

Los Angeles General Plan

ANNUAL PROGRESS REPORT

2022



City of Los Angeles General Plan
Annual Progress Report
2022

This report was produced in April 2023 by the Department of City Planning Citywide Policy Division. The Department of City Planning coordinates regularly with other City Departments on General Plan implementation. This report includes work programs from City Departments to the extent that City Planning has been made aware of the program.

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Executive Summary

The City of Los Angeles is pleased to share the General Plan Annual Progress Report for 2022. This report presents and summarizes the City's major efforts to update and implement the General Plan.

Over the past several years there has been an increased interest in the General Plan from the State, the public, and City decision makers. Recent State legislation requires all municipalities to examine and update their General Plans more frequently. These updates are necessary to address urgent priorities, including climate resilience and racial equity. Los Angeles was proud to bring forward an updated Housing Element and Safety Element in 2021, both of which include new policies that direct the City to advance these priorities locally. Over the next several years the City will work to elevate Environmental Justice as a top General Plan priority.

In addition to working to update the General Plan, the City has dedicated considerable resources to implementing key projects identified as General Plan programs. Under the leadership of a new Mayoral administration, City Departments are working collaboratively to meet our most aggressive housing target ever. A recent ordinance banning new oil drilling advances a tremendous work effort originally introduced as a Program of the Health Element. Finally, work continues across City Departments to ensure that municipal systems and infrastructure are ready for the evolving challenges of climate change.

There is much more to be done, and the Department of City Planning looks forward to producing this report annually to share relevant and timely updates.

Background and Purpose

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

The City of Los Angeles has submitted an annual report on the Housing Element of the General Plan each year since 2009. Effective January 1, 2019, the City of Los Angeles is required to submit both the Housing Element APR and a General Plan APR. This is the

third General Plan APR produced by the City of Los Angeles. A [Housing Element Annual Progress Report](#), which includes more detailed reporting on housing metrics and implementation, has been compiled separately and submitted for review under the same Council File. All [Annual Progress Reports](#) are available on the Los Angeles City Planning website. The Los Angeles Department of City Planning (LACP) additionally publishes monthly, quarterly, and annual reports, which are available on the [Department's website](#).

The [City of Los Angeles General Plan](#) includes 12 Elements. The Framework Element is an organizing element, with goals and policies that connect all topical Elements of the General Plan into a unified vision for future growth and change. While the General Plan is maintained and updated by the Department of City Planning, it reflects the work of and policy direction for all City departments.



General Plan Implementation

Each General Plan Element includes high level policies to direct decision making, as well as a targeted list of implementation programs the City will carry out to accomplish policy goals. While not exhaustive, the list below highlights major implementation milestones, organized by topical Element. While many of these efforts implement multiple Elements, they have been placed under a single heading. Some Elements, such as Conservation and Open Space, have been thematically combined for this report.

Housing

The Housing Element of the General Plan identifies the City's housing conditions and needs, establishes goals, objectives, and policies to guide future housing decisions, and

identifies an array of programs to meet identified Citywide Housing Priorities, which include: addressing the housing shortage, advancing racial equity and access to opportunity, preventing displacement and promoting sustainability and resilience. The recently adopted 2021-2029 Housing Element (certified by the State in June 2022) includes 136 implementation programs to transform the housing landscape in the City.

Housing Unit Production

The City tracks implementation of its housing production goals in the [Housing Element APR](#). The Department of City Planning provides additional reporting on the housing pipeline through the [Housing Progress Dashboard](#). This visual dashboard allows users to filter data to better understand the location, affordability level, and entitlement path of pending and approved housing projects.

State Law Implementation

In recent years, the State has been more active in regulating local zoning and entitlement procedures in an effort to facilitate more housing production. The Department of City Planning monitors and tracks relevant bills affecting land use and housing issues. Along with other agencies (as needed), the Department releases regular guidance on how new State laws interact with local planning provisions and processes. In 2022 the City released memos on the implementation of revised parking requirements (AB 2097), as well as updates to state density bonus law (AB 2334, AB 1551 and SB 682) and accessory dwelling unit law (AB 2221 and SB 897).

Streamlining and Incentivizing 100% Affordable Projects

In 2022, the City Council adopted two sets of recommendations to streamline and further incentivize affordable housing production. First, in August, the City Council adopted recommendations for the Department of City Planning to establish a set of incentives and streamlining measures (called an affordable housing overlay) for projects with 100% deed-restricted affordable housing as part of the pending update to the City's affordable housing incentive land use programs. This work program has recently launched as part of the Housing Element Rezoning Program (see Council File [21-0972](#)).

In December, the City Council voted to advance streamlining measures and additional resources to further prioritize and support affordable housing production to address existing constraints and backlogs in project review times, including new case

management concierge services that would guide projects through the approval process. These actions were recommended by City Planning with the assistance of five other departments: Building and Safety (LADBS), the Housing Department (LAHD), the Fire Department (LAFD), the Bureau of Engineering (BOE), and the Office of the City Administrative Officer (CAO) (see Council File [21-0658](#)). City Planning's efforts resulted in 45 new staff positions, thanks to the support and leadership of the Mayor and City Council, who allocated position authorities to each of the aforementioned departments to prioritize project review for 100% affordable and mixed-income housing.

These streamlining measures are critical to providing housing for vulnerable Angelenos that are most susceptible to becoming homeless. From an efficiency standpoint, the Council-adopted recommendations are expected to result in a more than 50% reduction in pre-permitting time and an overall reduction of 11 months from pre-application to close of construction.

Homelessness

In December, newly elected Los Angeles Mayor Karen Bass began her term by declaring a local state of emergency to address the City's homeless crisis, in addition to issuing her Inside Safe Initiative, which focuses on moving people living in encampments indoors in order to receive wrap-around care.

The Mayor's emergency declaration accelerates the procurement and approval processes for qualifying permanent and temporary housing projects. The declaration is in keeping with Mayor Bass's [Executive Directive 1](#), which commits the entire City family to working collaboratively to both accelerate the approval and lower the cost of affordable housing projects.

Mello Act Ordinance

The City Council approved City Planning's proposed revisions to the [Mello Act Ordinance](#), strengthening affordable housing protections in the coastal neighborhoods of Venice, Pacific Palisades, Del Rey, Playa del Rey, Wilmington, and San Pedro. The Ordinance is currently being reviewed by the Office of the City Attorney.

The State of California created the Mello Act to prevent the loss of residential units in the Coastal Zone, which the local ordinance achieves by mandating that each demolished unit be replaced at the same size and affordability level. The ordinance also requires that projects of five or more new units include restricted affordable units when

feasible. These recent revisions to the ordinance will play an important role in preserving Los Angeles's affordable housing stock.

Looking Ahead

The City will continue work on implementing the programs of the 2021-2029 Housing Element, with support from the Regional Early Action Program (REAP) grant, over the next several years. A focus of 2023 will be to develop the ambitious Rezoning Program identified in the Housing Element. The Housing Element Rezoning work program will explore six core program strategies including incentivizing housing on corridors, updating the City's affordable housing incentive programs, creating affordable housing opportunities through an affordable housing overlay, expanding the adaptive reuse program citywide, facilitating missing middle housing, and enhancing process streamlining.

Safety and Climate Resilience

The Safety Element was updated in 2021 to integrate policy language on climate resilience, while also maintaining the historic focus on disaster prevention, response and recovery. Sustainability is covered across many Elements of the General Plan, but the Safety Element currently serves as the primary repository of climate change related information. Reaching the City's resilience goals requires considerable collaboration across City Departments. Key milestones on these interdisciplinary projects are highlighted below.

One Water 2040

The City of Los Angeles completed the [One Water LA 2040](#) Plan in 2018. The Plan is a roadmap, connecting plans, ideas, and people to arrive at better and fiscally responsible water planning solutions. Collaboration is the foundation of the One Water LA planning process. The Plan identifies projects, programs and policies that will yield sustainable, long-term water supplies for Los Angeles and will provide greater resiliency to drought conditions and climate change.

During 2022 the Los Angeles Department of Sanitation and the Environment continued work to implement this plan. The department is currently developing a GIS based climate resilience tool that will help project managers understand the climate risks likely to impact the facilities they manage. This information will help the Department continue to retrofit key infrastructure to mitigate climate change impacts.

LA100

Completed in March 2021 by the U.S. Department of Energy’s National Renewable Energy Laboratory (NREL), the [LA100 study](#) identified multiple paths for the Los Angeles Department of Water and Power to achieve a 100% renewable and carbon-free power grid as early as 2035. The LA100 study was a three-year, first-of-its-kind rigorous and science-based study to analyze pathways the community could take to achieve a 100% clean energy future. Stemming from several City Council motions in 2016 and 2017, the study analyzed more than 100 million ultra-high-resolution simulations to evaluate a range of future scenarios for how LADWP’s power system could evolve to 100% renewables while maintaining its current high degree of reliability.

In June 2021, the Board of Water and Power Commissioners moved forward with a new phase of the study, LA100 Equity Strategies, designed to incorporate research and analysis to achieve specific, community-driven and equitable outcomes from the clean energy transition. The Board authorized NREL to lead LA100 Equity Strategies in close cooperation with the Luskin Center for Innovation at UCLA. NREL will incorporate the analysis and findings of LA100 into the new study, and determine ways to achieve specific outcomes that will be identified through a robust stakeholder engagement process.

LA100 Equity Strategies is an outgrowth of one of LA100’s key findings: that all communities will share in the benefits of the clean energy transition, but improving equity in participation and outcomes would require intentionally designed policies and programs.

Climate Equity LA Series

The newly formed Climate Emergency Management Office (CEMO) hosted four virtual engagement events on the topic of equitable building decarbonization, culminating in a report that outlines how the City can advance equitable climate change mitigations and a clean energy transition through building decarbonization. The report and recordings of each session are available on the [CEMO website](#).

Looking Ahead

Addressing climate change and disaster resilience will require coordinated efforts across several City departments. In 2023 the Emergency Management Department

(EMD) will lead an update to the 2018 Local Hazard Mitigation Plan, expanding the current assessment to integrate more climate change data. The City Planning Department, in partnership with CEMO and EMD, will be conducting a Climate Vulnerability Assessment. Both efforts will include outreach and engagement activities. CEMO will additionally continue its dedicated speaker series, regularly engaging the public in the process of climate adaptation planning. EMD, Fire Department, BOE, LADOT, and LACP will be convened into a taskforce to respond to planning for the Wildland Urban Interface/Very High Fire Hazard Severity Zones (VHFHSZ) and disaster preparedness.

Health, Wellness, Equity and Air Quality

The City of Los Angeles adopted the Plan for a Healthy Los Angeles as the Health, Wellness and Equity Element of the General Plan in 2015. This Element includes the policies and maps required for compliance with Environmental Justice legislation (SB 1000), including: identifying disadvantaged communities and policies and programs focused on air and water quality, public facilities, food access, safe and sanitary homes, physical activity, health risks, civic engagement, and prioritizing disadvantaged communities. Below are some of the activities that implemented the Plan for a Healthy Los Angeles and related Air Quality Element in 2022.

Environmental Justice Team

The Department of City Planning was allocated seven new staff positions to form a dedicated Environmental Justice team during the 2022-2023 fiscal year. The team is currently working to determine which policy and program interventions would be most impactful to prioritize for future implementation. More information on the proposed work of the team is available in a report back filed under [CF 15-0103-S5](#). Currently three positions have been filled. Staff is focused on leading the Los Angeles Climate Vulnerability Assessment discussed above, as well as an evaluation of Health Element programs to track progress since the Element was adopted in 2015.

Oil Ordinance Ban

Consistent with Los Angeles's policies on climate change, City Planning drafted new land use regulations that would end new oil extraction and phase out oil drilling altogether. The [Oil Ordinance](#) aims to improve the City's overall livability while addressing past injustices to frontline communities and people of color who have been disproportionately affected by the health impacts of drill sites. Historically, while some

oil wells in Los Angeles have been situated in heavy industrial areas, many have been located in residential neighborhoods, near homes, community parks and schools.

The Department and the City Planning Commission, alongside the Mayor's Office and the City Council, worked together with impacted communities to advance this initiative in alignment with the broader national and statewide efforts to address environmental justice and climate change, which [L.A.'s Green New Deal](#) seeks to implement locally.

The oil ban demonstrates how zoning can protect citizens' health, safety, and welfare. Moreover, it demonstrates how cities can lead in addressing local issues related to environmental justice and climate change, with a particular focus on social equity. The Ordinance was approved by the City Council in December 2022.

Los Angeles African American Historic Places

In 2022, alongside the Getty Conservation Institute, City Planning launched the [Los Angeles African American Historic Places Project](#), which seeks to identify, protect, and celebrate Los Angeles's African American heritage. The Department's cultural heritage and education programs are two of the ways it charts a course toward a more fair, equitable, and just Los Angeles.

Moving forward, City Planning's Office of Historic Resources and the Getty Conservation Institute will advance historic landmark designations for African American heritage sites, expand and deepen the City's 2018 African American History preservation framework, and develop cultural preservation strategies in partnership with historically African American neighborhoods.

As this work proceeds, the Department of City Planning will continue to re-evaluate the City's historic preservation policies and practices through an anti-racist lens.

City Planning Office of Racial Justice, Equity and Transformative Planning

In collaboration with the City Planning Commission, City Planning's Office of Racial Justice, Equity, and Transformative Planning organized several public meetings to receive input from City residents and community-based neighborhood groups.

During the fall of 2022, the Commission adopted the first Equity Values Statement, which centers equity and inclusivity in the Commission's decision-making process on land use policy and decisions related to project review. It reads: "Equitable planning

demands that race does not determine whether or not one thrives in Los Angeles. The Los Angeles City Planning Commission prioritizes a planning process that centers the needs of those most harmed by systemic racism. Our goal is the creation of affordable, prosperous, resilient and healthy communities where all Angelenos experience the feeling that they belong.”

Setting out the City’s values, the Values Statement commits Los Angeles to prioritizing the needs of those communities most harmed by racism, with the explicit goal of advancing affordable, prosperous, and healthy communities through existing land use tools to refocus the Department’s planning efforts to contribute more positively to citywide discussions on housing and economic development. In response to an uptick in racially charged language and crimes, the Office also drafted a statement on hate speech to foster safe spaces and curtail intimidation.

Additionally, the Office reached a significant milestone this year, completing its six-month listening session and producing its initial findings on the subjects of racial equity and transformative planning. These findings, which aim to ground City Planning’s day-to-day work in the pursuit of equitable outcomes for all, will be implemented in various ways, from future work programs to more inclusive outreach strategies.

City Planning is one of several City Departments working to re-center key work programs to further the goal of racial equity. As noted in the 2021 APR, Executive Directive 27, issued by Mayor Eric Garcetti in June of 2020, directed each Department to appoint a Racial Equity Officer and develop a Racial Equity Action Plan. This work is ongoing as the Mayor’s Office transitions to the leadership of newly elected Mayor Karen Bass.

Civil + Human Rights and Equity Department

In 2020 Los Angeles formed a new City Department to maintain and strengthen the city’s diversity, equity, and accountability. The [Civil + Human Rights and Equity Department](#) is focused on reducing bias and injustices while leveling the playing field through community engagement, equity initiatives, and upward mobility programming. In 2022 the Department drafted a [five year action plan](#), which was formally approved by the City Council. The Department also launched its [discrimination enforcement division](#), allowing the City to investigate alleged discriminatory practices in the private sector areas of commerce, education, employment and housing and enforce the city’s Civil and Human Rights Law. Finally, the Department launched [L.A. REPAIR](#) (Reforms for Equity and Public Acknowledgement of Institutional Racism), the City’s first and California’s

largest-ever participatory budgeting program. L.A. REPAIR will give nine L.A. neighborhoods the power to decide how to spend \$8.5 million of City funding on programs that will directly benefit them. The nine REPAIR Zones are among those most impacted by poverty, COVID-19, pollution, and unemployment.

Urban Design

The Urban Design Studio continues to implement the Citywide Design Guidelines through the Professional Volunteer Program as well as Project Reviews. In 2022, over 278 design review meetings of development projects were conducted by Studio staff.

During 2022 the Urban Design Studio began drafting an update of the City's Landscape Ordinance through an updated effort titled "[Healthy Buildings, Healthy Places](#)." This update will broaden the ordinance to address many pressing climate, health, and equity considerations. The Ordinance will apply to new construction of 5 units or more, as well as non-residential buildings, and build upon Green Building Code mandatory and voluntary measures, as well as Low Impact Development Standards set by the City and State. Incentives such as Ministerial Review for projects achieving high performance design in both the private and public realm, in lieu of Site Plan Review, are being developed as part of this effort.

Looking Ahead

The City is coordinating several simultaneous efforts to better integrate data to inform more equitable decision making. The City Administrative Officer (CAO) is working on an equity index to prioritize infrastructure investments in underinvested communities. The Bureau of Engineering (BOE) is working on a similar framework specific to the Department's infrastructure investments. Finally, the Housing Policy team is developing a methodology to promote the equitable development of housing across the City.

The newly formed Environmental Justice Policy team in City Planning is auditing progress towards the programs of the 2015 Health Element. This audit will help them to evaluate strategies to elevate Environmental Justice in the Los Angeles General Plan.

Mobility

[Mobility Plan 2035](#), which serves as the Circulation Element for Los Angeles, provides a policy foundation for achieving a transportation system that balances the needs of all road users. The current Mobility Plan was adopted in 2015 and amended in 2016. Additional information can be found in strategic plans and reports of the departments

that implement the Mobility Plan, including the Los Angeles Department of Transportation (LADOT) [Strategic Plan](#) 2021-2023 and the Bureau of Street Services (BSS) [5 Year Strategic Plan](#) 2021/22 - 2026/27.

Transportation Demand Management

In 2022, the City Planning Commission unanimously recommended approval of City Planning and the Department of Transportation's proposed update of the [Transportation Demand Management \(TDM\) Ordinance](#). In keeping with the City's overarching mobility goals, the ordinance seeks to increase the number of mobility options available to Angelenos by requiring more types of development projects to implement transportation strategies aimed at reducing vehicle trips.

The program uses a point system that scales the TDM requirements according to a project's size. Projects will select from a menu of more than 40 TDM strategies, which are assigned point values based on their effectiveness in reducing drive-alone trips and vehicle miles traveled (VMT). Available TDM strategies include infrastructure investments such as bicycle facilities; initiatives including carpooling and telecommuting programs; and incentives like transit passes for building occupants.

The ordinance positions the City to deliver on its climate and transportation goals, including reducing the number of single-occupancy vehicle trips, by leveraging the latest technologies and incentives to support sustainable modes of transit.

Interdepartmental MOU on Project Planning and Delivery in the Public Right of Way

During 2021-2022 the Office of Mayor Eric Garcetti led an effort to draft an interdepartmental Memorandum of Understanding (MOU) between all City departments that manage capital improvements in the public right-of-way (ROW). The agreement intends to establish a formal cooperative structure to efficiently plan, design, conduct outreach and engagement, implement, and maintain the construction, reconstruction, or improvement of City public right-of-way, including but not limited to streets, sidewalks, curbsides, and pedestrian pathways. In an effort to more efficiently, equitably, and strategically deliver capital improvements to the City's public right-of-way, City departments have agreed to follow standard collaboration protocols and fulfill distinct roles and responsibilities of planning, building, operating, maintaining, and managing a world-class public right-of-way system. The agreement was signed in May 2022 and the MOU Committee now meets quarterly to identify and coordinate multi-benefit projects,

facilitate interdepartmental collaboration, and support capital projects' consistency with adopted City policies including the Mobility Plan 2035.

Complete Streets Projects

In addition to allocating General Fund dollars to implement the Mobility Plan, the Los Angeles Department of Transportation and Bureau of Streets Services (StreetsLA) pursue grant funding to meet the City's mobility needs. Major complete street project milestones include:

- Reconstructing Reseda Blvd - This project began construction in October 2020 and is estimated to be completed in April 2023. Project focuses on Reseda between Parthenia and Victory Blvd.
- Los Angeles was awarded \$200 million in grant awards for active transportation projects on December 8th, 2022. This grant funds several projects and programs:
 - Skid Row Connectivity and Safety Program (\$38.6 million) - Project improvements in the Skid Row neighborhood in Downtown Los Angeles include bikeways, improved sidewalks, bike lockers, hydration stations, ebike charging stations, high visibility crosswalks, shade trees, and benches.
 - Osborn Street Path to Park Access Project (\$42.3 million) - Construction on Osborne Street between San Fernando and Foothill Blvd to improve access to transportation options, open spaces, and trails.
 - Normandie Beautiful: Creating Neighborhood Connections in South LA (\$23.58 million) - Project will include pedestrian and bike safety improvements such as pedestrian crossings, traffic signal modifications, and low stress bicycle facilities to address mobility issues. Improvements are concentrated near Vermont Ave Elementary.
 - Wilmington Safe Streets (\$32.33 million) - Project is located near the Port of Los Angeles. The project will include bike facilities, pedestrian, and ADA improvements, traffic calming measures, and improved safety for all modes of transportation.
 - Western Our Way (\$37.74 million) - Project is located on Western Ave from Washington to Century. Project includes upgraded sidewalks, traffic signals, pedestrian beacons, intersection tightening, and other safety treatments.
 - LA River Greenway: East San Fernando Valley Gap Closure (\$34.4) - The Project will be constructed adjacent to the LA river from Lankershim to Whitsett in the East San Fernando Valley. The project includes the construction of a safe and direct walk and bikeway.

- South LA EcoLab (\$60 million) - Los Angeles City partnered with several community organizations to secure funding to improve environmental conditions and reduce pollution in South LA. The project will begin in 2023 with a project completion date of 2028, when Los Angeles will host the 2028 Olympic Summer games. The South LA EcoLab will invest in infrastructure projects such as LADOT Stress Free connections, EV Car Share, and StreetsLA Cool Pavement.
- StreetsLA is currently in the process of implementing a Caltrans Sustainable Communities Grant planning project that will develop a plan and tool to prioritize corridors for holistic infrastructure, or One Infrastructure, investments that will be competitive under local, state and federal grant programs. This planning project is expected to be completed in early 2024.

LADOT Planning Efforts

The Los Angeles Department of Transportation (LADOT) develops and implements targeted programs and plans that execute the broad goals of the Mobility Element. In February 2022 the [LADOT Speed Reduction Plan](#) was approved, allowing LADOT to repeal and reduce speed limit increases across dozens of local streets. In April of 2022 LADOT launched the [Universal Basic Mobility Pilot](#), with a budget of \$18 million covering much of South LA. This project increases access to transportation options for Angelenos including deploying e-bikes, EV car share, EV shuttle services, subsidized DASH fares, EV charging stations, funding for Rail to Rail project, and installing safe streets infrastructure. Different elements of the UBM pilot program will roll out from 2022 to the end of 2025.

Fixed Rail Expansion

In October 2022 the Los Angeles County Metropolitan Transportation Authority (METRO) opened the 7th fixed rail line in Los Angeles, the [K Line](#), connecting South LA and Mid City to the airport and South Bay communities. The K Line will initially serve seven new stations between Expo/Crenshaw and Westchester/Veterans. The new line expands access to the Expo Line, which travels between Downtown Los Angeles and Santa Monica. By 2024, the K Line will also connect to the new LAX/Metro Transit Center Station, the new Aviation/Century Station and the Metro C Line (Green). The City continues to coordinate with METRO to support the build out of the fixed rail system through infrastructure investments, right of way enhancements and land use policies that encourage housing development in transit served areas.

Urban Aerial Mobility

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

As this technology is emerging and policy and regulatory approaches do not fully exist for UAM/AAA, LACP and LADOT continue with their collaborative approach to the research and development of early regulatory considerations that include land use and zoning regulations, sustainability and multimodal connectivity, equity and environmental justice opportunities, implementation plans for operators, data and privacy sharing protocols, and an ongoing periodic review of adopted policies and processes. Among these considerations, regulations must also address permit and fee structures, community engagement strategies, and coordination with other jurisdictions and state and federal agencies. Through the collaboration efforts with Urban Movement Labs, a private-public partnership, [“Integrating Advanced Air Mobility: A Primer for Cities”](#) was released in 2022. This work program is awaiting funding and staff are exploring grant funding opportunities.

Looking Ahead

During 2022 there was rising interest in reporting on and expediting Mobility Plan implementation. An initiative petition in support of a proposed ordinance regarding the City’s street improvement measures, particularly build-out of the Mobility Plan’s Networks (Bicycle Enhanced Network, Transit Enhanced Network, etc), gathered signatures in 2022 and City Council placed the proposed ordinance on the ballot for the March 2024 election. In addition, the City Council has asked key departments to report back on strategies and staffing necessary to improve coordination, efficiency and transparency, more clearly link budget decisions to the Mobility Plan’s objectives, and expedite implementation timelines. Future Council instructions and budget decisions have a pathway to support increased resources dedicated to Mobility Plan implementation in coming years, and new tools such as a publicly-accessible Mobility Plan Implementation Dashboard.

Open Space and Conservation

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

Wildlife District Ordinance

In 2022 City Planning advanced proposed recommendations to the City Planning Commission that would establish a [Wildlife District Ordinance](#) in the hillside neighborhoods of the Santa Monica Mountains. City Planning proposed zoning regulations for the study area that could protect wildlife habitats and connectivity and aid the City in the preservation of its natural resources.

The ordinance seeks to incorporate ecological, biological, and environmental resource considerations and apply them uniformly across hillsides within the proposed Wildlife Ordinance District, including rules to limit disturbance to soil and native vegetation, as well as tailored standards for minimizing development footprints in resource rich, open space adjacent hillsides. The proposed Wildlife District Ordinance aims to reduce cumulative development impacts on plants, animals, and natural resources while providing co-benefits related to climate resilience and public health. Upon adoption, it would institute development standards for lot coverage, floor area, grading, and height limitations, as well as requirements for native landscaping, trees, fences, trash enclosures, windows and lighting.

Hillside Construction Regulations

In the fall of 2022, the City Council approved expansion of the Hillside Construction Regulations (HCR) ordinance, which addresses the unique development challenges in Los Angeles's hillside communities. The ordinance includes hillside protections targeting grading, construction activities, and out-of-scale development patterns that negatively impact aesthetics, safety and environmental quality.

The ordinance also adds hillside protections to new neighborhoods, including Franklin Canyon, Coldwater Canyon, and Bowmont Hazen, with another ordinance pending City

Council approval that would apply specifically to residential hillside neighborhoods in Northeast Los Angeles. Among other key features, the HCR Ordinance includes zoning regulations that would restrict grading, haul routes, and construction hours.

The HCR Ordinance also contains a provision that requires LACP sign-off for housing projects above a set square footage threshold, part of a larger strategy to increase review of larger hillside projects to protect ecologically and biologically sensitive resources through sustainable land use practices.

Los Angeles Biodiversity Index

LA Sanitation and the Environment (LASAN) began work to create a customized Biodiversity Index for the City of LA in 2018 with help and guidance from the Interdepartmental Working Group and Biodiversity Expert Council. This Index is intended to help track progress toward the Green New Deal target of “no net loss of biodiversity” within the City. The LA City Biodiversity Index takes inspiration from the Singapore Index on Cities Biodiversity, and has a hierarchical structure with 3 themes (native species protection, social equity, and governance and management of biodiversity), 8 indicators, and 25 metrics. The indicators cover habitat quality, indicator species, threats to native biodiversity, access to biodiversity, education, community action, governance, and management. Collectively, these indicators and the 25 associated metrics comprehensively assess LA’s native ecosystems; how LA is improving community access and education; and how LA is incorporating biodiversity considerations and policy into the City.

In 2022, LASAN released the first official [LA Biodiversity Baseline Report](#), which provides a measurement of the Index and recommendations for how Los Angeles can reverse biodiversity decline. For this benchmark assessment, the City received a score of 37 out of a possible 110 points. The City is actively taking steps to increase the overall score of the Index and better integrate biodiversity into operations, programs, policies, and projects, and has required all City departments to develop and track annual goals towards addressing biodiversity in current and future work programs.

Looking Ahead

In 2023 LACP will bring the Wildlife Ordinance to the City Council for review and approval. If the ordinance is successfully adopted the City can begin evaluating how best to expand the Wildlife regulations to other ecological sensitive areas in the City. The Hillside Construction Ordinance expansion will go into effect in March 2023.

Land Use and Zoning

The City's Land Use Element is made up of 35 Community Plans. Efforts to update these plans are detailed below in the "General Plan Updates" section.

In addition to the Community Plans, Los Angeles has a citywide growth strategy called the Framework Element. The Framework Element outlines priorities including equity, prosperity, urban design and ecology and details how to work toward and balance these priorities through land use strategies on the citywide scale. The Element was first adopted in 1997 and revised in 2001. Related Elements, including Noise, Infrastructure Systems and Public Facilities and Services are also reported in this section, as well as in the Growth and Infrastructure section below.

The City is evaluating future updates to Framework and related Elements, while simultaneously working to implement the high level goals of the document through the following work programs. More information on each of the work programs below can be found on the "Proposed Regulations" and "Adopted Regulations" pages of the [Los Angeles City Planning Website](#).

Processes and Procedures Ordinance

To make Los Angeles's land use regulations more user-friendly, LACP oversaw comprehensive changes to the Zoning Code in 2022, reorganizing its administrative provisions and establishing a new article and chapter of Los Angeles's Municipal Code (LAMC).

The Processes and Procedures Ordinance makes it easier to look up the procedures that govern different types of project applications by centralizing administrative provisions, formerly scattered throughout the Zoning Code, in a single article of the LAMC. Additionally, the Processes and Procedures Ordinance establishes a more transparent and predictable set of rules for project review, chiefly by grouping entitlements with similar procedures in order to standardize the path for planning approvals and remove redundant variations.

South Los Angeles Community Plan Implementation Overlay (CPIO)

In 2022 the City Planning Commission endorsed the Department's recommended changes to the South Los Angeles Community Plan Implementation Overlay (CPIO) to

reverse the trend of displacement and strengthen residents' ability to remain in place. The changes aim to preserve naturally occurring affordable housing and unlock housing opportunities in transit-oriented development (TOD) areas.

For years, the demand for student housing has driven up the price of properties near the University of Southern California campus, forcing long-time renters out of the neighborhoods they call home. City Planning's ordinance expands the South Los Angeles CPIO District, along with implementing targeted amendments that ultimately enhance tenant protections, limit the pace of demolition of older affordable housing stock, and accommodate much-needed affordable housing capacity in nearby established TOD areas. These strategies aim to balance the needs of long-term residents with those of the student population.

Slauson Corridor Transit Neighborhood Plan

As directed by the adopted Community Plans, the Department advanced the Slauson Corridor Transit Neighborhood Plan (TNP) to the City Council in November of 2022. The TNP includes land use regulations that support affordable housing and green jobs along the Slauson Corridor in South Los Angeles, while also promoting transportation and transit access.

The Slauson Corridor TNP seeks to activate affordable housing incentives along Metro's Rail-to-Rail Active Transportation Corridor, a five-mile bike path expected to open in 2024. The plan aims to foster quality jobs, incentivize more affordable housing, promote clean energy, and offer safe access to transit in a community that is predominantly people of color. The Slauson Corridor TNP also provides design guidance for buildings fronting the Rail-to-Rail bike path, which advocates for attractive, walkable, and livable neighborhoods.

Cornfield Arroyo Specific Plan (CASP) Update

Los Angeles City Planning is updating the CASP to support the production of more affordable, mixed-income, and permanent supportive housing compared to the existing 2013 Plan. Key changes include strengthened affordable housing requirements, the establishment of a new Community Benefits Program, provisions that facilitate new affordable housing projects on public land, an overall increase in housing capacity, and a modernized zoning system based on the City's new Zoning Code. The updated CASP will support the City's efforts to accelerate housing production during the housing crisis, while recognizing the diverse needs of the long-standing communities and industries

that share this space. An updated draft plan was released in the Fall of 2022, with an adoption process slated to begin in 2023.

Outdoor Dining - Permanent Al Fresco

In May 2020 the City introduced a new program, L.A. Al Fresco, to allow for outdoor dining activities for qualifying food establishments. The Al Fresco program was created through the Mayor's local emergency powers as a temporary program to aid owners of local food establishments who were adversely impacted by the COVID-19 pandemic due to the related public health restrictions.

The response to the Al Fresco program has been overwhelmingly positive, and over 2,500 participants have taken advantage of the program since it was introduced. The program has enabled many of these local businesses to keep their doors open, and help to inject a new vibrancy and energy into our commercial corridors at a time when many of these areas are suffering from the impacts of the pandemic. The success of the program has resulted in a desire and direction from the City Council to establish an Al Fresco program beyond the temporary emergency program which will reimagine outdoor dining regulations in the Zoning Code (CF 20-1074).

In March 2022, the City Council directed LACP to amend the Zoning Code to permit outdoor dining provisions beyond the temporary provisions. These efforts are focused on private property use for outdoor dining. Concurrent efforts are underway by LADOT to draft regulations to permit in-street and curbside dining within the public-right-of-way, and by the Bureau of Engineering to permit expanded sidewalk dining. These collective efforts will provide for a comprehensive transition from the emergency LA Al Fresco program to permanent outdoor dining opportunities.

A draft of the [Permanent Al Fresco Ordinance](#) was released in late 2022 with the adoption process occurring throughout 2023.

Looking Ahead

The adoption of the Process and Procedures Ordinance is a significant milestone in the City's larger project to comprehensively update the Zoning Code; the ordinance will become effective in July 2023. Over the next year, two Community Plans, Downtown Los Angeles and Boyle Heights, will move through the adoption process, formally applying the new zoning code structure to parcels in those areas. Work on several Specific Plans will continue, with the CASP moving through the adoption process and the Ventura Blvd

/ Cahuenga Specific Plan update continuing work to release a revised draft. The Permanent Al Fresco program is expected to begin the adoption process in early 2023.

Growth and Infrastructure / Framework Element

LACP has periodically produced a “Growth and Infrastructure” report to monitor demographic trends and detail how infrastructure departments are providing for projected growth. This report was initially produced as a measure to implement the Framework Element, first adopted in 1997. All past Growth and Infrastructure Reports, including the 2017-2018 Report, are available on the [City Planning Website](#). Since the Framework Element was first adopted, individual departments have begun producing more detailed and frequent reporting of their infrastructure assets and programs. LACP’s reporting on growth and infrastructure is now reflected in the General Plan APR to reduce duplication and improve the timeliness and accessibility of information.

Demographics

The Department of City Planning maintains a dedicated demographics unit to compile and report on key demographic data. This team works closely with the Southern California Association of Governments (SCAG) on forecasts and projections of future population growth for the SCAG Connect SoCal (RTP/SCS) Plan. These numbers are referenced by several City departments to ensure that investments in services and infrastructure will align with projected demand.

The most recent Connect SoCal 2020 plan is available on [SCAG’s website](#), alongside information being prepared for the updated Connect SoCal 2024 plan (formerly referred to as the Regional Transportation Plan). Provided below is a summary of SCAG’s most recent projections for 2045, compared to projections initially made in the Framework Element for the year 2010. Existing population, household and employment data is provided for 2021 from the American Community Survey (ACS), for comparison.

Table 1:
Comparison of and SCAG Projections, General Plan Framework and Current Estimates

	Population	Households	Employment
SCAG 2045 Projection ¹	4,771,300	1,793,000	2,135,900
Framework Element Horizon 2010 ²	4,306,500	1,566,100	2,291,500
2021 ACS Estimate ³	3,902,400	1,384,900	1,968,900 ⁴

Footnotes and Sources: All numbers rounded to the nearest 100. 1. SCAG RTP 2020, 04/01/2020. 2. Framework Element, 1996. The Framework Element included a “planning horizon” based upon regional growth forecasts from 1993. The estimates are not intended to represent maximum or minimum levels of development to be permitted. 3. American Community Survey 5-year Average Estimates 2017-2021. 4. ACS definition of “employment” is “status” of employed. SCAG definition of “employment” is jobs at site.

The LACP Demographics team prepared data from the 2020 Decennial Census and released results by Community Plan Area. Table 2 includes totals on households and population for each Community Plan Area, as well as the percentage of change in each area between the 2010 and 2020 Decennial Census.

Table 2:
Decennial Census Results for Households (HH) and Population (Pop) 2010-2020

Community Plan Area	2010 HH	2020 HH	% Change HH	2010 Pop	2020 Pop	% Change Pop
Arleta - Pacoima	22,056	23,350	5.87%	103,252	101,410	-1.78%
Bel Air - Beverly Crest	8,401	8,939	6.40%	20,934	22,179	5.95%
Boyle Heights	21,772	22,909	5.22%	84,619	81,643	-3.52%
Brentwood - Pacific Palisades	25,322	25,088	-0.92%	57,060	57,518	0.80%
Canoga Park - Winnetka - Woodland Hills - West Hills	61,915	66,997	8.21%	175,476	186,587	6.33%
Central City	20,080	31,265	55.70%	37,675	58,312	54.78%
Central City North	6,073	8,367	37.77%	22,135	23,440	5.90%
Chatsworth - Porter Ranch	32,367	36,053	11.39%	93,251	103,770	11.28%
Encino - Tarzana	29,844	31,799	6.55%	72,018	78,269	8.68%

Community Plan Area	2010 HH	2020 HH	% Change HH	2010 Pop	2020 Pop	% Change Pop
Granada Hills - Knollwood	20,007	20,685	3.39%	60,690	63,704	4.97%
Harbor Gateway	11,729	12,778	8.94%	40,136	41,093	2.38%
Hollywood	94,757	99,284	4.78%	198,228	197,261	-0.49%
LAX	590	0	-100%	1,566	25	-98.40%
Mission Hills - Panorama City - North Hills	37,722	41,958	11.23%	142,510	149,524	4.92%
North Hollywood - Valley Village	52,885	57,116	8.00%	136,616	139,811	2.34%
Northeast Los Angeles	73,392	78,421	6.85%	237,256	228,773	-3.58%
Northridge	22,661	22,236	-1.88%	66,906	65,902	-1.50%
Palms - Mar Vista - Del Rey	49,713	51,918	4.44%	110,715	114,241	3.18%
Port of Los Angeles	328	30	-90.85%	1,462	1,612	10.26%
Reseda - West Van Nuys	33,930	35,572	4.84%	107,754	110,840	2.86%
San Pedro	29,543	30,913	4.64%	76,651	78,678	2.64%
Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass	39,252	40,355	2.81%	78,803	83,688	6.20%
Silver Lake - Echo Park - Elysian Valley	27,781	28,045	0.95%	70,088	64,976	-7.29%
South Los Angeles	76,450	82,004	7.26%	270,354	277,921	2.80%
Southeast Los Angeles	63,802	68,558	7.45%	278,337	285,585	2.60%
Sun Valley - La Tuna Canyon	22,789	24,629	8.07%	88,556	88,620	0.07%
Sunland - Tujunga - Lake View Terrace - Shadow Hills - East La Tuna Canyon	20,841	21,142	1.44%	61,763	60,596	-1.89%
Sylmar	20,095	22,033	9.64%	78,862	83,107	5.38%
Van Nuys - North Sherman Oaks	56,724	60,315	6.33%	159,035	163,802	3.00%
Venice	18,998	19,646	3.41%	36,962	38,171	3.27%
West Adams - Baldwin Hills - Leimert	61,916	64,301	3.85%	175,057	174,581	-0.27%
West Los Angeles	35,560	37,501	5.46%	74,952	81,159	8.28%

Community Plan Area	2010 HH	2020 HH	% Change HH	2010 Pop	2020 Pop	% Change Pop
Westchester - Playa del Rey	23,929	29,248	22.23%	55,073	66,250	20.29%
Westlake	37,376	40,822	9.22%	110,781	110,153	-0.57%
Westwood	19,776	18,641	-5.74%	51,459	56,720	10.22%
Wilmington - Harbor City	21,807	23,062	5.76%	77,237	77,647	0.53%
Wilshire	115,985	124,280	7.15%	278,392	281,179	1.00%
Citywide Total	1,318,168	1,410,260	6.99%	3,792,621	3,898,747	2.80%

Source: 2010 and 2020 Decennial Census Redistricting Data PL94-171.

In addition to summarizing results from the Decennial Census, the LACP Demographic Research Unit reports on American Community Survey (ACS) data by Community Plan Area annually. These figures represent the best available data on existing demographics with more detailed profiles available for each Community Plan Area. ACS data is summarized below with more information available on the [City Planning website](#).

Table 3:

2021 American Community Survey Population and Household Totals

Community Plan Area	Population	Households
Arleta - Pacoima	103,591	22,982
Bel Air - Beverly Crest	19,959	8,043
Boyle Heights	86,175	23,341
Brentwood - Pacific Palisades	55,219	23,488
Canoga Park - Winnetka - Woodland Hills - West Hills	190,571	66,031
Central City	49,539	30,150
Central City North	27,722	8,038
Chatsworth - Porter Ranch	106,937	35,453
Encino - Tarzana	79,069	31,610
Granada Hills - Knollwood	65,368	21,257
Harbor Gateway	42,010	12,565
Hollywood	190,419	93,421

LAX	21	19
Mission Hills - Panorama City - North Hills	149,223	42,638
North Hollywood - Valley Village	136,485	55,663
Northeast Los Angeles	237,284	78,922
Northridge	65,816	22,002
Palms - Mar Vista - Del Rey	110,221	51,112
Port of Los Angeles	1,070	4
Reseda - West Van Nuys	112,530	36,068
San Pedro	80,906	31,087
Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass	83,797	39,245
Silver Lake - Echo Park - Elysian Valley	67,387	28,550
South Los Angeles	288,678	82,270
Southeast Los Angeles	296,691	69,836
Sun Valley - La Tuna Canyon	86,299	24,036
Sunland - Tujunga - Lake View Terrace - Shadow Hills - East La Tuna Canyon	58,775	20,000
Sylmar	80,155	21,173
Van Nuys - North Sherman Oaks	162,674	59,346
Venice	34,170	17,961
West Adams - Baldwin Hills - Leimert	170,412	66,016
West Los Angeles	75,737	35,473
Westchester - Playa del Rey	64,448	27,541
Westlake	116,072	42,023
Westwood	53,848	17,722
Wilmington - Harbor City	82,170	23,095
Wilshire	270,989	116,672
Citywide Total	3,902,440	1,384,851

Source: American Community Survey 5-year average estimates 2017-2021, December 2022

Infrastructure Monitoring and Reporting

Infrastructure is discussed in several sections of the General Plan. The 1997 Framework Element includes several chapters on the topic of infrastructure and offers guidance to monitor and report on the status of different assets of infrastructure to ensure that those keep pace with population growth. Some classes of infrastructure, like roadways and parks, have their own dedicated Element of the General Plan (see Mobility and Open Space Elements). Finally, Community Plans each include a chapter on infrastructure to address local concerns.

The construction, operations and maintenance of key infrastructure is managed by several City departments, including: Los Angeles Department of Transportation, Bureau of Engineering including StreetsLA, the General Services Department, Recreation and Parks, the Port of Los Angeles, Los Angeles World Airports, Los Angeles Public Libraries, Department of Cultural Affairs, Department of Aging, LA Sanitation and the Environment, Street Lighting, Los Angeles Police Department, Los Angeles Fire Department and the Los Angeles Department of Water and Power. Several classes of infrastructure are addressed more specifically in earlier sections of this report. Public right of way infrastructure is covered above in the Mobility section. Disaster infrastructure, including Fire and Police, is generally covered in the Safety section of this report, alongside all efforts to improve the resilience of infrastructure. Parks, open space, and urban forest infrastructure are addressed in the Open Space and Conservation section of this report. The [2017-2018 Growth and Infrastructure Report](#) includes descriptions of each department's involvement in infrastructure provision, as well as links to published resources.

In addition to these targeted efforts the City also produces centralized reports on capital improvements. The City Administrative Office (CAO) tracks and budgets for most infrastructure projects across the City. This information is reflected in the [annual budgets](#) the CAO helps to prepare. Additionally, because infrastructure projects typically take longer than a single year to complete, the CAO also maintains a five year [Capital and Technology Improvement Plan](#), updated each year. These two documents are the City's primary repository of information on key infrastructure projects.

CAO reporting does not include "proprietary departments," which have their own systems of budgeting and reporting. LADWP, the Port and Los Angeles World Airports (LAWA) are proprietary and produce their own plans and reports on infrastructure monitoring and capital improvements. LADWP released several reports last year, including: the [Power Strategic Long-Term Resource Plan](#) (SLTRP) Draft 2022, [LADWP](#)

[Fiscal Year 2022-2023 Goals and Objectives](#) and the most recent budget, which can be found on the [LADWP Annual Budgets and Reporting](#) website. LAWA is continuing work on a large Airfield and Terminal Modernization Project including the People Mover, which connects the light rail system to LA International Airport (LAX). The EIR for the project was finalized in 2021 and can be accessed on [LAWA's website](#). The Port of Los Angeles has a separate [Master Plan](#), last updated in 2018. All major Port updates are posted to the [News](#) section of their website.

Looking Ahead

Using funding from the Regional Early Action Planning (REAP) 1.0 grant program LACP has commissioned a background study on infrastructure provisions. This study will help LACP better communicate how different assets of infrastructure are monitored and periodically upgraded across the City. Key findings from this report will be integrated into the 2023 APR.

General Plan Updates

LACP's goal is to comprehensively update the General Plan, including all 35 Community Plans (which collectively serve as the Land Use Element) and citywide Elements. Since 2015 the Department has updated six Community Plans and four citywide General Plan Elements (Mobility 2035, the Plan for a Healthy Los Angeles, the Safety Element and the 2021-2029 Housing Element). Currently the Department is actively updating an additional 16 Community Plans, which constitutes a major portion of the Land Use Element.

Housing Element Update

The 2021-2029 Housing Element was originally adopted by Los Angeles City Council in late 2021. After submitting the Element to the State Department of Housing and Community Development (HCD) the City received comments asking for additions to the plan, namely requesting that a few key programs be added to the document. The City addressed these comments through targeted updates and brought the revised Housing Element back to City Council in June of 2022. The amended Housing Element was approved by HCD in July of 2022. The CA [HCD](#) applauded the comprehensive approach to fair housing issues and expressed its appreciation of the City's commitments and leadership for advancing policies and programs that promote inclusive communities

Community Plan Updates

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

In the Summer of 2022 the LACP released an updated draft of the **Downtown Community Plan**, which includes goals, policies, and programs for the Downtown Community (which includes the Central City and Central City North Community Plan Areas). This document outlines the plan vision, memorializes community feedback, and reflects modifications from the City Planning Commission. This draft included an updated Downtown Community Plan Land Use Map, which designates where general uses and building scales are allowed (i.e residential, commercial) and establishes what specific zones can be allowed in different neighborhoods. The update also included a revised Draft Downtown Community Plan Implementation Overlay (CPIO), which includes standards for developments that provide community benefits (i.e. affordable housing, open space, community facilities), development standards for Bunker Hill and Civic Center, and design best practices.

LACP published the Boyle Heights Community Plan (Draft Policy Document, Draft Zoning and General Plan Land Use Map, and the Community Plan Implementation Overlay (CPIO), including the Community Benefits Program) and Draft EIR in July 2022. The Draft Boyle Heights Community Plan includes goals and policies related to housing security, mobility, green space, and other community benefits. It emphasizes historic and cultural resources as well as the relationship of the community to the LA River. The Community Benefits program implements a base and bonus development rights system for additional Floor Areas Ratio (FAR) and, in some places, height, in exchange for including affordable housing in a project. This system, which will serve as a model for Community Plans moving forward, will help reach Housing Element objectives related to maximizing the number of units with the deepest affordability while remaining responsive to community preferences.

In Spring 2022, the Department released Preliminary Draft Plans for two Community Plan areas in the harbor area. The Preliminary Draft 2022 **Wilmington-Harbor City Community Plan** includes chapters on Environmental Justice, Mobility, and Open Space with goals and policies related to robust outreach, health, sustainability,

petroleum-related activities, the Port of LA and coastal zone, open space, and other Community Benefits. Along with the Preliminary Draft Wilmington plan, the **Draft Harbor Gateway Community Plan** emphasizes climate resilience, sustainability, and environmental health and justice. This includes addressing histories of environmental harm, fostering community relationships, green infrastructure, public health, housing security, and mobility.

In 2022, the Department announced the formation of the 2022 Westside Community Plan Advisory Group (WCPAG) for the West Los Angeles, Palms-Mar Vista-Del Rey, Venice, and Westchester-Playa del Rey Community Plans (aka "**Westside Community Plans**"). The 52-member Advisory Group is composed of a diverse group of community leaders, residents, community based organizations (CBO), advocacy groups, business leaders, Neighborhood Councils, Business Improvement Districts (BIDs), youth, housing development experts, and professionals from various planning-related fields. Key concepts of the Plans include: Climate Change Resilience, Mobility, and Open Space, as well as Housing and Complete Neighborhoods as guiding principles for land use decisions, goals, and policies. The Venice Local Coastal Program is a policy and regulatory document required by the California Coastal Act that establishes land use, development, natural resource protection, coastal access, and public recreation policies for the Venice Coastal Zone. The Local Coastal Program has been integrated into the Community Plan update effort.

The **Hollywood Community Plan** Update is in the adoption phase, pending final approval from the full City Council. The Hollywood Community Plan includes sustainable land use policies, climate resilience and beneficial Public Realm and Open Space, Preservation, and Mobility chapters, and implements the use of VMT for transportation impacts.

In Spring 2022, the Department released Draft General Plan Land Use Maps for the **Southeast Valley Community Plans** (North Hollywood – Valley Village, Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass, and Van Nuys – North Sherman Oaks). In summer 2022, the Southeast Valley Community Plan Updates team hosted 3 webinars and virtual Office Hours sessions to solicit input on land use concepts for the Ventura-Cahuenga corridor in the Sherman Oaks, Studio City, and Cahuenga Pass neighborhoods. The webinars and office hours sessions provided an opportunity for communities along the corridor to be part of guided conversations with the City Planning staff about how the proposed land use concepts would apply to their neighborhoods.

In 2022, the Department released an updated Draft Land Use Map for the **Southwest Valley Community Plans** (Canoga Park-Winnetka-Woodland Hills-West Hills, Encino-Tarzana, and Reseda-West Van Nuys), inclusive of the Ventura-Cahuenga Boulevard Corridor. To aid community members in exploring and understanding the land use proposals, the team developed an online interactive StoryMap.

Looking Ahead

LACP is currently exploring several updates to the Los Angeles General Plan. The newly formed Environmental Justice team is auditing the 2015 Plan for a Healthy Los Angeles to determine how Environmental Justice can best be elevated within the General Plan. Utilizing the REAP 1.0 grant program, the City has begun background research to facilitate an eventual update to the Citywide growth strategy component of the Framework Element. The City is evaluating the structure of its General Plan to see how best to phase these updates to maximize opportunities for community engagement and improve the overall usability of the document.

Appendix A: General Plan Amendments

The following plans and projects were approved or conditionally approved in 2022 and amended the General Plan and/or General Plan land use maps. Each project was found to be consistent with the goals and policies of the existing General Plan.

CPC-2020-6950-GPA-VZC-HD-ZAA-CU-CUB-SPR

North Hollywood Valley Village
5041 N Lankershim Blvd 91601

This proposed General Plan Amendment (GPA) allows a Hotel Use in the C4 zone located within 500 feet of a Residential (R) Zone in the North Hollywood – Valley Village Community Plan and the North Hollywood Community Redevelopment Plan areas.

The GPA supports the Framework Element of the General Plan by creating jobs by enabling the construction of hotels that promote tourism, that will support employment growth and economic development in the city. Additionally, the design of the hotel

creates an engaging pedestrian and mobility environment in accordance with the Mobility Plan.

CPC-2020-6828-GPA-ZC-HD-SPR-MCUP

Central City North

655 S Mesquit St 90021

This project includes the construction of a 188,954 square-foot, 14 story, commercial office building with 4,325 square feet of commercial ground floor. The project requests a modification to Central City North Community Plan footnotes 1 and 6. The Project will provide a total of 397 vehicle parking spaces and 146 bicycle parking spaces within five levels of above grade parking, and two levels of subterranean parking. Furthermore, this project will provide approximately 15,547 square feet of open space.

The GPA supports the Land Use element of the General Plan (Central City North Community Plan) by attracting and strengthening the economic base and expanding market opportunities for existing and new businesses. In addition, the project also supports the Framework Element of the General Plan by promoting industrial growth that in turn leads to more job opportunities.

CPC-2020-4011-GPAJ-ZCJ-HD-SPR-HCA

Wilshire

3150 W Geneva St 90020

A GPA was requested to modify the land use from Low II Residential and High Medium Residential land uses to Community Commercial and a Zone Change from the R1-1 Zone to the (T)(Q)C2-2D Zone to allow an interior renovation and a 30,000 square foot addition to the former Shriner's Children's Hospital Complex, located in a neighborhood bordering Koreatown and Westlake/MacArthur Park, resulting in approximately 169,000 square foot development. The project would consist of outpatient medical clinic and medical office uses and approximately 30,000 square feet of residential uses including 40 Senior Independent Living Units. This project allocates space for five units as affordable units for seniors.

The project will locate new units near adequate infrastructure and services and thus will help achieve the Framework's vision for a more livable city. The adaptive re-use of an existing facility supports the urban design and historic preservation goals of the Framework Element. The addition of senior housing helps to meet a significant need for this housing typology, as identified in the Housing Element.

CPC-2017-4734-GPA-ZC-HD-CUB-CUX-ZV-ZAA-SPR-RDP

Central City North
2053 E 7th St 90021

A GPA was requested to re-designate the property from Height District 1 to Height District 2 to allow for the construction of a 14-story commercial office building. The project is located in the Arts District within the Central City North Community Plan Area. This project includes one-story addition to an existing, 14,910 square foot, three story hotel, and the construction, use, and maintenance of an attached, 15 story hotel with 103 guest rooms, including 15,907 square feet of commercial floor space, including gallery, cafe, restaurant, and bar areas at the ground and various other floors.

The General Plan Amendment and Vesting Zone Change are in substantial conformance with the purpose, intent, and provisions of the General Plan to strengthen the commercial and economic base of the Community Plan Area while preserving its historic resources. This project would be consistent with the Framework Element by creating new jobs and accommodation for visitors.

CPC-2021-4280-GPA-ZC-BL

Hollywood
711 N Lillian Way 90038

In order to facilitate the development of the project the applicant requested a GPA changing the subject property's Medium Residential land use designation to Commercial Manufacturing. This project includes the removal of an existing parking lot structure and the construction of a three-story, 56 feet in height commercial office building with a floor area of 30,385 square feet. The offices are intended for creative/media tenants. The development will have two subterranean parking levels and ground level parking. The project will also provide nine bicycle parking stalls. Additionally, the project will provide 3,658 square feet of open space, including a 2,346 square foot roof deck.

This project implements the Framework Element by creating new job opportunities in a transit rich section of the city.

CPC-2017-467-GPA-VZC-HD-SPR

Wilshire
650 S SanVicente Blvd 90048

This project required a GPA to the Wilshire Community Plan to change the land use designation from Limited Commercial to Regional Commercial. The project includes the development of 140,305 square feet of medical office space, 4,000 square feet of restaurant, and 1,000 square feet of retail, such as a pharmacy. The project is currently improved with two buildings and associated surface parking, which would be demolished.

By allowing the demolition of a vacant educational building and the construction of a more vibrant commercial use, the project will bring additional capacity for health services to residents in an area well served by transit. Additionally, the project will preserve commercial land by bringing a mix of services to an underutilized site. Therefore, the project is consistent with goals, objectives, and policies of the Framework Element and Community Plan.

CPC-2020-1946-GPA-ZC-HD-CU-SPR-RDP

North Hollywood-Valley Village

5256-5272 N Vineland Ave 91601

A GPA was requested to exclude the Project Site from the North Hollywood-Valley Village Plan Footnote Number 4. This project includes the demolition of a one-story, approximately 14,300-square-foot commercial manufacturing building and construction of a five-story, 62 feet in height, 98,413 square-foot mixed-use building in an area currently zoned for industrial land use, but immediately adjacent to residential use. The project will include 94,785 square feet of household storage space, 740 square feet of associated management office space, and 2,888 square feet of artist incubator/support/studio space. Additionally, the Project will include 28 vehicular parking spaces and 36 bicycle parking spaces shielded from the street frontage by ground level artist studio space.

The project is consistent with the Framework's goals and objectives to promote an improved quality of life by reducing vehicle trips, vehicle miles traveled, and air pollution. The project would also be consistent with the scale and characteristics of the surrounding residential neighborhood. Finally, the Project would also provide pedestrian access and bicycle parking in addition to the proposed artist spaces that would support the local arts community and reflect the arts-oriented culture and character of the surrounding area. The Framework Element does direct the City to preserve industrial land, but given the high demand for housing and the proximity to transit this project is overall consistent with the General Plan.

CPC-2019-4983-GPA-VZC

Northeast Los Angeles

2436 N Gates St 90031

A GPA from Low Residential to Neighborhood Commercial and a Vesting Zone Change from [Q]R1-1D and [Q]R1-1D-HPOZ to [Q]C2-1D and [Q]C2-1D-HPOZ to allow development of an additional 10,000 square feet of office use on portions of the Project site that are outside the current HPOZ boundaries. There is no demolition and no grading proposed. This project includes the change of use from a school, daycare, convent, dormitories, playground, and chapel to storage, office and motion picture/television uses.

The project implements the Framework Element's objectives and goals by increasing job supply and commercial and professional services within the area. The project's size and scale will relate to the overall character and appearance of the surrounding neighborhood. Additionally, by enabling the proposed change of use and reuse of the existing school and institutional structures into commercial office use in close proximity to existing supply, the proposed amendment would be consistent with the Framework Element.

CPC-2020-1002-GPA-ZC-HD

Northeast Los Angeles

Rose Hill Courts

This Project seeks to amend zoning to reflect the current use of multi-family public housing. The proposed action does not include any demolition, remodel, construction, or alteration of the existing structures known as the Rose Hill Courts Redevelopment Project and does not change the Project approved under Case No. CPC 2019-4441-DB-PUB.

The proposed zone, [Q]R3-1, would allow for the preservation of a past use and the new multi-family residential uses approved under Case No. CPC 2019-4441-DB-PUB. The Project and corresponding Zone Change and Height District Change reflect the General Plan Land Use patterns, trends, and uses in the immediate area and further the intent, purposes, and objectives of the City's General Plan, specifically the Framework Element. Finally, the project helps to implement Housing Element goals protecting existing subsidized housing units.

CPC-2021-8627-GPA-ZC

Northeast Los Angeles
5812 N Monterey Road 90042

This project includes the amendment of the Northeast Los Angeles Community Plan to redesignate the subject properties from Low Medium II Residential to Neighborhood Commercial General Plan Land Use, and a Zone Change from RD1.5 to [Q]C4-1VL. The action is in response to Council Motion CF 20-1426, which requests that the General Plan Land Use and Zoning of these properties be corrected to reflect existing built conditions and to facilitate the reuse of existing commercial buildings in the Hermon neighborhood. This Project does not involve the demolition, remodel, construction, or alteration of any structures, public facilities, or land.

The project supports the Framework Element and the Northeast Los Angeles Community Plan by supporting the formation of a pedestrian-oriented district that provides local identity and commercial activity for the surrounding community. The Project would allow for the continuation of commercial uses within the area as well as protect against residential-only development, locate higher residential densities near commercial centers, and encourage mixed-use development.

CPC-2022-2698-GPA

Housing Element update
Citywide

The Project proposes a General Plan Amendment to make targeted amendments to the adopted Housing Element, including the modification and addition of implementation programs in Chapter 6 to clarify metrics, milestones, actions, and strategies to affirmatively further fair housing as well as expand place-based programs to encourage community revitalization; and the correction of formatting and typographical errors. The Housing Element Update is explained in greater detail in the General Plan Updates section above.

CPC-2019-4000-GPA-ZC-HD-CPIOA

Slauson Corridor Transit Neighborhood Plan
South LA

This entitlement was to adopt the Slauson Coordinator Neighborhood Transit Plan, described in the zoning and land use section of this report.

The Project is consistent with the Framework Element because it seeks to foster increased levels of pedestrian activity by facilitating greater mix of uses and more building intensity than allowed by current zoning regulations. The resulting development would provide jobs, housing, and a range of commercial uses that serve employees and residents of the surrounding areas. Additionally, more people will be able to walk to work or access the goods and services they need on a daily basis. Furthermore, the Project contains regulations that limit the impact of driveways and parking on the pedestrian environment, therefore allowing residents to walk. Finally, the project seeks to foster industrial employment uses while allowing for most residential opportunities, consistent with Framework guidance.