexibility is often necessary when adapting older buildings.

Table 11 shows a comparison between the Downtown Adaptive Reuse program proposed in the New Zoning Code and the existing program in the currently adopted Zoning Code. The ~~strike through text~~ identifies provisions that are not being carried forward in any part into the New Zoning Code. The underlined text below identifies provisions newly added into the New Zoning Code.

TABLE 11. DOWNTOWN ADAPTIVE REUSE – CURRENTLY ADOPTED VS NEW ZONING CODE		
	<i>Current Zoning Code</i> (Sec. 12.22.A.26.)	<i>New Zoning Code</i> (Sec. 9.4.5.)
Purpose	Purpose statement identifies the area of eligibility as the “Greater Downtown Los Angeles Area” and limits the list of uses for conversion to residential.	Purpose statement is generally the same as the Current Zoning Code except that it identifies the area of eligibility as the “Downtown Community Plan Area,” and <u>updates the list of uses to facilitate conversion to any permitted use in the applied Use District.</u>
Eligibility	<p>Buildings in the CR, C1, C1.5, C2, C4, C5, CM and R5 Zones within the “Downtown Project Area”:</p> <ul style="list-style-type: none"> Buildings built prior to July 1, 1974 Buildings built in accordance with building and zoning codes in effect on or after July 1, 1974 (with Class 1 CUP); at least 5 years after Certificates of Occupancy Designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ). <p>Buildings in the M Zones in the Downtown Project Area (with Class 1 CUP):</p> <ul style="list-style-type: none"> Built prior to July 1, 1974 Built in accordance with building and zoning codes in effect on or after July 1, 1974 (with Class 1 CUP); at least 5 years after Certificates of Occupancy 	<p>Buildings <u>within the Downtown Community Plan Area:</u></p> <ul style="list-style-type: none"> <u>That are at least 25 years old</u> <u>That are at least 10 years old (with Class 1 CUP)</u> That are historic (Listed in or formally determined eligible for the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments, as well as Contributing Features in Historic Preservation Districts and Contributors to National Register or California Register Historic Districts; or identified through a historic resources survey as potentially eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or City of Los Angeles List of Historic-Cultural Monuments) <u>That are parking structures, and are at least 10 years old.</u>

	<ul style="list-style-type: none"> Designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ). 	
Standards	<p>Unit Size</p> <ul style="list-style-type: none"> Dwelling Units and Joint Living and Work Quarters must have an average floor area of 750 sq-ft, with a minimum floor area of 450 sq-ft. Floor area does not include hallways or other common areas. <p>Guest Rooms</p> <ul style="list-style-type: none"> Guest rooms must include a toilet and bathing facilities. <p>Loading Spaces</p> <ul style="list-style-type: none"> Existing loading spaces must be maintained. 	<p>Loading Spaces</p> <ul style="list-style-type: none"> Loading spaces which are part of <u>a street-facing facade on lots with a Character Frontage District must be maintained. Otherwise, it may be removed.</u> <p>Linkage Fee</p> <ul style="list-style-type: none"> Linkage Fee continues to apply.
Incentives	<p>Floor Area</p> <ul style="list-style-type: none"> Existing floor area is considered allowed even if larger than FAR allows. Floor area averaging is permitted with a Class 1 CUP in a unified development project. Mezzanines in existing buildings not exceeding 33% of the floor below it are not considered new floor area; not applicable in new construction. <p>Height</p> <ul style="list-style-type: none"> Existing height is considered allowed even if taller than height limit allows. 	<p>Floor Area</p> <ul style="list-style-type: none"> Existing floor area is considered allowed even if larger than FAR allows. <u>New floor area within existing building envelope not counted (example: mezzanines)</u> <u>Changes of use in previously exempted floor area not counted (example: conversion of basements to active uses).</u> <u>New one-story rooftop structures exempt from floor area.</u> <u>Up to 50,000 sq-ft of existing floor area of designated historic resources or surveyed historic resources is exempt from floor area calculations on unified development sites.</u> Unified development may average floor area across multiple lots. <p>Height</p> <ul style="list-style-type: none"> Existing height is considered allowed even if taller than height limit allows.

Yards

- Existing yards are considered allowed even if beyond yard limitations.

Uses

- ~~Dwelling units, guest rooms, and joint living and work quarters shall be permitted in Adaptive Reuse Projects, so long as the use is permitted by the zone.~~

Parking

- ~~No new parking required for changes of use, but existing parking must be maintained.~~

Mini-Shopping Center & Commercial Corner

- ~~Exempt from the mini-shopping center and commercial corner development regulations.~~

- One additional story on existing buildings permitted without counting towards height in stories limit.

Yards

- Existing yards are considered allowed even if beyond yard limitations.

Uses

- Any change of use is permitted as long as the use is permitted by the zone.

Parking

- [No parking required per Downtown proposed zoning.]
- Retention of existing parking is not required.

Lot Amenity Space & Residential Amenity Space

- Adaptive reuse projects are not required to provide additional lot amenity space or residential amenity space as a result of a change of use.

Upper-Story Bulk

- Existing buildings are exempt from upper-story bulk provisions.

Building Mass

- Existing buildings are exempt from building mass provisions.

Frontage District Standards

- Existing buildings are not required to be brought into conformance with Frontage District standards, but may not be made non-conforming.

Project Review

- Exempt from Project Review.

	<p>Site Plan Review (Project Review)</p> <ul style="list-style-type: none"> Exempt from Site Plan Review. <p>Loading Space</p> <ul style="list-style-type: none"> Loading space is not required. <p>Density</p> <ul style="list-style-type: none"> Dwelling units and joint living and work quarters are not subject to density limits. 	<p>Loading Space</p> <ul style="list-style-type: none"> Loading space is not required. <p>Density</p> <ul style="list-style-type: none"> Dwelling units and joint living and work quarters are not subject to density limits.
Process	<p>Administrative Review</p> <ul style="list-style-type: none"> [No language on administrative review, but implied in the provision's location in the current Zoning Code] <p>Class 1 CUP</p> <ul style="list-style-type: none"> Buildings in M Zones in the Downtown Project Area. <ul style="list-style-type: none"> Supplemental Findings: safety signs; limit to specific types of uses; complies with unit sizes; surrounding uses are compatible; not detrimental to safety & welfare of new residents; will not displace viable industrial uses. Buildings built in accordance with building and zoning codes in effect on or after July 1, 1974. <ul style="list-style-type: none"> Supplemental Findings: the building is no longer economically viable in its current use or uses. 	<p>Administrative Review</p> <ul style="list-style-type: none"> <u>Buildings that are at least 25 years old.</u> <u>Parking structures that are at least 10 years old.</u> <p>Class 1 CUP</p> <ul style="list-style-type: none"> <u>Buildings that are at least 10 years old.</u> <p>Relief</p> <ul style="list-style-type: none"> Zoning Administrator may: <ul style="list-style-type: none"> Grant, modify or deny some or all of the incentives. Grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects.

Citywide Adaptive Reuse in the New Zoning Code vs Currently Adopted Zoning Code

The proposed expansion of Citywide Adaptive Reuse provides more opportunities throughout the City for buildings to be adaptively reused and can serve to provide an important path by which housing production can occur. Note that the Citywide Adaptive Reuse provisions of the New Zoning Code would only be applicable in Community Plan Areas that have been updated to apply the New Zoning Code.

In response to the significant feedback from various stakeholders and a recent City Council Motion (Council File 11-1973-S1), the Citywide Adaptive Reuse program in the Proposed Draft of the New Zoning Code is being revised to allow for administrative approval of adaptive reuse projects that include affordable housing.

This program also rolls over all of the main improvements made to the Downtown Adaptive Reuse program. As previously described, allowing projects to convert not only to residential uses, but also to any other use permitted in the applied Use District, expands the variety and diversity of projects that can take advantage of the ARO program. Changing the eligibility requirements from a fixed date (July 1, 1974) to a rolling date (25 and 10 years) ensures that the program is dynamic and that the stock of eligible buildings is continually replenished as time

passes. The new floor area, form, and frontage incentives proposed for the updated Downtown Adaptive Reuse program are also included in the proposed citywide program.

One additional notable difference is the Citywide Adaptive Reuse program's Linkage Fee can be waived for projects including 10 or more affordable units, encouraging the production of affordable housing.

Table 12 provides a summarized breakdown of the differences between the Citywide Adaptive Reuse program proposed in the New Zoning Code and the program in the currently adopted Zoning Code. The ~~striktthrough text~~ identifies provisions that are not being carried forward in any part into the New Zoning Code. The underlined text below identifies provisions newly added into the New Zoning Code.

TABLE 12. CITYWIDE ADAPTIVE REUSE – CURRENTLY ADOPTED VS NEW ZONING CODE		
	<i>Current Zoning Code</i> (Sec. 12.24.X.1.)	<i>New Zoning Code</i> (Sec. 9.4.6.)
Purpose	[No purpose statement provided.]	<u>Establishing a purpose statement focusing on conversion and retention of existing buildings for historic and sustainable reasons.</u>
Eligibility	<p>Buildings in the CR, C1, C1.5, C2, C4, C5, CM and R5 Zones outside of the "Downtown Project Area":</p> <ul style="list-style-type: none"> Buildings built prior to July 1, 1974 Buildings built in accordance with building and zoning codes in effect on or after July 1, 1974 (with Class 1 CUP); at least 5 years after Certificates of Occupancy Designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ). <p>Buildings in the Adaptive Reuse Incentive Areas Specific Plan, Ordinance No. 175,038.</p>	<p>Buildings outside the Downtown Community Plan Area, in any Commercial or Commercial-Mixed Use District, or on any lot in Density District 2 or FA, regardless of Use District:</p> <ul style="list-style-type: none"> That are at least 25 years old That are at least 10 years old (with Class 1 CUP) That are historic (Listed in or formally determined eligible for the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments, as well as Contributing Features in Historic Preservation Districts and Contributors to National Register or California Register Historic Districts; or identified through a historic resources survey as potentially eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or City of Los Angeles List of Historic-Cultural Monuments) <u>Parking structures that are at least 10 years old; limited to the area in excess of the minimum parking requirements.</u>
Standards	<p>Unit Size</p> <ul style="list-style-type: none"> Dwelling Units and Joint Living and Work Quarters must have an average 	<p>Affordable Housing Requirement</p> <ul style="list-style-type: none"> <u>Project involving 10 or more new dwelling units:</u>

	<p>floor area of 750 sq-ft, with a minimum floor area of 450 sq-ft.</p> <ul style="list-style-type: none"> ○ Floor area does not include hallways or other common areas. <p>Guest Rooms</p> <ul style="list-style-type: none"> ● Guest rooms must include a toilet and bathing facilities. <p>Loading Spaces</p> <ul style="list-style-type: none"> ● Existing loading spaces must be maintained. 	<ul style="list-style-type: none"> ○ <u>10 to 13 new dwelling units - at least 1 unit for very-low income households</u> ○ <u>14 to 17 new dwelling units - at least 1 unit for moderate income households and at least 1 unit affordable for very-low income households</u> ○ <u>18 or more new dwelling units - at least 10% of its units for moderate income households and at least 5% of its units for very-low income households</u> <ul style="list-style-type: none"> ● <u>Affordable Housing Covenant</u>
Incentives	<p>Floor Area</p> <ul style="list-style-type: none"> • Existing floor area is considered allowed even if larger than FAR allows. • Floor area averaging is permitted with a Class 1 CUP in a unified development project. • Mezzanines in existing buildings not exceeding 33% of the floor below it are not considered new floor area; not applicable in new construction. <p>Height</p> <ul style="list-style-type: none"> • Existing height is considered allowed even if taller than height limit allows. <p>Yards</p> <ul style="list-style-type: none"> • Existing yards are considered allowed even if beyond yard limitations. <p>Uses</p> <ul style="list-style-type: none"> ● Dwelling units, guest rooms, and joint living and work quarters shall be permitted in Adaptive Reuse Projects, so long as the use is permitted by the zone. 	<p>Floor Area</p> <ul style="list-style-type: none"> • Existing floor area is considered allowed even if larger than FAR allows. • <u>New floor area within existing building envelope not counted (example: mezzanines)</u> • <u>Changes of use in previously exempted floor area not counted (example: conversion of basements to active uses).</u> • <u>New one-story rooftop structures exempt from floor area.</u> • <u>Up to 50,000 sq-ft of existing floor area of designated historic resources or surveyed historic resources is exempt from floor area calculations on unified development sites.</u> • Unified development may average floor area across multiple lots. <p>Height</p> <ul style="list-style-type: none"> • Existing height is considered allowed even if taller than height limit allows. • <u>One additional story on existing buildings permitted without counting towards height in stories limit.</u> <p>Yards</p> <ul style="list-style-type: none"> • Existing yards are considered allowed even if beyond yard limitations. <p>Uses</p> <ul style="list-style-type: none"> • <u>Any change of use is permitted as long as the use is permitted by the zone.</u>

	<p>Parking</p> <ul style="list-style-type: none"> No new parking required for changes of use, but existing parking must be maintained. <p>Mini-Shopping Center & Commercial Corner</p> <ul style="list-style-type: none"> Exempt from the mini-shopping center and commercial corner development regulations. <p>Site Plan Review (Project Review)</p> <ul style="list-style-type: none"> Exempt from Site Plan Review. <p>Loading Space</p> <ul style="list-style-type: none"> Loading space is not required. <p>Density</p> <ul style="list-style-type: none"> Dwelling units and joint living and work quarters are not subject to density limits. 	<p>Parking</p> <ul style="list-style-type: none"> No new parking required for changes of use, but existing parking must be maintained. <p>Lot Amenity Space & Residential Amenity Space</p> <ul style="list-style-type: none"> <u>Adaptive reuse projects are not required to provide additional lot amenity space or residential amenity space as a result of a change of use.</u> <p>Upper-Story Bulk</p> <ul style="list-style-type: none"> <u>Existing buildings are exempt from upper-story bulk provisions.</u> <p>Building Mass</p> <ul style="list-style-type: none"> <u>Existing buildings are exempt from building mass provisions.</u> <p>Frontage District Standards</p> <ul style="list-style-type: none"> <u>Existing buildings are not required to be brought into conformance with Frontage District standards, but may not be made non-conforming.</u> <p>Project Review</p> <ul style="list-style-type: none"> Exempt from Project Review. <p>Loading Space</p> <ul style="list-style-type: none"> Loading space is not required. <p>Density</p> <ul style="list-style-type: none"> Dwelling units and joint living and work quarters are not subject to density limits. <p>Linkage Fee</p> <ul style="list-style-type: none"> <u>Linkage fee waived if 10 or more restricted affordable housing units are provided.</u>
Process	<p>Administrative Review</p> <ul style="list-style-type: none"> Buildings in the Adaptive Reuse Incentive Areas Specific Plan, Ordinance No. 175,038. <p>Class 1 CUP</p>	<p>Administrative Review</p> <ul style="list-style-type: none"> <u>Buildings that are at least 25 years old</u> <u>Parking structures that are at least 10 years old.</u> <p>Class 1 CUP</p>

	<ul style="list-style-type: none"> • Supplemental Findings: <ul style="list-style-type: none"> ○ Building is no longer economically viable. ○ The surrounding area will not be adversely affected by overflow parking or traffic congestion. <p>Relief</p> <ul style="list-style-type: none"> • Zoning Administrator may: <ul style="list-style-type: none"> ○ Grant, modify or deny some or all of the incentives. ○ Grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects. 	<ul style="list-style-type: none"> • <u>Buildings that are at least 10 years old</u> • Supplemental Findings: <ul style="list-style-type: none"> ○ Building is no longer economically viable. ○ The surrounding area will not be adversely affected by overflow parking or traffic congestion. <p>Relief</p> <ul style="list-style-type: none"> • Zoning Administrator may: <ul style="list-style-type: none"> ○ Grant, modify or deny some or all of the incentives. ○ Grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects.
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Downtown vs Citywide in the New Zoning Code

The Downtown and Citywide Adaptive Reuse programs proposed in the New Zoning Code are very similar to one another; except for those changes needed to make the program work on a citywide basis. The most notable difference is the inclusion of affordable housing requirements in the Citywide Adaptive Reuse program. Such affordable housing requirements were not included in the Downtown Adaptive Reuse program because the requirements would represent a significant policy change from the Downtown program in the currently adopted Zoning Code.

Additionally, the citywide ARO in the currently adopted Zoning Code requires discretionary review for projects outside of the Adaptive Reuse Incentive Areas Specific Plan area, so the shift to administrative review of projects, paired with affordable housing requirements, creates an opportunity in the citywide program for value capture in the form of affordable housing. In contrast, since the Downtown ARO in the currently adopted Zoning Code already allows for administrative review, the addition of affordable housing requirements could potentially diminish the incentive to utilize the Downtown program.

Table 13 provides a summarized breakdown of the differences between the Downtown Adaptive Reuse Program and the Citywide Adaptive Reuse program proposed in the New Zoning Code. The *italicized and highlighted text* identifies the differences between the two programs.

TABLE 13. DOWNTOWN VS CITYWIDE ADAPTIVE REUSE

	<i>Downtown Adaptive Reuse</i> (Sec. 9.4.5.)	<i>Citywide Adaptive Reuse</i> (Sec. 9.4.6.)
Purpose	Purpose statement is generally the same as in the current Zoning Code, in that it focuses on economic development, except that in the New Zoning Code it identifies the Downtown Community Plan Area, and discusses office uses in the list of uses to facilitate conversion.	The current Zoning Code does not establish a purpose statement. The New Zoning Code Establishes a purpose statement focusing on <i>conversion and retention of, and flexibility of uses for</i> existing buildings for historic <i>and sustainable reasons</i> .

Eligibility	<p>Buildings within the Downtown Community Plan Area:</p> <ul style="list-style-type: none"> • That are at least 25 years old • That are at least 10 years old (with Class 1 CUP) • That are historic (Listed in or formally determined eligible for the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments, as well as Contributing Features in Historic Preservation Districts and Contributors to National Register or California Register Historic Districts; or identified through a historic resources survey as potentially eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or City of Los Angeles List of Historic-Cultural Monuments) • That are parking structures, and are at least 10 years old 	<p>Buildings <i>outside the Downtown Community Plan Area, in any Commercial or Commercial-Mixed Use District, or on any lot in Density District 2 or FA, regardless of Use District:</i></p> <ul style="list-style-type: none"> • That are at least 25 years old • That are at least 10 years old (with Class 1 CUP) • That are historic (Listed in or formally determined eligible for the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments, as well as Contributing Features in Historic Preservation Districts and Contributors to National Register or California Register Historic Districts; or identified through a historic resources survey as potentially eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or City of Los Angeles List of Historic-Cultural Monuments) • That are parking structures, and are at least 10 years old; <i>limited to the area in excess of the minimum parking requirements.</i>
Standards	<p>Loading Spaces</p> <ul style="list-style-type: none"> • <i>Loading spaces which are part of a street-facing facade on lots with a Character Frontage District must be maintained. Otherwise, it may be removed.</i> <p>Linkage Fee</p> <ul style="list-style-type: none"> • <i>Linkage Fee continues to apply.</i> 	<p>Affordable Housing Requirement</p> <ul style="list-style-type: none"> • <i>Project involving 10 or more new dwelling units:</i> <ul style="list-style-type: none"> ○ <i>10 to 13 new dwelling units - at least 1 unit for very-low income households</i> ○ <i>14 to 17 new dwelling units - at least 1 unit for moderate income households and at least 1 unit affordable for very-low income households</i> ○ <i>18 or more new dwelling units - at least 10% of its units for moderate income households and at least 5% of its units for very-low income households</i> • <i>Affordable Housing Covenant</i>
Incentives	<p>Floor Area</p> <ul style="list-style-type: none"> • Existing floor area is considered allowed even if larger than FAR allows. • New floor area within existing building envelope not counted (example: mezzanines) • Changes of use in previously exempted floor area not counted 	<p>Floor Area</p> <ul style="list-style-type: none"> • Existing floor area is considered allowed even if larger than FAR allows. • New floor area within existing building envelope not counted (example: mezzanines) • Changes of use in previously exempted floor area not counted (example: conversion of basements to active uses)

(example: conversion of basements to active uses)

- New one-story rooftop structures exempt from floor area.
- Up to 50,000 sq-ft of existing floor area of designated historic resources or surveyed historic resources is exempt from floor area calculations on unified development sites.
- Unified development may average floor area across multiple lots.

Height

- Existing height is considered allowed even if taller than height limit allows.
- One additional story on existing buildings permitted without counting towards height in stories limit.

Yards

- Existing yards are considered allowed even if beyond yard limitations.

Uses

- Any change of use is permitted as long as the use is permitted by the zone.

Parking

- [No parking required per Downtown proposed zoning.]
- *Retention of existing parking is not required*

Lot Amenity Space & Residential Amenity Space

- Adaptive reuse projects are not required to provide additional lot amenity space or residential amenity space as a result of a change of use.

Upper-Story Bulk

- Existing buildings are exempt from upper-story bulk provisions.

Building Mass

- Existing buildings are exempt from building mass provisions.

Frontage District Standards

- Existing buildings are not required to be brought into conformance with Frontage District standards, but may not be made non-conforming.

- New one-story rooftop structures exempt from floor area.
- Up to 50,000 sq-ft of existing floor area of designated historic resources or surveyed historic resources is exempt from floor area calculations on unified development sites.
- Unified development may average floor area across multiple lots.

Height

- Existing height is considered allowed even if taller than height limit allows.
- One additional story on existing buildings permitted without counting towards height in stories limit.

Yards

- Existing yards are considered allowed even if beyond yard limitations.

Uses

- Any change of use is permitted as long as the use is permitted by the zone.

Parking

- *No new parking required for changes of use, but existing parking must be maintained.*

Lot Amenity Space & Residential Amenity Space

- Adaptive reuse projects are not required to provide additional lot amenity space or residential amenity space as a result of a change of use.

Upper-Story Bulk

- Existing buildings are exempt from upper-story bulk provisions.

Building Mass

- Existing buildings are exempt from building mass provisions.

Frontage District Standards

- Existing buildings are not required to be brought into conformance with Frontage District standards, but may not be made non-conforming.

	<p>Project Review</p> <ul style="list-style-type: none"> Exempt from Project Review. <p>Loading Space</p> <ul style="list-style-type: none"> Loading space is not required. <p>Density</p> <ul style="list-style-type: none"> Dwelling units and joint living and work quarters are not subject to density limits. 	<p>Project Review</p> <ul style="list-style-type: none"> Exempt from Project Review. <p>Loading Space</p> <ul style="list-style-type: none"> Loading space is not required. <p>Density</p> <ul style="list-style-type: none"> Dwelling units and joint living and work quarters are not subject to density limits. <p>Linkage Fee</p> <ul style="list-style-type: none"> Linkage fee waived if 10 or more restricted affordable housing units are provided.
Process	<p>Administrative Review</p> <ul style="list-style-type: none"> Buildings that are at least 25 years old Parking structures that are at least 10 years old. <p>Class 1 CUP</p> <ul style="list-style-type: none"> Buildings that are at least 10 years old <p>Relief</p> <ul style="list-style-type: none"> Zoning Administrator may: <ul style="list-style-type: none"> Grant, modify or deny some or all of the incentives. Grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects. 	<p>Administrative Review</p> <ul style="list-style-type: none"> Buildings that are at least 25 years old Parking structures that are at least 10 years old. <p>Class 1 CUP</p> <ul style="list-style-type: none"> Buildings that are at least 10 years old <i>Supplemental Findings:</i> <ul style="list-style-type: none"> <i>Building is no longer economically viable.</i> <i>The surrounding area will not be adversely affected by overflow parking or traffic congestion.</i> <p>Relief</p> <ul style="list-style-type: none"> Zoning Administrator may: <ul style="list-style-type: none"> Grant, modify or deny some or all of the incentives. Grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects.

Character Frontages

Some members of the architecture community have expressed concerns around Character Frontages, stating regulations may discourage creative architectural design. Other Downtown stakeholders have expressed a desire to apply more restrictive regulations in areas with historic and cultural resources, pointing to discretionary zoning tools such as Community Design Overlays (CDOs) and Historic Preservation Overlay Zones (HPOZ). The proposed project recommends zoning regulations that balance these two perspectives while complying with the Housing Crisis Act which prohibits new discretionary guidelines or standards, creating objective zoning rules that honor nationally celebrated neighborhood characteristics while streamlining review procedures and allowing for innovative architectural interpretation. Character frontages are proposed in discrete portions of the Downtown Plan area, primarily in El Pueblo, Historic Core, and the Arts District. These neighborhoods contain a high concentration of historically significant and nationally celebrated buildings, inclusive of several designated and eligible historic districts. Proposed standards support infill development in a manner that is consistent with the unique physical and architectural characteristics of these neighborhoods. Character frontage rules facilitate a range of designs and offer a palette of choices as opposed to prescribing one design outcome. For example, the Historic Core Character frontage regulates exterior materials offering a broad range of options found within the district while also considering more contemporary materials, ensuring that the zoning rules will still allow for modern design improvements related to energy efficiency and contemporary design innovation.

Character Frontage Districts include objective standards that can be implemented through a ministerial process. Thus, the standards of the Character Frontage District do not rely upon a qualitative or discretionary design review process.

There are three Character Frontages proposed for application within the Downtown Plan Area:

- The *Historic Core (CHC1)* Character Frontage is proposed for application in two areas within the Downtown Plan. The first area abuts the Los Angeles Pueblo Plaza Historic District, generally bounded by Cesar Chavez Avenue on the North, Spring Street on the west, Arcadia Street on the south, and Alameda Street on the east. The second area is the Historic Core generally bounded by 3rd and 4th Streets to the north; Broadway and Hill Street to the west; 11th street to the south; and Santee street, Maple Avenue, and Los Angeles Street to the east.
- The *Daylight Factory (CDF1)* Character Frontage is proposed for application in the Arts District area generally bounded by Banning Street, 1st street, and 2nd Street on the north; Vignes Street, Hewitt Street, and Alameda Street on the west; Bay Street, Sacramento Street, and the 10 Freeway on the South, and Mesquit Street and Santa Fe Avenue on the east.
- The *Daylight Factory / River (CDR1)* Character Frontage is proposed for application in the Arts District area generally bounded by the 101 Freeway on the north; Center Street, Santa Fe Avenue, and Mesquit Street on the west; the 10 Freeway on the south; and the river on the east.

The map in Figure 7 shows the proposed boundaries for each Character Frontage.

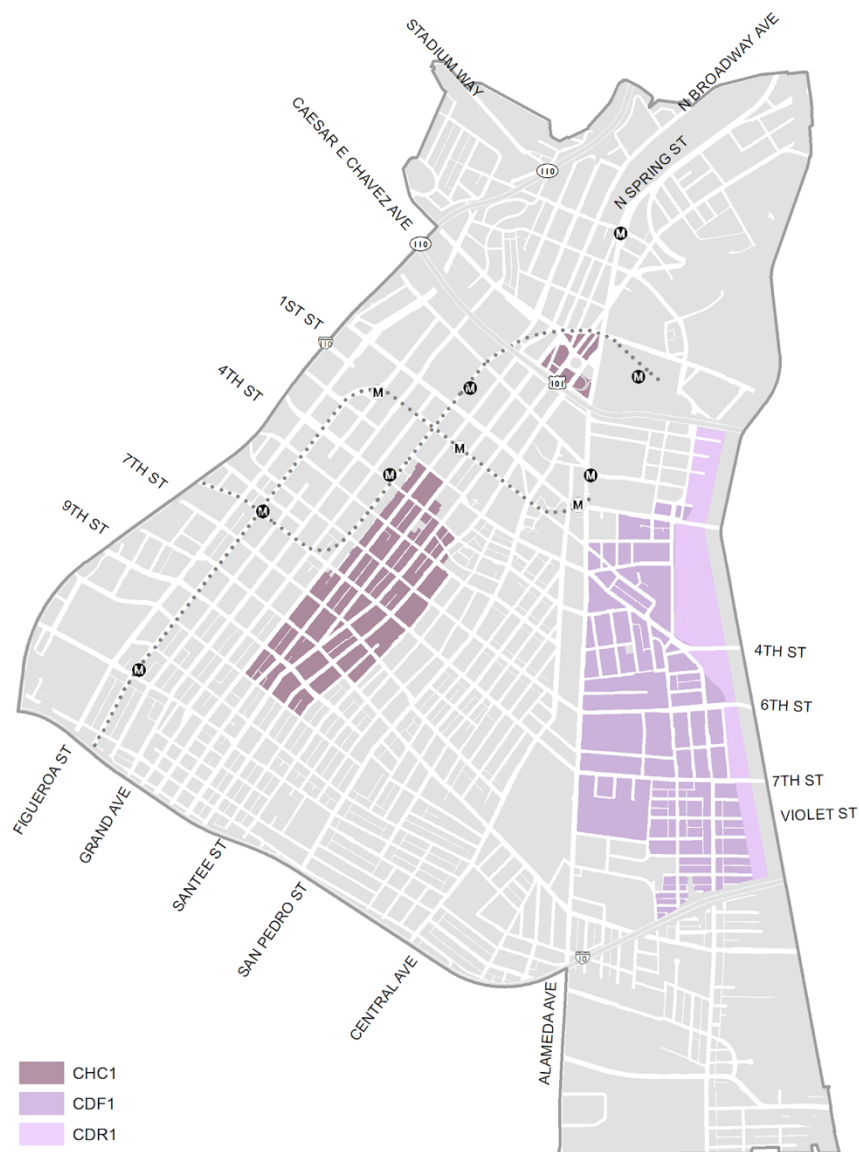


Figure 7. Character Frontage Proposed Boundaries

Frontages generally regulate build-to, parking setbacks, landscaping requirements, transparency requirements, entrance requirements, and requirements for the ground-story height and ground floor elevation.

Character Frontages include and expand upon these standard Frontage metrics, and may additionally include metrics addressing the following topics:

- **Articulation:** requirements such as horizontal and vertical banding, and articulation accentuating the base, middle and top of a building.
- **Features:** restrictions on certain features, such as projecting balconies on certain facades.
- **Entrances:** requirements on the use of a menu of certain entry features (such as recessed entries, at-grade entries, or store-front bays).

- Transparency: expanded transparency requirements such as the use of bulkheads, window recessions, or sill requirements; and prohibitions on horizontal sliding windows or vinyl windows.
- Exterior Materials: requirements that principal and accessory materials be selected from a set range of options.

Several changes to Character Frontages were made in response to feedback from the architectural community received on the Public Hearing Draft of the New Zoning Code, which have been reflected in the Proposed Draft of the New Zoning Code. Below is a summary of these key changes:

- All frontage rules are now only applicable to the first 12 stories vs. the entire building.
- The vertical and horizontal banding requirements are now more flexible and allow for architectural features (such as bay windows, balconies, or entry features) to interrupt the banding (up to a cumulative total of 30% of the total facade area).
- Vertical and horizontal banding size maximums and projection maximums have been removed, allowing for a more creative interpretation of the character frontage rules.
- Vinyl window prohibitions were reduced from the entire building to only the ground story.
- Roof design requirements requiring flat roofs were removed.
- More variation in the base, middle, top standards is now allowed. For example, when the top building layer is not the topmost story of the building, the Proposed Draft of the New Zoning Code allows for a choice between a material change or a belt course. When the top building layer is the topmost story of a building, a roofline cornice is required.

These modifications result in Character Frontage regulations that strike a balance between the policy goals of preserving the historic fabric of the Historic Core and Arts District and allowing for flexibility.

Electric Vehicle Parking

At the June 17th CPC meeting, Commissioners raised the topic of Electric Vehicle (EV) parking and expressed interest particularly in EV parking in the public right-of-way. This section provides background information to support this discussion.

In 2019, L.A.'s Green New Deal set the goal of installing 10,000 publicly available EV chargers by 2022 and 28,000 by 2028.⁹ As of January 6, 2021, there were over 11,000 commercial charging stations on local streets and the City announced it was two years ahead of schedule in meeting its goal. The Los Angeles Department of Water and Power (LADWP) has funded a large portion of charging stations through its Commercial EV Charging Station Rebate Program. The Bureau of Street Lighting, the Department of Transportation, and the Department of General

⁹ L.A.'s Green New Deal, page 82. https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf

Services have also installed EV charging stations with funding from LADWP's Commercial EV Charging Station Rebate Program.¹⁰

The City of Los Angeles has exceeded current state standards for Electric Vehicle (EV) ready and EV charging requirements through Ordinance No. 186,485 (Council File 17-0309), which went into effect on January 28th, of 2020. The ordinance modified the Green Building Code (Article 9 of the Los Angeles Municipal Code) to increase the number of required EV spaces and charging stations for both residential and non-residential projects beyond those required in the California Green Building Standards Code. To summarize, the ordinance requires 30 percent of a project's provided parking to be electric vehicle (EV) spaces intended for the future installation of EV charging equipment and 10 percent to be EV charging stations which are EV charging spaces served by an electric vehicle charger or other charging equipment.

The Proposed Draft of the New Zoning Code includes an incentive to provide additional EV charging stations beyond those required by the Green Building Code. EV charging stations provided above the minimum 10 percent required by the Green Building code may be substituted for two required automobile parking stalls.

Within the Downtown Community Plan, the standards for EV parking stipulated in the Green Building Code will apply, as they are based upon the amount of parking provided. However, because there are no parking minimums proposed in the Downtown Plan, the incentive included in the Proposed Draft of the New Zoning Code will not apply, as it is designed to offer a reduction in required parking in exchange for the provision of additional EV charging stations.

Los Angeles River Zoning Strategies

The Proposed Plan Area's eastern boundary is formed by the Los Angeles River, adjacent to the Chinatown and Arts District neighborhoods. The Proposed Project aims to build upon various long-range planning efforts involving the Los Angeles River, including the Los Angeles River Master Plan, and the City's River Improvement Overlay ordinance. Broadly, the Proposed Project puts forward numerous zoning strategies that aim to lead new development to contribute to a more dynamic and inviting place. Throughout Downtown, proposed zoning tools address appropriate building placement, massing, and facade design-whether facing a street, alley, river, or located in a historic setting. Along the Los Angeles River, zoning tools are proposed to support the goals of the Los Angeles River Master Plan, which establishes a regional vision for the river as a healthy riparian habitat and an accessible public space for leisure and mobility.

The Los Angeles River as an improved river recreational greenway can provide park projects, water quality projects, and other benefits critical to elements of city life. The Proposed Plan supports these goals with the policies shown in Table 14. In addition, the Los Angeles River is an open space and public view shed, as well as an evolving recreation amenity. The land use policies of the Proposed Plan along the Los Angeles River seek to integrate land use, mobility, and open space objectives, shown in Table 15.

¹⁰ Los Angeles Department of Water & Power, "Mayor Garcetti Announces the City has Helped Install 10,000 EV Chargers." January 6, 2021. <https://www.ladwpnews.com/mayor-garcetti-announces-the-city-has-helped-install-10000-ev-chargers/>

TABLE 14. GOALS AND POLICIES FOR THE LOS ANGELES RIVER

PO Goal 10	A corridor that supports a functional habitat and supports groundwater recharge where appropriate.
PO 10.1	Support the implementation of the Los Angeles River Revitalization Master Plan and the Los Angeles River Ecosystem Restoration Project.
PO 10.2	Emphasize multiple-benefit approaches that simultaneously incorporate flood storage, water quality treatment, habitat improvement, and increasing native vegetation biodiversity.
PO 10.3	Encourage the use of native plants in landscaping design near the River.
PO 10.4	Encourage the use of native and drought tolerant plants in landscaping near the River, to support the habitat and migration of local species.

TABLE 15. GOALS AND POLICIES PROMOTING CONNECTIONS TO THE LOS ANGELES RIVER

LU 34.5	Promote an enhanced public realm and network of pedestrian paths that connect neighboring resources, such as parks to the Los Angeles River.
LU 34.10	Identify key public access points to the Los Angeles River and support improved connections between the Arts District and recreation opportunities.
MC 2.10	Strengthen pedestrian and bicycle connections to the river to provide access to open space and recreation.
PO Goal 8	Connected infrastructure that respects and preserves diversified economic activities while enhancing recreational opportunities.

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

The New Zoning Code proposes the following regulations to the properties along the Los Angeles River to implement the relevant goals and policies of the RIO and the Proposed Project.

Form

The Mid-Rise Medium 1 (MM1) and Mid-Rise Broad 2 (MB2) are applied along the River and have standards calibrated specifically to ensure the larger parcels are broken down into smaller “human scale” blocks to encourage east/west pedestrian circulation and view corridors towards the River. The MM1 form district stipulates a 160-foot maximum building width with a 15-foot minimum building break, and the MB2 form district stipulates a 280-foot maximum building width with a 25-foot minimum building break. Both form districts require setback along river-oriented property lines (generally those property lines that align with the edge of the river corridor), consistent with the strategy applied by the RIO, yet while the RIO requires a 10-foot setback the MM1 and MB2 form districts require a 20-foot setback in order to ensure river yards are in proportion with the scale of development anticipated along Downtown’s river-fronting lots. The river setback strategy is also designed to encourage development to provide its required Lot Amenity Space in concert with the setback (most lots are required to allocate 15% of lot area required for landscaped outdoor amenity space, per Form District).

Some stakeholders have expressed a desire for more graduated building heights along the river. This strategy has been implemented in other areas along the river, such as Elysian Valley where

properties directly abut the LA River Greenway Trail. However, because all of the river fronting lots in Downtown are separated by rail infrastructure 200-feet or more in width, the direct impact of taller buildings potentially looming over the river channel is significantly reduced, therefore, the plan's zoning strategy applies a 5 story height limit for the rail properties directly abutting the river and generally a 15 story height limit for the properties between the rail lines and Santa Fe Avenue.

See also:



New Zoning Code, Exhibit C.1, Article 2 Form, pages 2-32 and 2-35

Frontage

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

See also:



New Zoning Code, Exhibit C.1, Article 3 Frontage, page 3-44

Development Standards

The New Zoning Code includes development standards that regulate site elements such as screening requirements for parking, equipment, and waste receptacles in a manner that ensures that similar standards included in the RIO are accounted for. These standards are established as general development standards that would apply to projects in all areas of the Plan regardless of zoning. General screening requirements for parking lots, ground mounted equipment, and waste receptacles are largely based on standards created for the City's most recently established overlays which were intended in part to address the negative visual impact of certain features of development through screening mechanisms, often involving landscaping. By basing screening requirements in the new code on screening standards developed for the City's most recently adopted overlays, including RIO, the Plan ensures best practices from today's zoning code are carried forward.

See also:



New Zoning Code, Exhibit C.1, Article 4 Development Standards, Pages 4-11- 4-12

Arts Districts Design Best Practices

As a counterpart to the Downtown Community Plan policies and zoning regulations for each site, this Best Practice Document provides direction for building design to achieve policy goals.

See also:



Downtown Community Plan Implementation Overlay, Exhibit B.1, document page 50

The following best practices seeks to reinforce the character of the neighborhood and enhance the Los Angeles River:

- Lots that are located around the 6th Street Viaduct to the east of Mateo Street and bounded by 4th Street to the north and 7th Street to the south, can signal their proximity to the Los Angeles River through appropriate building orientation.
- River-adjacent properties can engage the riverfront by orienting the site's open spaces to the River.
- During site plan development, also consider orienting primary active uses towards the River to allow for a permeable relationship with the riverfront.
- Provide paseos and passageways that connect with adjacent streets and alleys to break up large blocks and promote pedestrian circulation.
- Placement of buildings that support public views to the River are encouraged, so that east-west streets continue to provide visual connections to the River.

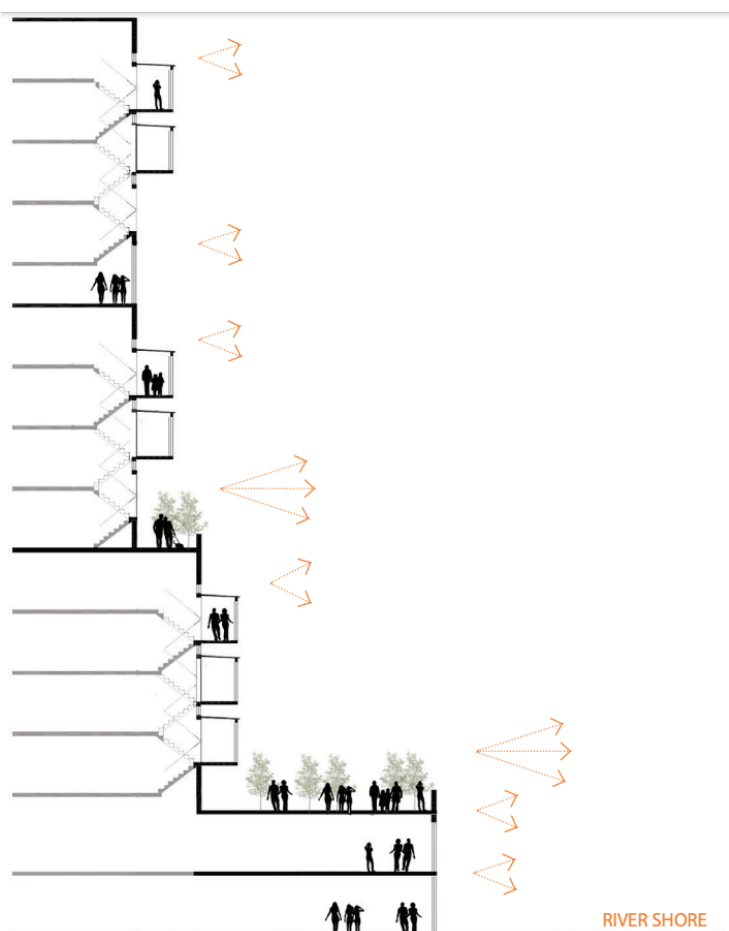


Figure 8. Tall buildings' visual access to the Los Angeles River can be maximized through innovative massing techniques, higher levels of transparency, or commonly accessible patios



Figure 9. Site planning to ensure visual access to the Los Angeles River

Public Open Space and Parks

At the June 17th, 2021, City Planning Commission (CPC) meeting, Commissioners requested information about open space efforts underway in Downtown and how the Downtown Plan supports open space and parks in the Plan Area. Currently, there are 275 parks managed by the Department of Recreation and Parks. Public parks in the Downtown Plan Area include:

- Los Angeles Plaza Park
- Spring Street Park
- Arts District Park
- Alpine Recreation Center
- Los Angeles Plaza Park
- Gladys Park
- San Julian Park
- Grand Hope Park
- Pershing Square Park
- City Hall Park Center (Grand Park)
- Biddy Mason Park
- Walt Disney Concert Hall with an acre of public park and garden
- DoubleTree by Hilton Hotel in Little Tokyo features a rooftop garden
- James Irvine Japanese Garden at the Japanese American Cultural & Community Center
- The Medallion at Main and 4th Streets

See also:



- June 17, 2021 Staff Recommendation Report, pages A-29-A-30
- Downtown Community Plan text, Exhibit A.1, Chapter 4
- Downtown Community Plan Implementation Overlay, Exhibit B.1, page 21
- New Zoning Code, Exhibit C.1, Article 2-Form, page A-68

Parks Under Development

Yale and Ord Street Park is a half-acre, terraced pocket park that was completed in 2021. Located in Chinatown, the park integrates with the neighborhood with multiple entrances along Ord Street and Hill Place and includes amenities for all ages.



Figure 10. Yale and Ord Street Park

A 1.96-acre park is planned at the intersection of 1st and Broadway and is currently seeking funding for implementation. Planned elements of this park will include new landscaping, pedestrian paths, seating area, shade canopies and a two-story restaurant building.

The existing Pershing Square is being reimagined to establish better connections with adjacent streets and neighborhoods. The redesign of the Pershing Square project is in the design development stage and the environmental analysis per CEQA is being finalized at this time. The Department of Recreation and Parks (RAP) estimates that construction for the Olive Street, 5th Street and 6th Street portions of Pershing Square under Phase 1A will commence in April 2022, with Phase 1B in April 2023. Construction on the Hill Street portions of Pershing Square under Phase 2 will commence in January 2023.

Downtown Policies for Open Space

While well-designed and well-maintained open space is critical to a vibrant and sustainable city, creating new open space to meet the recreational needs of Downtown's growing community continues to be a challenge due to the limited amount of land available for open space in Downtown's dense urban center. Moreover, Community Plans provide the vision for the Plan Area which are implemented through land use regulations that are enforced by the City, but do not directly allocate space and development of open space. The Proposed Plan's objective to support high-quality open spaces is expressed in policies as identified in Table 16.

TABLE 16. POLICIES FOR HIGH-QUALITY OPEN SPACE

LU 1.3	Establish an incentive zoning system that delivers public benefits such as affordable housing, public open space, historic preservation, and community facilities to Downtown communities.
LU 4.3	Promote shared on-site amenities, including usable open space in new development projects.
LU 22.6	Encourage new developments to contribute to the pedestrian and open space network with publicly accessible plazas and paseos. Design these spaces with appropriate shade and landscaping.
LU 25.2	Encourage usable outdoor open space that is accessible to the public as part of new development.

LU 42.5	Support an improved public realm, including a range of open space types that can offer opportunities for culturally relevant and multi-generational recreation, rest, and social interaction.
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Chapter 4 of the Draft Plan for the Downtown Community Plan examines in further detail how the Downtown Plan supports public realm and open space, as detailed in Table 17.

TABLE 17. GOALS AND POLICIES TO EXPAND ACCESS TO A HIGH-QUALITY PUBLIC REALM

PO	A well maintained, accessible, and highly utilized open space system and public realm network
Goal 1	that serves the growing population of Downtown residents, workers, and visitors.
PO 1.2	Prioritize the development of public open space in underserved communities to improve access to open space.
PO 1.3	Support the creation of different open space typologies, such as parklets, dog parks, and other facilities, to serve a variety of users and needs.
PO 1.4	Encourage the development of active and welcoming publicly accessible private spaces through zoning incentives to increase access to open space.
PO 1.5	Ensure that publicly accessible private open spaces are connected to and clearly accessible from the street with signage that indicates public access and hours of operation.
PO 1.6	Improve access to existing public spaces through enhanced wayfinding, lighting, and mobility network connections.
PO 2.4	Support the utilization of remnant spaces such as odd angle intersections and dead-end streets as public open space.

These goals and policies of the Proposed Plan regarding open space have guided the application of zoning regulations that incentivize the development of open space in the Plan Area. Under the Proposed Plan, all projects – including residential and non-residential projects – are required to provide on-site open space.

Development Standards of Article 4 of the New Zoning Code reinforce pedestrian orientation near open space through access standards depending on the size of the lot, lot width, and if a lot either abuts a public right-of-way or is zoned with an Open Space Use District on at least two opposing lot lines. By locating greater development potential and design aspects that build inclusiveness and liveliness like pedestrian-oriented design in activated paseos that connect to open space, these standards ensure open space is conveniently accessible, highly integrated into surrounding development, and continue to promote walkability.

In addition, the Proposed Plan seeks to further the open space goals by encouraging the incorporation of publicly accessible open spaces (POPs) on private land. Acknowledging the land and cost constraints associated with the development of large-scale public open space, the Proposed Plan introduces an incentive system to create publicly accessible open space as part of new private developments. This is intended to encourage a network of publicly accessible open spaces in a variety of forms, sizes and amenities throughout the Plan Area that can expand incrementally as new growth occurs. To ensure these open spaces are welcoming to the public and actively utilized, requirements related to design and management and other key qualities for successful public open space are incorporated into the Plan, such as its relationship to the street, seating, and shade regulations.

More broadly, implementation of some Proposed Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as parks, plazas, and streetscape improvements. Within City Planning, future department efforts for open space will include the update to the Open Space

Element of the General Plan which includes goals, objectives, policies, and programs related to open space and conservation in the City of Los Angeles.

Park Mitigation Fees

In terms of potential and ongoing funding sources, under the Proposed Plan, the citywide Quimby Fee will remain and continue to provide a funding stream for the provision of open space amenities, as they now exist. Quimby park development fees recently funded the development of the Arts District Neighborhood Park, a half-acre pocket park located on E 5th Street.

The 1975 Quimby Act, established for the intention of securing open space for parks and recreational purposes, has been amended over the years and the latest amendments in 2015 with AB 1911 manifested as the Parks Dedication and Fee Update Ordinance 184,505 in Los Angeles. Passed by City Council on September 7, 2016, this ordinance implemented a development impact fee that requires all new residential dwelling units or joint living and work quarters to dedicate land, or pay a fee in-lieu, or provide a combination both, for the purpose of acquiring new parkland or to fund capital improvements at existing parks and recreational facilities. Additionally, the ordinance updated Park Mitigation Fees, expanded types of projects subject to fees, established flexible criteria for spending fees, encouraged land dedication through required consultation meetings, and established the Department of Recreation and Parks (RAP) as the agency responsible for calculating park in-lieu fees generated by new residential development projects.

See also: Los Angeles Municipal Code Section 12.33



On an annual basis, RAP provides the Park Fee Annual Report that details in-lieu fee income with interest, expenditures, status of the trust fund account, and interfund transfers. This report lists each facility, project, scope of work and all associated in-lieu park fee funding and expenditures. The balance summary in 2019-2020 of in-lieu fees from Quimby, Zone Change, residential developments with a sub-division map, non-subdivision residential developments, and the Park Fee Admin Account where 5% of all Quimby in-lieu fees is allocated for administrative costs to run the Park Fee Program include:

- Total Fund Balance as of June 30, 2020: \$173,597,925.47
- Total Revenue Activity in 2019-2020: \$30,082,496.75
- Total Expenditure Activity in 2019-2020: \$16,016,385.41
- Total Funds Committed in 2019-2020: \$17,870,210.21

See also: A complete breakdown of fees for Fiscal Year 2019-2020 can be found in the latest Park Fee Annual Report at www.laparks.org/planning/park-fees





Figure 11. Arts District Neighborhood Park - funded by Quimby Development Fees

Tree Canopy

Trees are vital elements in regulating city microclimates, boosting biodiversity, and providing many health benefits. In Downtown, several policies address green infrastructure in the Plan Area, shown in Table 18.

TABLE 18. PLAN POLICIES SUPPORTING TREES

LU 16.3	Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees, eco-roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.
LU 18.2	Maintain and expand the tree canopy to provide shade, improve air and water quality, reduce heat-island effect, and create habitat for birds and pollinators
LU 18.5	Encourage trees and architectural elements that provide shade; cooling stations; and seating areas for pedestrians along primary corridors in Downtown.
LU 49.5	Encourage tree planting and landscaped screening in areas with industrial uses to improve air quality.

The New Zoning Code supports urban trees by preserving existing trees, requiring planting standards, and provisions for protected tree species in Article 3 Frontage. Additionally, Ordinance 185,573, passed in 2018, offers a pathway for payment into an in-lieu fee for development projects that cannot accommodate all required trees on site to be able to satisfy tree planting requirements.

Mobility

At the June 17th, 2021 CPC meeting, Commissioners requested information on current and future planned transportation and mobility-related infrastructure projects in Downtown, and how the Proposed Plan advances the funding and build-out of this infrastructure. Commissioners also requested specific information about how the Downtown Community Plan addresses safety and connectivity for the users of our streets most vulnerable to traffic-related crashes - people walking, bicycling, rolling, and accessing transit.

Strategies for People Walking, Bicycling, and Taking Transit

The Downtown Community Plan presents a vision of an accessible and inter-connected Downtown with a comprehensive multi-modal mobility network that links Downtown neighborhoods and Downtown to surrounding communities. The Proposed Plan outlines this vision through goals, policies, and implementation programs in the Plan text as well as through changes to the Circulation Map, the Enhanced Networks, zoning tools, and updates to the Downtown Street Standards. It is important to note that while the Community Plan serves to create a vision for the future of mobility Downtown, this vision will be implemented by several agencies through multiple efforts. The Downtown Plan can directly implement certain mobility strategies through planning and zoning tools, such as removing minimum parking requirements. Other strategies, such as the Capital Improvements implementation program, will require coordination with other City departments, such as LADOT. The following section includes information on ongoing transportation and mobility-related infrastructure projects.

Mobility Plan 2035 represents the best indication of long-term capital planning for transportation infrastructure in Los Angeles, and at the time of Mobility Plan 2035 adoption it was envisioned that the identified networks would be realized by the year 2035. As the officially adopted mobility element of the General Plan, the Proposed Plan establishes priority for future investments along the various enhanced networks on a citywide scale. While the City typically accounts for and assumes projects that are built, underway, or have secured funding as part of the horizon year future, there is evidence of a rapid pace of improvements and funding of the enhanced networks in the Plan Area outlined in Mobility Plan 2035. Recent and ongoing investments and prioritization of first-last mile connectivity demonstrate the commitment to improve this infrastructure.

The Proposed Plan also includes targeted amendments to the street network Downtown. It redesignates select streets in the Arts District to support pedestrian and bicycle activity and encourage sustainable design techniques. It also reclassifies portions of the Mobility Plan 2035 enhanced networks to develop a contextual multi-modal transportation system Downtown. Table 19 summarizes the enhanced network improvements envisioned in the Proposed Plan.

TABLE 19. DOWNTOWN PLAN TRANSPORTATION IMPROVEMENT PROJECT LIST

Project Location	Endpoints	Project Description
Figueroa St	10 FWY to 7th St	BEN: Protected bike lane; TEN: Comprehensive treatments
Figueroa St	Wilshire Blvd to Cesar E Chavez Blvd	BEN: Tier 2 bike lane
Flower St	10 FWY to 2nd St	BEN: Tier 3 bike lane
Hope St	Pico Blvd to 6th St	BEN: Tier 3 bike lane
Grand Ave	10 FWY to 5th St	BEN: Protected bike lane
Olive St	10 FWY to 5th St	BEN: Protected bike lane
Hill St	10 FWY to 4th St	TEN: Comprehensive treatments
Broadway	10 FWY to Pasadena Ave/LA River	TEN: Moderate Plus treatments
Spring St	9th St to Cesar E Chavez Ave	BEN: Protected bike lane
Spring St	College St to Broadway	BEN: Tier 2 bike lane
Main St	10 FWY to Venice Blvd	BEN: Protected bike lane
Main St	Venice Blvd to 9th St	BEN: Protected bike lane; TEN: Moderate treatments
Main St	9th St to Cesar E Chavez Ave	BEN: Protected bike lane
Main St	Cesar E Chavez Ave to Albion St/LA River	BEN: Protected bike lane; TEN: Moderate treatments

Los Angeles St	2nd St to Alameda St	BEN: Protected bike lane
San Pedro St	10 FWY to 1st St	BEN: Protected bike lane; TEN: Moderate treatments
San Pedro St	1st St to Temple St	BEN: Protected bike lane
Central Ave	10 FWY to 2nd St	BEN: Protected bike lane; TEN: Moderate treatments
Central Ave	2nd St to 1st St	BEN: Tier 2 bike lane; TEN: Moderate treatments
Alameda St	10 FWY to Temple St	VEN
Mateo St	Olympic Blvd to 7th St	BEN: Tier 3 bike lane
Mateo St	7th St to 4th St	BEN: Tier 2 bike lane
Santa Fe Ave	Washington Blvd to 4th St	BEN: Tier 3 bike lane
Santa Fe Ave	4th St to 2nd St	BEN: Tier 2 bike lane (one side)
Santa Fe Ave	2nd St to 1st St	BEN: Protected bike lane
Center St	1st St to 101 FWY	BEN: Protected bike lane
Ramirez St/ Center St	Ramirez St to Vignes St	BEN: Protected bike lane
Vignes St	Ramirez St to Main St	BEN: Protected bike lane
Alpine St	Main St to Broadway	BEN: Protected bike lane
College St	Hill St to Main St	BEN: Tier 3 bike lane
Cesar E Chavez Ave	Beaudry Ave to Spring St	BEN: Tier 2 bike lane; TEN: Moderate Plus treatments
Cesar E Chavez Ave	Spring St to Mission Rd/LA River	TEN: Comprehensive treatments
1st St	110 FWY to Spring St	BEN: Tier 2 bike lane; TEN: Comprehensive treatments
1st St	Spring St to Alameda St	BEN: Protected bike lane; TEN: Moderate treatments
1st St	Alameda to Myer St/LA River	BEN: Protected bike lane
2nd St	110 FWY to Main St	BEN: Protected bike lane
2nd St	Main St to Central Ave	BEN: Tier 2 bike lane
3rd St	Spring St to Los Angeles St	BEN: Protected bike lane
3rd St	Los Angeles St to Alameda St	BEN: Tier 2 bike lane
4th St	Spring St to Mission Rd/LA River	BEN: Protected bike lane
5th St	110 FWY to Central Ave	TEN: Moderate Plus treatments
6th St	110 FWY to Central Ave	TEN: Moderate Plus treatments
6th St	Central Ave to Mission Rd/LA River	BEN: Protected bike lane; TEN: Moderate Plus
7th St	110 FWY to Los Angeles St	BEN: Protected bike lane
7th St	Los Angeles St to Mission Rd/LA River	BEN: Protected bike lane
9th St	Main St to San Pedro St	TEN: Moderate treatments
Olympic Blvd	San Pedro St to Central Ave	TEN: Moderate treatments
Olympic Blvd	Central Ave to LA River	BEN: Tier 3 bike lane; TEN: Moderate treatments
10th St	Main St to Central Ave	BEN: Tier 3 bike lane
11th St	Figuerroa St to Main St	BEN: Protected bike lane
12th St	Figuerroa St to Flower St	BEN: Protected bike lane
Pico Blvd	110 FWY to Central Ave	BEN: Tier 3 bike lane
Venice Blvd	110 FWY to Figuerroa St	BEN: Tier 2 bike lane; TEN: Comprehensive treatments
Venice Blvd	Figuerroa St to Main St	BEN: Tier 2 bike lane; TEN: Moderate Plus treatments

16th St	Main St to Hooper Ave	BEN: Tier 2 bike lane
Washington Blvd	Alameda St to LA River	BEN: Tier 3 bike lane

Mobility Plan 2035 identifies arterials and other rights of way that are priority bicycle connections and gap closures as the Bicycle Enhanced Network (BEN). Streets identified are categorized into three Tiers. Tier 1 Bike Lanes are envisioned to be protected bicycle lanes and cycle tracks. Tier 2 and Tier 3 are envisioned to be bicycle lanes and sharrows, with Tier 2 improvements being realized by the year 2035 and Tier 3 improvements occurring after 2035. The Transit Enhanced Networks (TEN), arterials where transit service is intended to be prioritized, are categorized in three Tiers as well. A Comprehensive TEN includes a separated transit-only lane at all hours of the day. A Moderate Plus TEN includes a peak hours only dedicated bus lane. A Moderate TEN includes transit enhancements, such as improved signage, bus stop infrastructure, and schedules.

Recent and ongoing investment in the regional transportation network, prioritization of first-last mile connectivity to existing rail stations, and City initiatives – such as Great Streets, the Connect US Action Plan, and the citywide Vision Zero initiative – demonstrate the commitment and priority to improve pedestrian and bicycle infrastructure, particularly in the central geography of Los Angeles. Many Enhanced Networks within the central Los Angeles geography identified in the Mobility Plan are already under construction or have secured funding, showing the rapid pace at which, the networks are coming to fruition. Furthermore, funding from a variety of sources – including local return funding from Measure M, the California Active Transportation Program, and the Federal TIGER program – has been and will continue to be committed to this geography. Analysis of the Downtown area demonstrates that approximately twenty-five percent of street segments on the Transit Enhanced Network and the Bicycle Enhanced Network have funded or completed projects. Much of this infrastructure has secured funding through funding mechanisms such as Measures M and R, and Federal and State grant program, or been implemented only within the last decade, demonstrating that concerted coordination is imperative to continuing build-out at this pace.

In addition to funded and completed mobility infrastructure projects, the Downtown Community Plan calls for the development of a transportation capital improvements plan to accelerate implementation of the remaining network. The Los Angeles Department of Transportation (LADOT) has begun work on this effort, known as the DTLA Mobility Investment Plan (DTLA MIP). The DTLA MIP will serve as a roadmap to support the future travel needs of residents, employees, and visitors of DTLA. LADOT will undertake an inclusive, community-centered process to develop the DTLA MIP. The DTLA MIP will be informed by local knowledge to guide development of the plan. The project team, in collaboration with the DTLA community, will analyze transportation needs and barriers, create a capital project list, and seek ways to fund and implement the project list to accommodate Downtown's mobility needs.

Furthermore, LADOT has a number of current initiatives to improve access, connectivity, and safety within the Downtown Plan Area. Metro Bike Share launched in Downtown with over sixty stations and has since expanded over its five years of operations to become a reliable mode for traveling within Downtown as well as a first/last mile connection to transit stations. In addition to transit, LADOT has also recently implemented bicycle and pedestrian safety and connectivity projects. These include leading pedestrian interval (LPI) signal upgrades, which prioritize pedestrians and improve safety at signalized intersection crossings. Similarly, LADOT has completed several major projects transforming how Angelenos get around Downtown L.A. including: Main & Spring Forward (a two-way protected bicycle lane), dedicated bus-only lanes and Protected Bicycle Lanes on 5th Street, 6th Street, Olive Street, and Grand Ave, and MyFigueroa (a streetscape improvement project). The completion of the Main & Spring Street Forward project marks an important milestone in strengthening Downtown L.A.'s network of North-South bike lanes, as well as introducing new, state-of-practice precedents for protected bicycle lane design and signalization that can be replicated citywide. New bus-only lanes also made their debut on 5th Street, 6th Street, and Aliso Street.



Figure 12. Main & Spring Street Forward protected two-way bike lanes
 Photo by LADOT Livable Streets



Figure 13. Bus-only lane
 Photo by LADOT Livable Streets

These corridors collectively support over 100 buses per hour at peak travel times and will result in more efficient reliable service on some of L.A.'s most densely populated and trafficked streets.



Figure 14. MyFigueroa Protected Bike Lane
Photo by Joe Linton/Streetsblog L.A.



Figure 15. Parklet on Hope St.
Photo by LADOT/Jim Simmons



Figure 16. Broadway Dress Rehearsal
Photo by LADOT/Jim Simmons



Figure 17. Bus Only Lanes on 5th & 6th St.
Photo by @MayorofLA Twitter



Figure 18. Red Bus Only Markings on Figueroa St.
Photo by Joe Linton/Streetsblog L.A.



Figure 19. Al Fresco Dining
Photo by Christina Champlin/WeLikeL.A.

Vehicles Miles Traveled (VMT)

Reduction Strategies: The Proposed Plan recognizes the importance of reducing vehicle miles traveled, regardless of vehicle technology, and focuses on strategies to make it easier to walk, bike, roll, and take transit Downtown. Placing emphasis on the pedestrian experience, the Plan implements new zoning tools through frontage districts and development standards districts that require pedestrian entrances, limit driveways, and require pedestrian connections to improve pedestrian access.

See also: *June 17, 2021 Staff Recommendation Report, pages A25-26, A32-34, and A46-47*



The Proposed Plan proposes no minimum required parking throughout the Plan Area. Eliminating parking minimums is an effective strategy for reducing VMT. Additionally, the Proposed Plan's land use strategy centers on concentrating growth near transit and encouraging a variety of uses within biking, rolling, or walking distance of each other – reducing the need for vehicle trips.

The Proposed Plan's Community Benefits Program also includes opportunities to construct and fund mobility and transportation infrastructure projects that will support the Plan's VMT reduction goals. Projects participating in the Community Benefits Program may propose infrastructure such

as Metro Rail station portals as a community benefit to receive bonus development rights in the second level of the program. Additionally, in the third level of the program, projects may contribute to the Community Benefits Fund. Transportation infrastructure, mobility improvements, and streetscape improvement projects are all eligible recipients of funding, which will be allocated to projects in Downtown and the immediate surrounding area by a committee.

New Mobility and Curbside Management

With the imminent arrival of autonomous vehicles (AVs) and even aerial mobility like drone taxis, the Plan and zoning code have a number of forward-thinking provisions that are flexible enough to evolve with the changing mobility technology landscape. LADOT has a number of active projects relating to curbside management and emerging mobility technologies, including:

- **EV Carshare (BlueLA)** - With the Mayor's office, LADOT launched the Blue LA car share program, the largest city-funded electric vehicle car share program in the country. Blue LA brings 200 EV chargers and 100 cars to pilot locations in Westlake, Pico Union, Hollywood, and Koreatown. Equity was at the forefront in developing this program. A steering committee made up of community-based organizations provided input on pricing, outreach, and local hiring. Discounts are available for low-income users, and the program provides equitable access to environmentally-friendly cars without the need to worry about insurance, maintenance, or gas costs.
- **"Code the Curb"** - LADOT is in the process of creating and demonstrating a digital curb zone inventory that represents the physical location of curb zone assets and policies to enable the department to digitally and dynamically manage curb zones. The digital curb asset inventory will enable the department to pilot and scale curb management strategies that optimize commercial loading activities of people and goods, including existing commercial uses but also new and evolving technologies like transportation network companies (TNCs), electric scooters, and autonomous vehicles. Advancing the City of Los Angeles Roadmap to Digital Curb Management is in line with the principles of the LADOT Transportation Technology Action Plan. LADOT was recently awarded a SCAG Smart Cities & Mobility Innovations Grant to create a curb zone data inventory for an initial focus area and demonstrate a solution of integrated technologies that provide the city with capabilities to optimize the use of curb zones based on community and regional priorities. Project goals are to:
 - Enhance the city's capabilities to allocate and manage curb spaces
 - Develop solutions to organize the rising competition for curb space
 - Measure local impacts of growing commercial loading activities

See also:



Transportation Technology Action Plan
 (https://ladot.lacity.org/sites/default/files/documents/ladot-tap_january-2020-update_v2.pdf)

- **L.A. Al Fresco** - The COVID-19 pandemic severely impacted industries across Los Angeles in 2020. Among the most hard-hit were L.A.'s restaurant and dining establishments along with the thousands of employees they support. With indoor dining no longer an option, the City of Los Angeles created L.A. Al Fresco, a new outdoor dining program supported by LADOT that allows restaurants to expand dining areas into parking lanes, driving lanes, and adjacent private lots to encourage safe physical distancing for customers. In a matter of weeks, LADOT was able to establish an application process that included partnership and coordination with the Office of Mayor Garcetti, L.A.'s Bureau of Engineering, the Department of Building and Safety, and the Department of City Planning

to facilitate this expansion of outdoor dining options. On-street dining spaces were installed by LADOT in parklets (on-street parking spaces) and within repurposed vehicular travel lanes at no cost to the restaurants. By the end of 2020, 2293 restaurants were participating in the L.A. Al Fresco program.

- **Dockless Micromobility** - Just prior to the onset of the COVID-19 pandemic, LADOT completed an evaluation of its dockless micromobility pilot program, the largest of its kind in the nation. The pilot program, which began in 2019, sought to: understand the dynamics of an emerging marketplace of private mobility operators; learn from and collaborate with peer cities to develop best practices; gain insight into mobility trends through use of data; address concerns over equity, safety, and accessibility of various modes of transit; and develop a program that can foster innovation and prepare the Department for onboarding new and unanticipated modes of transportation in the future.

Mobility Equity and Connecting Communities of Color

Improving access and connectivity for communities in and around Downtown, especially historic/cultural communities and communities of color, is central to the vision of the Proposed Plan. The Proposed Plan's land use strategy seeks to increase housing and employment opportunities near transit, and in walkable and bikeable areas, for these communities. Ensuring that there is comfortable and safe multi-modal access to these opportunities will be a crucial part of achieving this vision.

The Proposed Plan highlights the importance of developing improved multi-modal connections along east/west corridors to increase accessibility between Downtown communities, and between Downtown and surrounding communities such as Boyle Heights and Westlake/MacArthur Park. Additionally, the Proposed Plan calls for significant investment in pedestrian, bicycle, and transit infrastructure in historic/cultural communities and communities of color such as Chinatown and Skid Row. The DTLA MIP, which will be the primary implementation tool for the Proposed Plan's mobility goals, will center the needs and voices of these communities and build on years of extensive and valuable community feedback. LADOT will refer to previous planning efforts, many of which have included significant community involvement, such as the ConnectUS Action Plan and the Metro Blue Line First/Last Mile Plans as part of the development of the DTLA MIP priority project list and funding plan. LADOT will also reference recently completed survey data including Metro's Understanding How Women Travel survey and other sources of information including LADOT's Level of Travel Stress data, developed as part of the Stress Free Connections project (<https://ladotlivablestreets.org/projects/central-la-stress-free>) to understand barriers to mobility, including safety, comfort, and stress faced by different communities in Downtown.

See also:



Metro's Understanding How Women Travel survey
(<https://thesource.metro.net/2019/09/19/metro-releases-understanding-how-women-travel-report/>)

There are a number of mobility and transportation improvement projects currently in the pipeline that will improve access and connectivity for historic/cultural communities and communities of color. These projects will provide multi-modal access to housing and employment, as well civic, cultural, and educational resources. Projects underway include:

- **MyFigueroa (northern segment)** - The Figueroa Corridor Streetscape project (MyFigueroa) transformed the Figueroa Corridor into a complete, multimodal street that better serves the needs of pedestrians, bicyclists, transit riders, and drivers alike (<https://ladotlivablestreets.org/projects/my-figueroa>). LADOT is currently working to

extend the multi-modal connection to continue the multimodal connection north from Wilshire Boulevard to 2nd Street. This extension will offer improved walking, biking, rolling, and transit access along the corridor to new housing and public park projects along the Figueroa Corridor.

- **7th Street (eastern segment)** – The Bureau of Engineering is currently leading a three-phase project that will offer increased connectivity and access along 7th Street. Bicycle and pedestrian infrastructure along this east/west corridor are especially crucial for connecting communities to housing, employment, and services, including the communities of Boyle Heights, Skid Row, and Westlake/MacArthur Park.
- **Connect US Action Plan** - The Connect US Action Plan was developed to improve historical and cultural connections in Downtown Los Angeles by enhancing pedestrian and bicycle travel options through and between communities. Several Connect US projects have been funded or implemented.
- **LAUS/Civic Center Exploratory Taskforce** - Metro is currently leading an exploratory task force, which Los Angeles City Planning and LADOT are participating in, to coordinate implementation of funded projects in the Union Station and Civic Center area. Unfunded projects will be considered during the planning and engagement phases of the LADOT DTLA MIP effort. Metro is also taking on a Tax Increment Financing Feasibility Study. This effort will improve access to civic resources, housing, jobs, and transportation for several historic/cultural communities.

See also:



For more information about Metro projects in and around Union Station, visit <https://www.metro.net/about/union-station/projects/>

- **Metro Blue Line First/Last Mile Plans** - Metro, in coordination with LADOT and other jurisdictions, completed station area planning at all 22 stations along the Metro Blue Line - including the 7th St/Metro Station and Pico Station in DTLA.
- **StreetsLA Olympic Legacy Project Planning**- StreetsLA has been awarded California Active Transportation Program Funding for this program. The 2028 Olympic Legacy Street Improvements Plan will develop community-driven solutions to improve access and mobility in communities surrounding four of the Olympic Sports Parks. This effort will identify access barriers, thoughtfully engage the community, and prioritize mobility (non-motorized and motorized) and sustainability improvements. Major activities will include identifying existing conditions, walk audits, community engagement, cost estimates, conceptual plans, and a final report.