

Los Angeles General Plan

ANNUAL PROGRESS REPORT

2025



City of Los Angeles General Plan Annual Progress Report 2025

This report was produced in March 2026 by the Department of City Planning Citywide Policy Division with support from other Departmental Divisions. The Department of City Planning also coordinates regularly with other City Departments on General Plan implementation. This report includes updates to work programs from those City Departments to the extent that City Planning has been made aware of the programs. We appreciate their contributions to this report.

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Executive Summary

The City of Los Angeles is pleased to share the General Plan Annual Progress Report for 2025. This report presents and summarizes the City's major efforts to update and implement the General Plan.

Increased interest in the General Plan from the State, the public, and City decision makers has increased over the years, especially since State legislation has required all municipalities to examine and update their General Plans much more frequently. These updates are necessary to address urgent priorities, including housing, climate resilience, and racial equity. The City made major strides towards those goals in 2025 through a number of work programs, which are detailed throughout the progress report. Some notable accomplishments include:

- Core components of the Citywide Rezoning Program, including the Citywide Housing Incentive Program (CHIP), Resident Protections Ordinance, and Housing Element Sites and Minimum Density Ordinance became effective in February 2025. The CHIP aims to increase affordable housing production through incentive-based tools, particularly in areas with access to jobs, infrastructure, and neighborhood amenities, while the Resident Protections Ordinance is intended to minimize displacement.
- The Adaptive Reuse Ordinance establishes zoning incentives and streamlined procedures for the conversion of existing commercial buildings to create five or more residential units. It was adopted by the City Council in December 2025.
- The Downtown and Hollywood Community Plans became effective in 2025.
- The City's New Zoning Code was applied to properties for the first time in the Downtown Community Plan Area. The New Zoning Code will roll out to the rest of the City through the Community Plan Update process.
- The City added capacity for more than a half million housing units via the Citywide Housing Incentive Program and Downtown and Hollywood Community Plan Updates ahead of the state deadline for completing the Housing Element Rezoning Program to meet the City's Regional Housing Needs Assessment (RHNA) target.
- The Safety Element was updated and adopted by the City Council in October 2025. The update was a targeted amendment to incorporate the most current,

FEMA-approved 2024 Local Hazard Mitigation Plan (LHMP) into the Safety Element. By incorporating the most recent LHMP, the City will be eligible for state cost-share funding consideration, which is critical for the City to be able to continue the ongoing relief, recovery, and rebuilding efforts from the January 2025 wildfires.

- The City completed its first Climate Vulnerability Assessment in April 2025. This is an important step to ensure that the City's climate adaptation and resilience efforts prioritize climate equity.
- A preliminary draft of the Health and Environmental Justice Element was released in June 2025.
- The revised Oil and Gas Drilling Ordinance and staff report were heard by the City Planning Commission in December 2025. The Commission recommended the City Council adopt the proposed ordinance and accompanying environmental clearance.
- The Open Space Element Update team completed an analysis of the community input received and began the development of draft goals, objectives, and policies. As of the drafting of this report the preliminary draft has been released.
- In July 2025, the City Council approved the Mobility Investment Trust Fund ordinance as well as updated Development Review Fees for the Los Angeles Department of Transportation. These ordinances are necessary to support the implementation of the updated Transportation Demand Management Ordinance, which is anticipated to be adopted in 2026.
- In response to the Palisades Fire, City Planning acted quickly to streamline the rebuilding process by opening a specialized unit that works with other City departments to implement local and state emergency orders.

In addition to all that was accomplished in 2025, there are many initiatives on which the City is looking forward to making significant progress in 2026. The Westside, Southeast Valley, and Southwest Valley Community Plans are all undergoing updates, alongside the Orange Line Transit Neighborhood Plan and the East San Fernando Valley Transit Neighborhood Plan. Finally, the Open Space Element will continue moving forward in the adoption process.

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 Land Use and Climate Innovation (LCI) 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 is required to submit both the General Plan APR and the Housing Element APR. The 2025 report is the sixth General Plan APR produced by the City. The [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. City Planning additionally publishes monthly newsletters 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 City Planning, it reflects the work of and policy direction for all City departments.



General Plan Updates & Implementation

Los Angeles' General Plan prescribes policy goals and objectives that inform land use decisions and ultimately shape and guide the physical development of the City. It provides the foundational guide for planning, outlining how land is used and developed. Beyond serving as the legal basis for all local land use decisions, the City's General Plan outlines the vision for how the City will evolve, reflecting both the values and priorities of its communities.

Each adopted 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.

This report is organized topically, with sections covering housing, safety and climate resilience, health and environmental justice, open space and conservation, mobility, land use and zoning, and growth and infrastructure. Each section describes efforts to update the General Plan, if applicable: in 2025, City Planning was actively updating the Safety, Health and Environmental Justice, Open Space, and Land Use Elements. Each topical section also highlights major implementation milestones. While many of these efforts implement multiple elements, they have been placed under a single heading.

Housing

The Housing Element of the General Plan outlines the City's housing conditions and needs, establishes goals and policies to guide future decisions, and identifies an array of programs, which include: addressing the housing shortage, advancing racial equity and access to opportunity, and displacement prevention while promoting sustainability and resilience. The 2021-2029 Housing Element (certified by the State in June 2022) includes 136 implementation programs to transform the housing landscape of Los Angeles.

This report highlights major achievements and ongoing Housing Element implementation efforts in 2025, with a focus on ordinances that are or will be adopted into the City's Zoning Code. Additional details on these and many other implementation efforts are available in the [2025 Housing Element Annual Progress Report](#).

Housing Element Rezoning Program

The City's [Housing Element Rezoning Program](#) became effective in February 2025. It consists of a suite of ordinances: the Citywide Housing Incentive Program (CHIP) Ordinance, the Housing Element Sites and Minimum Density Ordinance, the Resident Protections Ordinance (RPO), as well as Community Plan Updates for Downtown and Hollywood. Together, these ordinances greatly increase housing capacity, fulfill the City's state housing obligations, and codify strategies to achieve deeper affordability, incentivize housing for large families, provide greater housing opportunities for people with disabilities and seniors, and minimize displacement.

The [CHIP](#) is the cornerstone of the City's Housing Element Rezoning Program, created to address state-mandated housing goals and tackle the growing pressures Angelenos face from rising housing costs and instability. Through three subprograms, the State Density Bonus Program, the Mixed Income Incentive Program (MIIP), and the Affordable Housing Incentive Program (AHIP), CHIP incentivizes new housing and streamlines the approval process in transit-rich and high-opportunity neighborhoods. The CHIP aims to increase affordable housing production through incentive-based tools, particularly in areas with access to jobs, infrastructure, and neighborhood amenities. The RPO is an important complement to the new and expanded incentive programs, codifying the Housing Crisis Act's replacement requirements and additional occupant protections for housing projects.

Consistent with the City’s commitment to an inclusive planning process, City Planning conducted extensive public outreach to inform the development of these ordinances. The outreach activities undertaken by City Planning were diverse, inclusive, and targeted various demographics and communities across Los Angeles. Bilingual webinars and community events facilitated broad participation, while meetings with interested parties and partnerships with community based organizations ensured engagement with historically marginalized groups. Efforts were made to empower communities by providing educational resources and interactive discussions on CHIP strategies, and virtual office hours provided a platform for in-depth conversations and feedback collection, highlighting community preferences for strategies like development in High Opportunity Areas and Missing Middle housing. Overall, these outreach endeavors aimed to foster transparency, gather diverse perspectives, and address community concerns in the development of the CHIP Ordinance, reflecting the City’s commitment to inclusive and responsive housing policy-making.

The combination of these ordinances in the Housing Element Rezoning Program represents a generational shift in housing policy: a commitment to accelerating production while safeguarding tenant protections such as the right to return, robust replacement housing, and 99-year affordability covenants. It is a bold step toward a more equitable Los Angeles where stable, affordable housing is within reach for more families.

Adaptive Reuse Ordinance

Another major milestone was the approval of the Citywide Adaptive Reuse Ordinance (ARO). The ARO was approved by the City Council on December 10, 2025 and became effective on February 1, 2026 ([Council File 21-1230-S9](#)). The ordinance implements one of the Housing Element Rezoning Program’s six core strategies. It establishes zoning incentives and streamlined procedures for the conversion of existing commercial buildings to create five or more residential units. The ordinance expands eligibility beyond Downtown Los Angeles to all neighborhoods within Los Angeles City limits. Under the new ARO, all buildings that are at least 15 years old are now eligible for streamlining, as are parking buildings or parking areas within an existing building that are at least five years old. The intent of the updated ARO is to remove most Zoning Code barriers to the reuse of existing buildings, allowing many more applicants to apply directly to the Los Angeles Department of Building and Safety (LADBS) to obtain their building permit.

Streamlining and Incentivizing 100% Affordable Projects

In 2022, Mayor Karen Bass issued [Executive Directive 1 \(ED 1\)](#) with the objective of addressing the housing and homelessness challenges in Los Angeles. Mayor Bass instructed City Planning and various other municipal departments to accelerate the approval process for shelters and projects providing 100% affordable housing.

City Planning continues to play a pivotal role in implementing ED 1 as the Department actively contributes to realizing the Mayor's vision of making Los Angeles more livable for all. The directive allowed eligible projects to benefit from a streamlined ministerial approval process, which offered shortened project timelines, reduced filing fees, simplified procedures, and concurrent review.

In 2025, over 11,370 affordable units were approved because of ED 1. The average project review time by City Planning has significantly reduced to an average of 45 days. The abbreviated timelines, along with state density bonuses and incentives, have prompted private developers to devise methods for constructing affordable housing without requiring upfront subsidies, a significant accomplishment.

The success of ED 1 led the City to create the Affordable Housing Streamlining Ordinance, which went into effect on December 19, 2025. The ordinance codifies the revised version of ED1 and includes additional protections for existing residential tenants, historic resources, labor, the environment, and design.

Missing Middle LA

In effort to continue the goal of making LA a more livable city, the City held a kick-off webinar in October 2025 to launch the grant-funded Missing Middle LA program. The program consists of citywide Zoning Code amendments that encourage smaller, neighborhood-scale homes such as accessory dwelling units (ADUs), duplexes, and small lot townhomes in order to meet the demand for more affordable alternatives to traditional single-family houses on larger lots and implement recent changes in state law.

The program will emphasize the importance of high-quality design and livability through the introduction of objective design standards to ensure neighborhood-scale development, reduce paving and hardscape, and incentivize the preservation of historic buildings and mature trees that make up the neighborhood fabric.

The program supports the goals of the City's adopted Housing Element and Mayor Bass' Executive Directive 7, both of which call for a multi-faceted approach to housing production, including expanding both homeownership and rental opportunities, to address the City's long-standing housing affordability crisis.

State Law Implementation

City Planning monitors and tracks relevant bills affecting land use and housing issues to maintain the clarity and consistency of local regulations. This is a crucial part of expediting housing entitlements and approvals. In 2025, City Planning led efforts issuing guidance on the State of California's recent housing legislation, providing summaries of new State laws and how they interact with the City's municipal code.

In particular, City Planning issued implementation memorandums to provide guidance, both internally and externally, on state laws most relevant to our work that took effect in 2025. This includes the [Starter Home Revitalization Act](#), as amended by SB 1123 (2024) & AB 130 (2025), as well as the Housing Statutory CEQA Exemption provisions in AB 130 (2025). Additionally, City Planning held internal trainings on updates to State ADU law from the previous few years as well as changes made to our State Density Bonus Law Implementation Ordinance that took effect in February 2025.

Housing Unit Production

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

Looking Ahead

The City will continue implementing the housing programs identified in the 2021-2029 Housing Element. In 2026, City Planning will develop the Missing Middle LA targeted code amendments as part of a new work program to facilitate affordable home ownership and rental opportunities by enabling missing middle/low-rise housing and accessory dwelling units in all residential zones. Additionally, local implementation strategies for state legislation like Senate Bill 79 will continue being developed to ensure the City advances housing development near transit, which is another critical component of future housing policy implementation efforts. Finally, City Planning will

develop an “omnibus” housing ordinance that brings forward amendments to the Citywide Housing Incentive Program that address technical corrections and refine implementation, as well as amendments to other Zoning Code sections to reduce barriers and expand opportunities for housing development in the City.

Safety and Climate Resilience

The Safety Element currently serves as the primary repository of climate change information, although the topics of sustainability and climate resilience are covered across many other elements of the General Plan. The Safety Element integrates policy language on climate resilience, while also maintaining the historic focus on disaster prevention, response, and recovery. It provides an overview of how the City plans for disasters and refers readers to other implementation documents for more detailed information, including the City's Local Hazard Mitigation Plan (LHMP) and Emergency Operations Plan. In 2025, the Safety Element was amended to incorporate the recently updated LHMP (2024-2029).

Achieving the City's resilience goals requires considerable collaboration across City Departments. Key milestones on these interdisciplinary projects are highlighted below.

Safety Element Update

The [Safety Element](#) of the General Plan was updated and adopted by the City Council on October 31, 2025. This update was a targeted amendment to incorporate the most current, FEMA-approved [2024-2029 Local Hazard Mitigation Plan](#) (LHMP) into the Safety Element as well as to update associated references. As required by Government Code Section 65302, the Safety Element amendments were submitted to several state agencies in March 2025, including the California Department of Forestry and Fire Protection, or CAL FIRE, and the California Department of Conservation's Geological Survey Division, for review and approval prior to adoption by the City Council.

By incorporating the most recent LHMP into the Safety Element, the City will be eligible for state cost-share funding consideration under Assembly Bill (AB) 2140. AB 2140 is a state incentive that offers an optional process for jurisdictions that meet specific requirements to be considered for additional cost sharing on public assistance projects. One such requirement is that jurisdictions adopt their current, FEMA-approved LHMPs into the Safety Element of their General Plan. Combined with the existing California Disaster Assistance Act, AB 2140 allows the State of California to cover up to 6.25% of the local cost-share for eligible projects. Eligibility for these additional State funds is critical for the City to be able to continue the ongoing relief, recovery, and rebuilding efforts from the January 2025 wildfires.

Floodplain Management Plan

The Bureau of Engineering, in collaboration with a 22-member Steering Committee consisting of City staff, citizens, and other stakeholders in the planning area, led an update to the City's Floodplain Management Plan. The plan is a vital component of the City's Community Rating System participation which reduces National Flood Insurance Program flood insurance premiums for policy holders in the City. The plan update addresses riverine flood, coastal flood, dam failure, post-fire debris flow, and tsunamis.

The City implemented a multi-media public involvement strategy centered on a flood hazard preparedness questionnaire (English and Spanish). The planning process included a comprehensive review of existing plans and programs that can support flood hazard mitigation and an updated risk assessment using best available data, science, and technology, with tools that included geographic information system (GIS) and the Federal Emergency Management Agency's (FEMA's) risk assessment platform, Hazus. The draft plan identifies 101 actions to mitigate flood risk in the City and will include appendices for a Repetitive Loss Area Analysis and Substantial Damage Response Plan. The plan is being submitted to FEMA for review in early 2026.

Climate Vulnerability Assessment

The City of Los Angeles completed its first [Climate Vulnerability Assessment](#) (CVA) in April 2025 as an important step to ensure that the City's climate adaptation and resilience efforts prioritize climate equity. City Planning led this effort in coordination with the Emergency Management Department and the Climate Emergency Mobilization Office to ensure alignment with their respective climate planning initiatives. The CVA examined physical and social vulnerability of communities to the anticipated climate change effects on extreme heat, extreme precipitation and flooding, wildfire, sea level rise, public health, and drought, and also considered climate hazard adaptations needed to address these identified vulnerabilities. By comprehensively identifying physical and social vulnerabilities, the CVA provides a starting point and pathways to more effectively plan and assist communities and Angelenos to become more resilient amid climate change. The CVA supports several implementation programs of the Plan for a Healthy LA, the City's Health Element, primarily *Program 40: Climate Adaptation and Preparedness Plan (CAAP) and collaboration*. It also supports the climate equity and resilience policies of the Safety Element.

City Planning conducted meaningful engagement through the CVA's Community Partners Program, with bilingual events held between April and October 2024. The CVA

includes recommendations for mitigation measures, resources, and adaptation strategies that were developed in partnership with vulnerable communities and populations, community-based organizations, Tribal groups and First Nations, City departments, and other agencies. The CVA serves as a blueprint for achieving climate justice throughout the City. It links vulnerability with solutions, emphasizing a proactive, equity-focused approach to adaptation planning, ensuring that all climate action is deliberately restorative & inclusive.

Climate Action and Adaptation Plan

The City of Los Angeles Office of the City Administrative Officer Climate Impact Team (CIT) is leading the development of the City's Climate Action and Adaptation Plan (CAAP). The CIT will rely primarily on outside consultant expertise to create a CAAP that provides pathways for the City of Los Angeles to achieve the goal of carbon neutrality by 2045 as outlined in the 2019 LA Green New Deal (Council File 22-1566). The CAAP will identify intermediate and long-term climate goals, and include an implementation plan for mitigating and adapting to the negative impacts of greenhouse gas emissions while providing secondary pollution, health, energy, and economic benefits to communities and residents in the City of Los Angeles. The CIT's awarded consultant began development of the CAAP in May 2025 and anticipates completion in late 2026.

Climate and Heat Action and Resilience Planning

The [Climate Emergency Mobilization Office \(CEMO\)](#) now operates as the Climate Resilience Division within the Emergency Management Department. This organizational structure enhances CEMO's ability to expand community engagement through the department's Community Engagement Division and strengthens coordination across emergency response and climate resilience efforts, including the Heat Relief 4 LA Campaign.

CEMO leads development of the City's first Heat Action and Resilience Plan (HARP), mandated by Los Angeles Administrative Code Article 12, Sections 22.362-22.364. This comprehensive strategy addresses extreme heat—a primary climate hazard for the region—through an equity-focused approach prioritizing communities at greatest risk based on UCLA heat mapping, CalEnviroScreen 4.0 data, and the City's Climate Vulnerability Assessment.

With support from the Mayor's Climate Cabinet, community stakeholders, City departments, and the Governor's Office of Land Use and Climate Innovation, CEMO is

developing citywide strategies to reduce preventable heat injuries and deaths while building heat-resilient infrastructure. The Governor’s Office’s Extreme Heat Resilience Program awarded the City with funds to complete the HARP by December 2026.

A City Steering Committee and Community Advisory Committee guide HARP development to ensure proposed strategies align with departmental capacities and stakeholder priorities. These committees represent the City’s commitment to equitable community engagement across the spectrum of participation—from informing and consulting to collaborating and empowering communities most impacted by extreme heat.

The HARP is organized into five interconnected tracks:

- **Track A:** Public Awareness and Early Warning Systems – Co-develop heat safety campaigns with community-based organizations and enhance early notification systems like NotifyLA to reduce heat-related deaths and injuries in high-risk areas.
- **Track B:** Heat Response and Community Resilience Services – Establish a network of cooling centers and blue spaces (pools, splash pads, hydration stations), develop heat response protocols for vulnerable populations including unhoused Angelenos, and expand Community Emergency Response Team (CERT) training to include heat safety.
- **Track C:** Built Environment and Transportation Resilience – Accelerate shade equity through bus shelters and tree canopy expansion, deploy cool roofs and pavements, improve indoor cooling through weatherization and electrification, and advance EV charging infrastructure to reduce vehicle waste heat.
- **Track D:** Nature-Based Solutions – Preserve and expand urban vegetation, increase funding for tree canopy maintenance, accelerate green stormwater infrastructure with cooling benefits, and improve access to vegetated parks and open spaces in the highest heat-risk areas.
- **Track E:** Accountability and Monitoring – Create a public-facing Heat Action dashboard with standardized metrics, establish mechanisms for financing heat interventions, and develop integrated heat policy guidance across departments through an equity lens using a RACI (Responsible, Accountable, Consulted, Informed) framework.

The HARP aligns with the State of California’s Extreme Heat Plan, the White House National Heat Strategy, and the City’s Local Hazard Mitigation Plan, Climate Vulnerability Assessment, and other relevant plans. This integration ensures CEMO’s efforts complement existing climate action work and meet federal requirements, including FEMA’s mandate to address extreme heat in hazard mitigation planning.

CEMO serves on the Technical Advisory Committee for the City’s Climate Action & Adaptation Plan, ensuring community stakeholder engagement includes historically disadvantaged areas most impacted by carbon emissions and that heat resilience strategies integrate with broader climate mitigation and adaptation efforts citywide. CEMO will support the future monitoring and governance of the CAAP’s strategic metrics to ensure long term implementation and public transparency with city-wide support.

Through the HARP’s accountability framework, CEMO will monitor progress metrics in coordination with City departments using a tracking system that facilitates collaboration and demonstrates measurable risk reduction. This effort, supported by the Mayor’s Climate Cabinet, ensures transparency and continuous improvement in protecting all Angelenos and integrating our many climate policies and goals to address the key issues for Los Angeles.

Urban Forestry Management Plan

The Office of Forest Management (OFM) is leading the development of the City’s first Urban Forest Management Plan (UFMP). In 2018, the City’s nonprofit partner City Plants worked with the City to develop a report that served as a needs assessment with key recommendations, [First Step: Developing an Urban Forest Management Plan for the City of Los Angeles](#) (First Step report), which was intended to be a precursor to a full UFMP.

In 2023 and 2024, the City and County partnered to conduct a robust community engagement campaign for their respective UFMP and Community Forest Management Plans. The campaign invited urban forest and environmental organizations to participate in community expert workshops to share their experiences and expertise. Then, 21 community-based organizations were engaged to collaborate on the outreach materials and hosted engagement in their communities, holding over 260 in-person events, both in person and virtually.

Using the background provided by the First Step report and feedback collected during the community engagement campaign, the UFMP will provide the foundation for the

City's long-range planning for the urban forest, setting a unified vision and roadmap for success. The UFMP covers a 50-year timeframe and will include background and overview chapter sections, a 50-year Strategic Plan, and 5-Year Implementation Plan. The Strategic Plan will include four ambitious goals, identified outcomes to track success, and strategies to achieve the outcome and goals. The Implementation Plan adopted with the initial UFMP will identify the specific actions to be taken over the first five years after adoption.

The actions included in the Implementation Plan will be identified based on current asset management plans, areas where efficiencies and cost savings could be gained over time by early action, community priorities, and what can feasibly be accomplished in a five year timeframe with existing City resources. The Implementation Plan will be updated every five years. Future iterations will describe the urban forest context, successes, challenges, and changes from the previous five years, and identify the next set of actions the City will take to move toward its urban forestry goals, using the Strategic Plan as a guide. This approach will not only keep the document current, but will allow the City to dynamically respond to changing conditions, research and best practices, and available resources. The UFMP is anticipated to be released for public comment and go through an adoption process during calendar year 2026.

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.

A highlight is the City's Pure Water Los Angeles program which will allow the City to source at least 70% of its water locally and recycle all of its wastewater. The primary goal of the Pure Water Los Angeles Program at the Hyperion Water Reclamation Plant is the transformation of the plant from conventional full secondary wastewater treatment to advanced water purification for producing recycled water for indirect and potable reuses. In 2024, Los Angeles Sanitation and the Environment (LASAN), in close coordination with the Los Angeles Department of Water and Power (LADWP), finalized the development of the Hyperion Program Implementation Plan, providing a roadmap for transforming Hyperion to recycled water which was completed in October of 2024. In parallel, the LADWP completed the Master Plan for Pure Water Los Angeles in

December 2024. Both plans were presented in a special joint session of the Boards of Commissioners of Public Works and LADWP in March 2025, receiving the support from both departments as well as external stakeholders. In August of 2025, the Notice of Preparation of a Programmatic Environmental Impact Report for Pure Water Los Angeles was issued, which initiated the environmental review process.

Organics Diversion

In 2022 the City passed [Ordinance No. 187,711](#). Effective in January 2023, the ordinance implements Senate Bill (SB) 1383, which requires a State-mandated organics diversion program aimed at reducing short-lived climate pollutants such as methane. Methane is a climate super-pollutant that is 84 times more potent than carbon dioxide and organic waste in landfills currently accounts for 20% of methane emissions in California (CalRecycle). Reducing short-lived climate pollutants like organic waste will have the fastest impact on the climate crisis. In 2023, as part of the City's implementation plan, the City launched Organics LA, a residential organics diversion program spearheaded by LASAN. In 2025, approximately 39,000 pails were distributed to residents. Including the original pilot, first expansion, and full implementation phases, the total number of pails distributed to households to date is 296,728. Commercial establishments and multi-family dwellings serviced under the recycLA Program continue to be onboarded into organics service through their respective recycLA Service Provider. The City's organics diversion programs also incorporate food rescue programs to recover edible food and distribute it to those in need. In 2025, the City's programs recovered roughly 10,784.24 tons (21,568,482.83 pounds) of edible food, equating to 17,973,735.69 meals to feed those in need. Diverting organics from landfills is one way the City mitigates greenhouse gas emissions and works toward achieving its zero waste goal of 100% landfill diversion by 2050.

In addition, LASAN developed a new mobile application, SORT LA, which stands for Separating Organics, Recycling, and Trash in Los Angeles. The app launched in September 2025 to support landfill diversion by helping City of Los Angeles residents correctly separate organics, recyclables, and trash. With a strong emphasis on diverting food scraps and other compostable materials from landfills, the app allows users to search household items and receive clear, location-specific disposal guidance that reduces contamination and increases diversion rates. The app is available on both iOS and Android platforms. Overall, SORT LA also supports LASAN's waste diversion and climate goals by making proper sorting easy and accessible for residents.

LA100

Completed in March 2021 by the U.S. Department of Energy’s National Renewable Energy Laboratory (NREL), the [LA100 study](#) (LA100) identified multiple paths for the [LADWP](#) to achieve a 100% renewable and carbon-free power grid as early as 2035. Subsequently, the Los Angeles City Council issued a motion ([Council File 21-0352](#)) instructing the Department of Water and Power to prepare a Strategic Long-Term Resource Plan (SLTRP) that achieves 100% carbon-free energy by 2035, in a way that is equitable and has minimal impacts on ratepayers. In response, the results from the LA100 study were used as a starting point for the Department’s [2022 SLTRP](#). The 2022 SLTRP guides LADWP’s Power System through 2045 with the goal of achieving the Mayor and City Council’s 100% carbon-free energy objectives and promoting environmental sustainability while maintaining reliability and cost effectiveness. Both efforts included robust stakeholder engagement, which was valuable for LADWP to evaluate various strategies that help identify the optimal resource combination that meets the utility’s core mission of providing low cost, reliable, resilient, equitable, and clean electric power service to all Angelenos. The SLTRP will continue to be updated every two years based on stakeholder feedback. In 2024, the SLTRP was renamed the LA100 Plan. The LA100 Plan will provide an update to the 2022 SLTRP, while addressing risks and challenges in decarbonizing the Power System. It was developed between 2024 and 2025, with an extensive stakeholder process including eight Advisory Group meetings and four public outreach meetings. The LA100 Plan Report is expected to be released in early 2026.

In 2023, LADWP affirmed its commitment to equity in its sustainability goals with the release of the LA100 Equity Strategies Report. The two-year study, which was a partnership with NREL and the University of California Los Angeles (UCLA), brought together Los Angeles-based community justice organizations and stakeholders in a Steering Committee to guide this unprecedented effort. The study elaborated on the findings of the LA100 report by providing a detailed analysis of Los Angeles’ clean energy investment inequities and identifying strategies in the form of policies and programs for the City to address them. The report also modeled rate design scenarios to meet LADWP’s SLTRP’s revenue requirements and rate increase projections. Key strategies from the report focus on three types of strategies: foundational, high impact, and low-hanging fruit. Some highlighted strategies include: expanded workforce development programs, simplified and reformed billing practices, and expansion of cooling systems.

Building on the findings of the LA100 Equities Strategies Report, LADWP is now initiating the next phase: developing and implementing a LADWP Equity Action Plan to translate the report's recommendations into clear tangible actions with a plan to monitor results over time. This plan will focus on addressing gaps in existing approaches, prioritizing historically underserved communities, and ensuring equitable access to clean energy benefits. It will include a structured roadmap for short, medium, and long-term strategies, emphasizing inclusivity by tailoring programs and offerings to meet diverse needs, including those of vulnerable populations. To ensure transparency, LADWP will track progress with clear goals and metrics while leveraging external funding to expand participation in disadvantaged communities. This plan aims to deliver tangible, equitable outcomes and address systemic disparities, creating a cleaner, fairer energy future for all Angelenos in a fiscally responsible manner.

Electric Vehicle Charging Streamlining

In July 2024, the City Council instructed City Planning to prepare a Zoning Code amendment to define electric vehicle (EV) charging as a primary use. In March 2025, the State of California Office of the Attorney General issued [Legal Alert No. OAG-2025-01](#), which clarified the intent and provisions of Government Code Sections 65850.7 and 65850.71. These sections, together known as the EV charging streamlining laws, require local jurisdictions to approve EV charging projects within a prompt timeframe and prevent them from denying an application unless they make findings of an unavoidable "specific, adverse impact" to health and safety. City Planning is developing a clear policy for EV charging projects that will comply with State law in order to advance the City's sustainability and electrification goals by making the development processes easier and more predictable while considering the community's health and safety.

In April of 2025, the City's EV charging station expedited permitting process ordinance ([Ordinance No. 188,498](#)), which amends Chapter IX Building Regulations of the Los Angeles Municipal Code, became operative. City Planning anticipates providing additional clarity on the implementation of the EV charging streamlining laws and any necessary remaining policy guidance in 2026.

Looking Ahead

Climate resilience, disaster preparedness, and hazard mitigation constitute a central mission across multiple City departments, and were a significant focus for the City throughout 2025 as wildfire recovery efforts were a major undertaking following the Palisades Fire in January. The lessons learned and best practices from these ongoing

recovery efforts, continuing through 2026, will be applied and integrated into all of the City's emergency preparedness, response, and recovery policies, programs, and resources across all departments. The City remains committed to continuing its leadership role in climate policy in 2026, as was exemplified by key initiatives such as the Climate Vulnerability Assessment, the targeted amendment of the Safety Element, and the continuing efforts of LA100. To further advance this important work, forthcoming efforts include the Floodplain Management Plan, Climate Action and Adaptation Plan, Urban Forest Management Plan, and Heat Action and Resilience Plan. The City has also been working on climate actions, through the Climate Equity LA Series, One Water 2040, and Organics Diversion program. These efforts all aid in the implementation of the General Plan's Safety Element.

Health and Environmental Justice

The City's Health Element, known as the Plan for a Healthy Los Angeles, serves as the framework for creating healthier communities for all Angelenos. The Health Element is the primary location for environmental justice policies, in compliance with Senate Bill 1000 which required local jurisdictions to address Environmental Justice in their general plans. Topics addressed within the Health Element as required by SB 1000 include policies and programs related to: air and water quality, public facilities, food access, safe and sanitary homes, physical activity, health risks, civic engagement, and identifying and prioritizing disadvantaged communities.

Although the General Plan remains compliant with SB 1000, community organizations and other interested parties have expressed a desire for a more robust community engagement process to address emerging environmental challenges. The Health and Environmental Justice Element update was initiated in 2023 and would have combined the City's existing Health Element and Air Quality Element. The City's adopted budget for fiscal year 2025-2026 included the elimination of the Health and Environmental Justice Element work program. As a result, this work was discontinued in October 2025. A comprehensive record of the community feedback received will be maintained for future use in the event staff resources are restored and the program is restarted.

Despite this, the City's commitment to prioritizing healthy and equitable communities continues through other efforts. Beyond the Health Element, several other work programs advanced health and environmental justice objectives in 2025. The following details some of the activities undertaken by the City.

Environmental Justice Policy Program

Launched in August 2023, the [Environmental Justice Policy Program](#) included a comprehensive review and update of the Health Element, the Air Quality Element, and a related, targeted effort to bring forward amendments to the Open Space Element, described in the Open Space and Conservation section below. The multi-year Health and Environmental Justice Element Update was intended to combine the existing Health and Air Quality Elements to centralize and strengthen environmental justice policy and to develop implementation programs to help achieve the General Plan's environmental justice vision. The work program included an outreach and engagement process that provided an opportunity for public engagement of populations and communities that are most impacted by environmental injustices. In addition, City Planning convened an

Environmental Justice Working Group of over 20 organizations that serve impacted communities to consult with planning staff on policy development.

The program's first outreach and engagement phase was completed in 2024. City Planning prepared a [summary report](#) to provide an overview of the feedback received and to document the diverse approaches used to involve community members, particularly from the City's environmental justice communities. In addition, an interdepartmental Technical Advisory Committee composed of City Department representatives who have background and/or expertise in City operations or policies related to environmental justice informed program concept development.

A preliminary draft of the Health and Environmental Justice Element was released for public review and comment in June 2025. The preliminary draft's goals and policies reflect community input received since the launch of the program and the contributions of the Environmental Justice Working Group. In summer 2025, the Department conducted a second phase of community outreach and engagement to solicit feedback on draft policies. This community engagement included a Community Partners Program led by environmental justice organizations throughout the City.

However, funding for the Health and Environmental Justice Element work program was not renewed in the City's adopted budget for fiscal year 2025-26. As a result, this work was discontinued in the fall of 2025.

Landscape and Site Design Ordinance

In alignment with Mayor Bass' Mayoral [Executive Directive Number 7](#), aimed at streamlining housing production, City Planning's Urban Design Studio led the adoption of the [Landscape and Site Design Ordinance](#) (LSDO), which creates objective design standards for multi-family and mixed-use housing projects and non-residential projects including commercial, civic, and industrial projects. The ordinance is anticipated to be adopted in 2026. Building upon the existing Citywide Design Guidelines (adopted 2019), the proposed ordinance represents a policy shift in the way that climate-adapted site design is addressed in Los Angeles by creating livable communities, high quality housing, and relating buildings to the street and their surroundings. Through a carefully calibrated performance-based point system, the LSDO replaces the existing Landscape Ordinance and Design Guidelines, advances site design principles that make our streets and sidewalks more walkable, supports healthy communities, provides spaces for nature and biodiversity to flourish, and creates buildings and places that support positive community interaction. The ordinance also supports the provision of additional

on-site open space through a Zoning Code amendment to encourage Outdoor Amenity Areas. Importantly, the Landscape and Site Design Ordinance establishes Urban Forest Equity Priority Areas in mapped environmental justice communities, using leading-edge research from the Urban Forest Equity Collective and data from the Chief Administrative Officer's Equity Index, to further encourage the expansion of urban tree canopy in the most vulnerable communities.

Oil and Gas Drilling Ordinance

Following the September 6, 2024 trial court ruling in *Warren E&P, Inc. v. City of Los Angeles*, the City Council took action via [Ordinance No. 188,623](#) to rescind the 2022 Oil and Gas Drilling [Ordinance No. 187,709](#) in June 2025. As a result of the rescission, City Planning's Office of Zoning Administration (OZA) is not implementing either the Zoning Administrator's Interpretation (ZAI) dated October 4, 2023 nor the ZA Memorandum No. 141 dated January 17, 2023 (see [Rescission of Case No. ZA-2022-8997-ZAI-1A, ZA Memorandum No. 141](#)).

On September 17, 2025, in response to the [City Council instruction](#), City Planning released an initial draft of the proposed Oil and Gas Drilling Ordinance. It would amend the Los Angeles Municipal Code (LAMC) to adopt policy relative to phasing-out existing and prohibiting new oil and gas drilling activity.

Since then, City Planning has taken significant steps to advance the proposed ordinance. In November 2025, a [revised version of the proposed ordinance](#) was prepared for public review. The proposed ordinance leverages authority granted by AB 3233 to regulate local oil and gas land use regulations. The proposed ordinance would immediately prohibit all new oil and gas drilling citywide by amending the LAMC. Furthermore, all existing active and idle wells would be designated as nonconforming uses, triggering a maximum 20-year phase-out period for the cessation of oil and gas drilling operations. To ensure the extraction use is not prolonged, operators would be forbidden from expanding, deepening, or intensifying existing activities.

A component of the proposed ordinance is the Health and Safety Exception, a zoning review process that would permit otherwise prohibited activities—such as specific maintenance or limited drilling—only when necessary to prevent, respond to, or cease credible threats to public health, safety, or the environment. This exception is intended as a risk management tool to ensure protection to the surrounding community and the environment rather than a method to extend the economic life of a well. This process aligns with state law, specifically SB 1137, which restricts rework permits within Health

Protection Zones unless required for safety threats. To enforce these limits, the City formally distinguishes between *Well Maintenance* and *Well Servicing*. Additionally, the ordinance would introduce a Compliance Review process, allowing the Zoning Administrator to investigate existing drill sites to ensure they remain in strict compliance with original land use conditions throughout the phase-out period. To promote transparency, any quasi-judicial reviews under these processes would require a 1,500-foot public noticing radius, specifically to benefit historically overburdened communities.

On November 26, 2025, a [Mitigated Negative Declaration \(MND\)](#) which analyzes potential impacts on the environment for the proposed ordinance was released for a 30-day public comment period, which ended on December 29, 2025. The [staff recommendation report](#) and [revised version of the proposed Ordinance](#) were heard by the CPC on December 11, 2025. The CPC took action at the meeting to recommend the City Council to adopt the proposed ordinance and accompanying environmental clearance. Looking ahead, the proposed ordinance is pending the legislative process, which involves consideration by City Council Committees and then the full City Council for adoption. City Planning remains committed to working collaboratively with various partners, including other City Departments and external groups, throughout the adoption process.

Office of Racial Justice, Equity, and Transformative Planning

Los Angeles City Planning's [Office of Racial Justice, Equity, and Transformative Planning](#) (ORJETP) was established in June 2020 with the mission to foster a safe work environment for all Department staff and re-evaluate past zoning practices which harmed communities of color. Following a difficult budget process in spring 2025, funding was not renewed for fiscal year 2025-2026. While this decision brought the formal structure of the ORJETP to a pause, the Office spent the last two quarters of 2025 working to expedite the completion of several internal resources to advance racial equity within the Department.

In December 2025, the Office prepared a suite of milestone deliverables reflecting years of strategic engagement, research, and collaboration. This includes "The Strategic Equity Framework," an internal guide to integrating diversity, equity, inclusion, and belonging (DEIB) into the Department's policies, practices, and workplace culture. The framework memorializes the Office's journey and summarizes its approach to institutionalizing racial equity through visualizing, normalizing, organizing, and operationalizing equity with an organization (a framework put forward by the

Government Alliance on Race and Equity). In addition to the “Strategic Equity Framework”, the ORJETP prepared the “Inclusive Planning Language Guide” as a resource for staff to use inclusive language and aid in cultural awareness when crafting messaging and communications to fellow staff and the public. Lastly, the Office prepared the “Safety at Public Meetings Guidelines and Toolkit,” a compilation of best practices for reducing disturbances during public meetings in direct response to staff-led concerns about balancing safety and public participation at public-facing meetings.

In November and December of 2025, the Office held its long-anticipated Transformative Planning Lab, which invited guest speakers to engage with planning staff through lectures and curated discussion led by the Executive Team and ORJETP staff. The three-part series featured planners from Seattle, Washington; Portland, Oregon; St. Paul, Minnesota; Charlottesville, Virginia; and Los Angeles who offered their expertise on topics related to equitable zoning reform, restorative housing and design, and community coalition building. Each installment was intended to transition the focus of the Office from internal workplace equity to land use and zoning issues that impact communities historically harmed by planning.

Despite funding challenges, the City Planning remains committed to embedding equity within its core mission and staying accountable to its founding goals. The completion of these internal resources and work programs supports the integration of racial equity across all Department functions.

LA Civil Rights Department

The Civil + Human Rights and Equity Department, also known as [LA Civil Rights](#), maintains and strengthens the City’s diversity, equity, and accountability. The Department is focused on reducing bias and injustices while leveling the playing field through community engagement, equity initiatives, and upward mobility programming. In 2025, LA Civil Rights’ [Civil Rights Enforcement](#) (CRE) Unit continued to uphold the City of Los Angeles’ Civil and Human Rights Law, which prohibits discrimination within City boundaries in private-sector areas of commerce, education, employment, and housing. The CRE investigations addressed 580 complaints, connected 371 complainants to critical social services, and secured 20 decisive resolutions.

The Department’s [Office of Race and Equity](#) (ORE) continued implementing equity initiatives through policy, programming, and community engagement. Notably, the Department’s \$8.5 million [L.A. REPAIR Participatory Budgeting Pilot Program](#) (L.A. REPAIR), advanced from planning to implementation, delivering tangible support directly

to historically underserved neighborhoods. Following L.A. REPAIR’s community idea and community vote phases in 2023 and 2024, which garnered a total of nearly 8,000 eligible ballots and 1,405 ideas, 20 community nonprofit organizations will perform service projects with City grants. In 2025, the Department disbursed more than \$1.3 million to fund the work of four nonprofits providing direct rental assistance and financial literacy workshops, youth enrichment activities, and mobile medical services with grant funds. LA Civil Rights will continue administering L.A. REPAIR and expects to disburse funds for the 16 remaining grantees in 2026.

LA Civil Rights also completed its collaboration with the Office of Mayor Karen Bass, California State University, Los Angeles, and Open AQ on the Predictive Environmental Analytics and Community Engagement for Equity and Environmental Justice (PEACE for EEJ) project. Through the course of the project, the Department co-organized and co-hosted three workshops to ensure local advocacy organizations championing environmental justice had access to data on pollution and solutions. Dialogue co-facilitated by LA Civil Rights also provided community input on air quality metrics and real accounts of toxins affecting residents, which allowed researchers to expand tools, visualizations, and predictive models impacting the project’s final submission to the National Aeronautics and Space Administration (NASA), the project’s funder. LA Civil Rights also coordinated the disbursement of participant stipends with the Bureau of Street Lighting (BSL).

African American Historic Places, Los Angeles

In 2022, in partnership with the Getty Conservation Institute, City Planning launched [African American Historic Places, Los Angeles](#), a project that seeks to identify, protect, and celebrate Los Angeles’ African American heritage.

In 2025, the project completed additional City Historic-Cultural Monument (local historic landmark) designations for significant sites associated with African American heritage, including St. Elmo Village in Mid-City and Greater Community Missionary Baptist Church in Pacoima. The project has also retained a consultant team that is beginning work to expand and deepen the City’s 2018 African American History preservation framework. Work will begin in 2026 to develop cultural preservation strategies in partnership with historically African American neighborhoods. As this work proceeds, City Planning will continue to re-evaluate the City’s historic preservation policies and practices through an anti-racist lens.

Looking Ahead

Despite the discontinuation of some work programs due to budget constraints for fiscal year 2025-2026, the City continues to implement the City's Health Element and Environmental Justice work programs. In 2026, the City will adopt the Landscape and Site Design Ordinance, advancing site-design principles that make our streets and sidewalks more walkable, support healthy communities citywide, provide spaces for nature and biodiversity to flourish, and create buildings and places that support positive community interaction. As part of this process the City will also continue advocating the advancement of racial equity within the City and Los Angeles City Planning through various programs and policies.

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) also includes 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 their five year strategic plan. RAP's last strategic plan was completed in 2018 and covered a period through 2022. Currently, RAP is in the process of updating its strategic plan to align with Mayor Bass's priorities. The programs below highlight activities from Los Angeles City Planning and other City departments to implement open space and conservation goals.

Open Space Element Update

In 2025, City Planning continued work on an update to the Open Space Element as required by recent state legislation (Senate Bill 1425). The update to the Open Space Element is a multi-year effort focused on updating goals, policies, objectives, and programs to further support environmental justice, climate resilience, and rewilding opportunities. The program's first outreach and engagement phase completed in 2024 was done in coordination with outreach for the Health and Environmental Justice Element Update. Additional community engagement took place during the second half of 2025 through a Community Partners Program. This program involved paid partnerships with nine community-based organizations that led various outreach and engagement activities with communities across the city. During 2025, the Open Space Element Update team completed an analysis of the community input received and began the development of draft goals, objectives, and policies. As of the writing of this report in February 2026, the Department has released a [preliminary draft of the Open Space Element](#). There will be opportunities for additional community feedback in 2026.

Citywide Park Needs Assessment

The Department of Recreation and Parks (RAP) completed a Park Needs Assessment (PNA) in 2025 in order to evaluate the present recreational needs of Angelenos, identify gaps in level of service, develop recommendations for funding strategies, and create a decision-making framework for future park planning and operations. The PNA was formally adopted by the RAP Board of Commissioners on December 18, 2025.

A product of the PNA is the “Universe of Sites,” based on community, agency, and stakeholder feedback as well as best practices, to determine where RAP should prioritize investment over the coming decades. The “Universe of Sites” includes all existing parks and 36 prospective park sites that focus on the top 25% of residents lacking in either park access or park acreage and who are also part of either disadvantaged or vulnerable communities.

The PNA establishes new guidelines for Site Planning and Ongoing Engagement, which help set consistent principles for design, connectivity, sustainability, and access. Additionally, the PNA sets new population-based Level of Service standards for park amenities. These will work in concert with Regional Snapshots to help prioritize actions that will increase equitable access for the most residents.

The PNA also introduces a new Park Classification system with a total of 20 classifications. Currently, the City’s Public Recreation Plan (last updated in 2016) has only 3 park classifications: Neighborhood, Community, and Regional. The new Park Classifications help clarify how existing parks function and provide guidelines for future facility planning. With the direction of City Council, the City’s Public Recreation Plan would be updated in order to adopt the new Park Classifications set forth in the PNA, in addition to any Zoning Code sections that would be impacted by changes made to the Public Recreation Plan.

Lastly, the PNA is currently being incorporated into all aspects of RAP’s operations. In order to fulfill the needs and priorities identified in the PNA, RAP will complete the following in upcoming years: a Facility Condition Assessment, a Capital Improvement Plan, a 5-Year Status Report, a Citywide Parks Master Plan, and a 10-Year Update of the PNA.

Wildlife Ordinance

In response to a City Council motion, City Planning initiated a work program in 2016 to develop a [Wildlife Ordinance](#) that would apply to a pilot area of hillside neighborhoods in the Santa Monica Mountains. The proposed regulations aim to balance wildlife habitat and connectivity with private property development. The draft ordinance proposes development standards for lot coverage, floor area, grading, and height limitations, as well as requirements for native landscaping, trees, fences, solid waste enclosures, windows, and lighting. The ordinance would require additional planning review for development projects located in or close to identified wildlife resources, as well as those proposing significant amounts of grading or floor area. By ensuring that hillside

development takes place in a more sustainable manner, the City can help to address and support other essential goals such as biodiversity, climate resilience, fire safety, and watershed health.

The draft Wildlife Ordinance was reviewed and recommended for approval by the City Planning Commission in 2022 and the City Council's Planning and Land Use Management (PLUM) Committee, with modifications, in 2023. In November 2024, the City Attorney completed review of the Wildlife Ordinance for form and legality. City Planning also transmitted a report to the City Council regarding the creation of a list of qualified biologists and the resources needed to implement the Wildlife Ordinance. At the end of 2024, the proposed Wildlife Ordinance and Zone Change Ordinance were awaiting scheduling at the PLUM Committee, which would be followed by a vote of the full City Council for adoption. The draft ordinances, City Planning report, and recent actions can be found in [Council File 14-0518](#).

Funding for the Wildlife Ordinance work program was not renewed in the City's adopted budget for fiscal year 2025-2026. As a result, work to adopt and implement the ordinance was discontinued in the summer of 2025.

Los Angeles Biodiversity Index

The Los Angeles Sanitation and Environment Department (LASAN) created a customized Biodiversity Index for the City, with assistance from the Biodiversity Expert Council, which assesses Los Angeles' native ecosystems; how the City is improving community access and education; and how the City is incorporating biodiversity considerations and policy into City practices. In 2022, LASAN released the first official [LA Biodiversity Index Baseline Report](#), which comprehensively measured the Index and provided recommendations for how the City can improve the different aspects of biodiversity. For the benchmark assessment, the City received a score of 37 out of a possible 110 points. LASAN published the first [LA Biodiversity Index Monitoring Report](#) in 2025, which determined changes in metrics since the Baseline Report and discussed trends that will drive changes in the next benchmark assessment, which will take place in 2030.

The City continues efforts to increase the overall score of the Index and better integrate biodiversity into operations, programs, policies, and projects. This includes requiring key City departments to develop and track annual goals of addressing biodiversity in current and future work programs. As part of these efforts, the City was working to develop a Local Biodiversity Strategy and Action Plan (LBSAP), which would have guided the City's

efforts to protect and enhance biodiversity across multiple departments. However, funding for the Biodiversity Program was cut during the last budget cycle, leaving the program paused for the foreseeable future until a sustainable funding source can be identified. Meanwhile, the City continues to support biodiversity efforts through other environmental programs including LASAN's Tree Planting Program and Climate Action Program.

Looking Ahead

The multi-year process for the Open Space Element Update will continue in 2026 with the release of a preliminary draft of the Open Space Element for public review and comment prior to advancing to the adoption process. City Planning will continue working with other departments to implement the programs related to conservation and open space in the General Plan.

Mobility

The [Mobility Plan 2035](#), which serves as the Mobility Element of Los Angeles' General Plan, 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. In 2023, City Planning published the [Mobility Element Programs Progress Report](#), which reports on the implementation status of the Mobility Plan's 173 Action Programs over a five-year period.

Additional information on transportation-related topics 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 2025-2030](#) and the Bureau of Street Services (StreetsLA) [5 Year Strategic Plan 2021/22 - 2026/27](#).

Mobility Plan Network Implementation and Measure HLA

The Mobility Plan includes Network Concept Maps, which identify potential networks of streets prioritized for different modes of transportation. These include the Bicycle Enhanced Network, Bicycle Lane Network, Neighborhood Enhanced Network, Pedestrian Enhanced Districts, Transit Enhanced Network, Vehicle Enhanced Network, and Goods Movement Map.

Measure HLA is a ballot initiative ordinance that was passed by voters in March 2024 and became effective April 9, 2024. It requires the City to build out many of the Mobility Plan Networks when the City carries out qualifying improvement projects in City-owned rights-of-way on streets identified in the Mobility Plan's Enhanced Network Concept Maps.

In 2025, City departments delivered several key items to aid the implementation in Measure HLA. In April, the City's Street Standards Committee, consisting of the Director of City Planning, General Manager of LADOT, and the City Engineer (Executive of BOE), approved adding the [HLA Standard Elements Table](#) to the Complete Streets Design Guide. This table presents Standard Elements that are reasonably expected to be included in a qualifying project on the corresponding Mobility Plan Network. Also in April, LADOT launched the [Mobility Plan 2035 Implementation Dashboard](#), allowing the public to see how the City is implementing the Mobility Plan. In July, the City approved the Measure HLA Implementation Ordinance, clarifying departments' roles in implementation and creating a streamlined administrative appeal process. These items

delivered by City departments will improve coordination, efficiency, and transparency when implementing capital projects in 2026 and beyond.

LADOT Planning Efforts

LADOT develops transportation plans and programs that advance sustainable mobility and the goals of the Mobility Element. LADOT actively plans mobility investments and reviews development projects to determine the best outcomes for the City of Los Angeles. Additionally, LADOT contributes to state, regional, and local transportation planning efforts, led by Caltrans, SCAG, and Metro, to address mobility investments, transit station connectivity, goods movement, high-speed rail, sustainability, congestion management, and regional and citywide equity. LADOT also reviews environmental documents for land use and transportation infrastructure projects.

To deliver on the policies and plans of the Mobility Plan 2035, LADOT aims to establish project delivery best practices, identify funding opportunities, improve project engagement and evaluation, enhance inter-agency collaboration, and establish short and long-term capital improvement plans.

Capital Investments for Mobility

In addition to allocating City funds to implement the Mobility Plan, LADOT pursues grant opportunities to meet the City's mobility needs. Major complete street project milestones of 2025, in alphabetical order, included:

- Avenue 64 Bike Lane/Route (Northeast Los Angeles): from York Boulevard to Church Street
- Avenue 63 Southbound Bike Lane (Northeast Los Angeles): from York Boulevard to Meridian Street
- Bonnie Brae Street Bike Lane (Westlake): from Beverly Boulevard to Sixth Street
- Hollywood Boulevard Safety and Mobility Project (Hollywood): A new 3.9-mile protected bike lane from Gower Street to Lyman Place, with reduced travel lanes and an added center turn lane to reduce excessive speeds, reduce pedestrian exposure, provide for safer turns, and create dedicated space for people on bikes and scooters. A later Phase 2 is planned to extend the project from Lyman Place along Hollywood Blvd to Fountain Avenue along Sunset Boulevard. This will

connect existing bike lanes on Sunset Boulevard to the protected bike lanes on Hollywood Boulevard.

- Imperial Highway Protected Bike Lane (Los Angeles International Airport): from Pershing Drive to 1000 feet east of Pershing Drive
- Mission Road Bike Lane (Boyle Heights): from First Street to Cesar Chavez Avenue
- Neighborhood Greenways: LADOT has developed the “neighborhood greenway” design, focused on calming traffic for a safer, more welcoming environment. The Department’s first neighborhood greenway project broke ground in May 2025 and will deliver traffic-calming improvements to Beverly Grove, Fairfax, and Hollywood neighborhoods. These improvements include landscaped traffic circles, improved curb ramps, traffic diverters, bicycle facilities, and improved signals and crosswalks.
- Rail to Rail Bike Path (South Los Angeles): A new 5.5-mile path for walking, biking, and rolling in South Los Angeles. It connects the Metro K Line at Fairview Heights to the A Line at Slauson Station, linking neighborhoods, parks, schools, and local business corridors along the way.
- Roscoe Boulevard Priority Bus Lanes (San Fernando Valley): Restriped 22 miles of curb lanes to peak hour bus priority lanes on Roscoe Blvd between Topanga Boulevard and Coldwater Canyon Drive
- San Vicente Boulevard Bike Lane Upgrade (Wilshire): Upgraded to a protected bike lane from La Brea Avenue to Pico Boulevard
- San Vicente Boulevard Bike Lane Upgrade (Wilshire): Upgraded to a protected bike lane from La Brea Avenue to Redondo Avenue

As the City works to prepare Los Angeles for major events like the 2028 Olympic and Paralympic Games as well as pursue goals outlined in the Mobility Plan 2035, LADOT has begun outreach to finalize designs for a number of major projects with construction expected to break ground in the coming year. A few projects are highlighted below:

- MLK Boulevard, 39th Street, and Broadway Place: This partnership with Metro will provide safer connections between neighborhoods, the Metro E Line and J Line, and major destinations like Exposition Park, a key location for the 2028 Games. The project consists of modifications to three street segments with the goal of

creating a safer travel environment through reduced speeding, closing gaps in the bicycle network, and upgraded pedestrian crossings.

- **Westwood Boulevard:** Westwood is one of the City’s most important corridors connecting to UCLA, Westwood Village, the Wilshire corridor, and major transit stations including the Metro E Line and future D Line stations. This project will deliver improvements along Westwood Boulevard to close critical gaps in the transportation network and enhance safety for people walking, biking, and driving along the corridor.
- **Pico Boulevard Safety and Mobility Plan Project:** The proposed safety improvements on 3.5 miles of Pico Boulevard, between Crenshaw Boulevard and Figueroa Street include a lane reconfiguration that reduces the number of through travel lanes to add a new bicycle facility, new bicycle and pedestrian signal crossings, and other mobility safety features. The initial phase of outreach took place in 2025. Project design, bid, and award are anticipated in 2026.
- **South Broadway Safety and Mobility Project:** In partnership with Metro, LADOT is planning safety and mobility upgrades to make 3.5 miles of Broadway Boulevard between Martin Luther King Jr. Boulevard and Manchester Avenue safer for all road users, as well as provide more reliable service for transit riders. Planned upgrades include bus priority lanes, safer crosswalks and intersections, traffic calming measures, bike connections to the Rail to Rail path and other bike facilities, and other safety features. These improvements support the goals of the City’s Mobility Plan 2035, Vision Zero program, Measure HLA, and Metro’s NextGen Bus Plan, which prioritize safety, sustainability, and transit reliability.
- **Spring/Alameda Safety & Mobility Project:** Spring Street and Alameda Street form a key multi-modal corridor where people walk, bike, take transit, and drive to reach restaurants, shops, workplaces, nightlife, and their homes. The project streets are identified on the Mobility Plan Bicycle Enhanced Network, Bicycle Lane Network, and Pedestrian Enhanced District. The proposed project will incorporate the City’s standard elements that are consistent with these Networks. Outreach began in July 2025 and continued through the end of the year.
- **Sunset Boulevard/Cesar Chavez Avenue:** This major corridor connects Downtown LA with neighborhoods to the north and Dodger Stadium. The project is divided into two segments from Fountain Avenue to Douglas Street and from Douglas Street to Alameda Boulevard. It will include intersection modifications,

transit infrastructure, and bicycle facilities to improve safety and mobility for all forms of travel.

LA Metro Efforts

In June 2025, the Los Angeles County Metropolitan Transportation Authority (LA Metro) opened the new LAX/Metro Transit Center, which will provide Angelenos and visitors a convenient, affordable way to get to and from Los Angeles International Airport. In 2025, construction continued on the three phases of the D Line extension through Mid-City, Century City, and Westwood to West LA. Advanced utility adjustments continued as preparatory work for construction of the East San Fernando Valley Light Rail Transit Project.

The City reviews Metro's plans, including engineering and traffic management plans, throughout the design and construction phases. Many City departments coordinated with Metro in 2025 to review early designs for other major capital projects, including the Vermont Transit Corridor, Southeast Gateway Line, and federal grant-funded Reconnecting Communities and Neighborhoods Projects. Metro also released draft environmental impact reports for two major rail projects, the K Line Northern Extension and the Sepulveda Transit Corridor, as well as the active transportation-related Los Angeles River Path Project, which were reviewed by City departments. The City continues to coordinate with LA Metro to support the build out of the fixed rail system, bus priority infrastructure, first/last mile connections to transit, regional active transportation corridor development, pedestrianization efforts, and other capital projects through infrastructure investments, right of way enhancements, and land use policies that encourage housing development in transit-served areas. Many city departments are also coordinating with Metro as part of the Games Mobility Executives subcommittees focused on delivering a seamless and excellent user experience for the 2028 Summer Olympic and Paralympic Games.

Universal Basic Mobility Program

In 2021, LADOT launched a \$30 million Universal Basic Mobility (UBM) pilot program in South Los Angeles that provides mobility options to increase access to opportunity and transportation equity. LADOT's UBM program was established to ensure that in Los Angeles, all people should have access to safe and affordable transportation. Through this effort, LADOT seeks to eliminate the functional and structural barriers to mobility that people experience due to systemic marginalization, cost burdens, and other forms of exclusion. When people's right to movement is empowered, their personal health,

wellbeing, productivity, and happiness are improved. Everyone, regardless of income, age, race, or gender, should be able to move about in their community to live their lives and reach basic services. UBM aims to provide a foundational level of mobility to all members of society through partnerships and policies. UBM can address social inequities by increasing access to employment opportunities, child care, doctor's visits, and recreational activities. By closing gaps to mobility, the City can help individuals reach their full potential and thrive. LADOT's UBM pilot program delivers a suite of mobility options. This pilot is funded through two state grants awarded by California Air Resources Board (CARB) and the Transformative Climate Communities (TCC) with funding for approximately 11 program elements including transportation infrastructure, programs, services, workforce development, open street events, and more, expected to roll out through 2028.

As part of the UBM pilot program, in 2025 the South LA Stress-Free Connections implementation was underway. The South LA Stress-Free Connections project, a partnership between LADOT and the South LA Eco-Lab, enhances safety and accessibility for people walking and biking. As part of this project, LADOT installed over 30 speed humps along 51st Street and Budlong Avenue in South Los Angeles to prevent speeding and other unsafe driving behavior along residential streets. As of June 2025, the speed humps had been installed, with overall project completion expected by the end of 2026.

Street Design Manual Modernization Project

City Planning and the Los Angeles Bureau of Engineering (BOE) are working to update the City's design standards for public right-of-way and street improvements to further the City's street design values, and comply with all current laws, regulations, and obligations. The proposed update to the design standards for the public right-of-way includes both the development of the City's Street Design Manual, an effort led by BOE, and an update to the existing requirements for dedications and improvements outlined in Los Angeles Municipal Code (LAMC) Section 12.37. These efforts are currently funded by the Southern California Association of Governments (SCAG) through the Regional Early Action Planning 2.0 (REAP 2.0) Subregional Partnership program.

BOE's current efforts to update the Street Design Manual focus specifically on the Street Design Manual Web Portal and the Pedestrian & Site Access Enhancements Design Guidance. The online Street Design Manual Web Portal will build upon Los Angeles' Mobility Plan 2035 and its accompanying Complete Streets Design Guide, Vision Zero Initiative, Low-Impact Development Ordinance, and the City's Sustainability

pLAN to contribute positively to the quality and vitality of our City streets. These efforts are part of a comprehensive modernization of the City's Street Design Manual aimed at developing baseline standards for the design of streets and public rights-of-way to promote context-sensitive design, improve access, safety and comfort, and improve infrastructure to be responsive to community needs.

To update the current regulations for street dedications and improvements provided by private developments, City Planning will be conducting a holistic nexus study to assess the proportional connection between new developments and desirable street improvements. This study will inform City Planning on what improvements may be required of different development projects that would be subject to LAMC Section 12.37. The study is in line with Mobility Plan policies and the City Council's Direction to limit roadway widenings and focus on maintaining consistent sidewalk widths, improving pedestrian safety, and incorporating green infrastructure.

Reconnecting MacArthur Park

LADOT is collaborating with SCAG, Council District 1, and Central City Neighborhood Partners on the Reconnecting MacArthur Park Study, which explores the potential permanent closure of Wilshire Boulevard to vehicle travel between Carondelet Street and Alvarado Street in the Westlake neighborhood. The study includes transportation analysis, community visioning, community engagement, and conceptual planning. The study examines how a multimodal "open streets" concept for this transit-dense neighborhood could better connect residents with housing, jobs, schools, and park space. Reconnecting MacArthur Park studies ways to correct the historic environmental injustice that split the park in two, reducing green space, and separating the neighborhood. This first phase of the project is funded through a SCAG Sustainable Communities Program Civic Engagement, Equity & Environmental Justice (SCP CEEJ) grant, with anticipated future phases for advanced design and engineering.

Capital Investment Planning

Mayor Bass's [Executive Directive \(ED\) No. 9: Streamlining Capital Project Delivery and Equitably Investing in the Public Right-of-Way](#) (issued October 2024) instructed the City to identify creative funding streams, centralize asset management systems, and develop a Capital Infrastructure Plan. LADOT and partner agencies including the Bureau of Engineering and Bureau of Street Services are actively collaborating toward the development of the Mobility Action Plan, which will deliver on the goals of ED 9 to develop the transportation chapter of the City's first Capital Investment Program (CIP),

with a 5-year project list that stems from the City's policy goals including Mobility Plan 2035. A draft of the full Citywide CIP is expected to be released in late 2026. More details are included in the *Infrastructure Monitoring and Reporting* section of this report.

Transportation Demand Management

In 2022, City Council Committees heard and recommended approval of City Planning's and LADOT's proposed update of the [Transportation Demand Management \(TDM\) Ordinance](#). The TDM Ordinance is currently undergoing review for form and legality. Final adoption is anticipated in 2026.

Three supporting ordinances that are necessary to enable the proposed TDM Ordinance were adopted in July 2025 and became effective August 10, 2025. Two of the ordinances updated development review fees for the Los Angeles Department of Transportation in two different sections of the Municipal Code, including adopting new fees for reviewing TDM Plans and annual TDM documentation. The third ordinance established a Mobility Investment Trust Fund.

In keeping with the City's overarching mobility goals, the proposed TDM 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 will use 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. 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 updated TDM Program 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.

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 are taking shape for UAM/AAM, City Planning, Los Angeles World Airports (LAWA), and LADOT continue a collaborative approach to research and develop early regulatory considerations. Key considerations 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, including state and federal agencies.

Looking Ahead

In 2026, mobility planning and capital projects will focus on preparations for upcoming major events. Both the City and LA Metro are preparing for the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games with transportation and public realm investments. As outlined in Mayor Karen Bass's [Executive Directive No. 16](#), signed on October 17, 2025, the 2028 Games will be "transit-first," highlighting the tremendous growth of Los Angeles' public transportation system in recent years.

The first iteration of the Mobility Action Plan is anticipated in 2026 and will become the transportation chapter of the City's first Capital Investment Program (CIP), which is expected to be released in late 2026.

The Street Design Modernization and nexus study project has grant funding from SCAG through the end of 2026. The nexus study and sections of the Street Design Manual that are focused on the pedestrian realm, building frontages, and public right-of-way requirements and processes for development projects will be completed within the grant timeline. A zoning code update informed by the nexus study and updates to other sections of the Street Design Manual will continue in subsequent years.

Land Use and Zoning

The Land Use Element of the General Plan consists of 34 Community Plans and master plans for the airport and port. Each Community Plan consists of a policy document, a land use map, and a circulation 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 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 Framework was first adopted in 1996 and re-adopted in 2001. In recent years, City Planning has evaluated future updates to the Framework and related elements, when resources are available, while simultaneously working to implement the high level goals of the document through the following work programs.

This section describes efforts to update and implement the Land Use and Framework Elements. Significant, multi-year work programs to update multiple Community Plans are detailed below. In addition, City Planning is updating or developing several geographically-specific plans, including Specific Plans and Transit Neighborhood Plans. It also describes City Planning efforts, processes, and ordinances focused on implementing the Land Use and Framework Elements and providing a high level of service to the Department's customers. A more comprehensive list of proposed and adopted ordinances can be found on the [Proposed Land Use Regulations](#) and [Adopted Land Use Regulations](#) pages of the City Planning website. Finally, there is a list of General Plan Amendments approved in 2025 that were associated with individual development projects.

Community Plan Updates

Since 2015, City Planning has completed updates of eight Community Plans, two of which were completed and became effective in 2025. At the end of 2025, the Department was actively updating 13 Community Plans, which constitutes a major portion of the Land Use Element.

Community Plan Updates Completed in 2025

The [Downtown Community Plan](#) was preliminarily adopted with amendments by the City Council on May 3, 2023. The Plan includes goals, policies, and programs for the Downtown Community, along with a number of implementing ordinances, including the City's New Zoning Code. The Plan memorializes community feedback and seeks to accommodate anticipated growth through 2040 while creating a livable and healthy community for workers, residents, and visitors. The goals and policies focus on continuing Downtown's renaissance and promoting it as a center of innovation in the public and private realms. The plan also seeks to address many of the challenges facing Downtown and the larger region, such as climate change, housing demand and affordability, and a shifting economy, through strategies that guide thoughtful growth. The Downtown Community Plan's final ordinances were adopted in December 2024, and the plan became effective on February 6, 2025.

The [Hollywood Community Plan](#) Update gained initial approval from the full City Council on May 3, 2023. 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. Along with the adoption of the Community Plan, the City Council approved the Community Plan Implementation Ordinance (CPIO) which promotes specific types of development within its subareas. The Hollywood Community Plan Update was adopted on January 7, 2025 and the operative date of the CPIO and other implementing ordinances was February 11, 2025.

Community Plan Updates in Progress in 2025

The [Boyle Heights Community Plan](#) was preliminarily adopted with amendments by the City Council on September 25, 2024. The 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 area 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. The plan's final ordinances were referred to the City Attorney to be finalized. In August 2025, City Planning transmitted reportbacks responding to various requests made by the City

Council at the time they adopted the plan. Should the City Council consider the reportback recommendations, any approved modifications to the adopted ordinances will be referred to the City Attorney for incorporation into the final ordinances. The plan is anticipated to become effective in 2026.

The [Harbor LA Community Plans](#), Wilmington-Harbor City and Harbor Gateway, were preliminarily adopted by the City Council on September 9, 2025. The plans' final ordinances were referred to the City Attorney to be finalized and are anticipated to become effective in 2026. The plans include chapters on land use and urban form, environmental justice, mobility, and public realm and open space with goals and policies related to robust outreach, public health, sustainability, petroleum-related activities, the Port of LA and coastal zone, and open space. The plans emphasize climate resilience, sustainability, and environmental health and justice. This includes addressing histories of environmental harm, fostering community relationships, green infrastructure, public health, housing security, and mobility.

The [Southeast Valley Community Plans](#) Update finished outreach for the [consult phase](#), published summaries in April 2025, and updated the comprehensive draft General Plan Land Use maps based on community input and consideration of the Housing Element Rezoning Program. City Planning also continued to develop draft zoning, solicited input on potential historic resources, and drafted three policy documents, one for each plan: North Hollywood - Valley Village, Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass, and Van Nuys - North Sherman Oaks Community Plans.

In 2025, the [Southwest Valley Community Plans](#) Update continued preparation of the draft Environmental Impact Report (EIR) for the project after issuing a Notice of Preparation and holding public scoping meetings at the end of 2024. The draft EIR is anticipated to be published in 2026, which will be followed by additional stakeholder feedback leading up to the start of the adoption process.

In 2025, the [Westside Community Plans](#) released updated draft General Plan Land Use maps for the four Community Plan Areas. The updated draft maps incorporated feedback from outreach conducted throughout 2024. The draft General Plan Land Use maps were showcased through static maps and interactive GIS web maps, and the interactive web map included draft zoning regulations for height, floor area ratio, and density for individual properties. Changes to the draft zoning included alignment with the adopted Housing Element Rezoning program, ensuring that the identified rezoning potential allowed in the Mixed-Income Incentive Program (MIIP) is implemented through the zoning for the Westside Community Plans. Following the release of the drafts, City

Planning conducted several weeks of virtual office hours to hear additional feedback and input on the draft land use and zoning.

To the extent that existing budget and staffing resources remain for Fiscal Year 2026-2027, the aforementioned plan updates are expected to advance forward. Over the next year, the Boyle Heights and Harbor LA Community Plans will move through and complete the form and legality review process with the City Attorney, formally applying the new zoning code structure to parcels in those areas.

Community Plan Zoning Code Update

The [San Pedro Zoning Code Update](#) is an effort to implement the New Zoning Code in San Pedro, where the Community Plan was updated in 2019. It involves the application of zoning and General Plan Land Use designations that fall within the framework of the New Zoning Code and its zoning system. The project aims to mirror existing zoning and General Plan Land Use designations within the new system and incorporate best practices, while continuing to carry forth the vision created in the adopted Community Plan. In addition, existing San Pedro Community Plan Implementation Overlay (CPIO) development standards will be incorporated into the new zoning structure resulting in a streamlined project review process. The project team released draft zoning highlights in March 2025 and a draft General Plan Land Use map in November 2025. The zoning and General Plan amendments are anticipated to be adopted in 2026.

El Sereno / 710 Corridor Rezoning

In late 2023, City Planning initiated the El Sereno/710 Corridor Rezoning Program to update the land use and zoning for properties affected by the now-defunct I-710 freeway extension to be consistent with the existing development.

In anticipation of the potential I-710 expansion the Northeast Los Angeles Community Plan Revision, adopted in 1999, redesignated and correspondingly zoned approximately 250 properties within the City for Public Facilities (PF) and Open Space (OS).

Nevertheless, primarily due to intense community opposition and judicial injunctions, Caltrans never completed the last leg of the I-710. In 2018, the Los Angeles County Metropolitan Transportation Authority (Metro) and Caltrans identified alternative transportation strategies to address traffic and mobility impacts in lieu of completing the I-710.

With the freeway gap closure of the I-710 no longer an option, Caltrans is in the process of selling those properties which the agency currently owns, as required pursuant to Senate Bill 51 (2021). These properties, along with other privately-owned properties within the corridor, are mostly improved with single-family homes; however, some multi-family, commercial, and public uses exist within the corridor.

The past General Plan Land Use designation and zoning applied to these properties made most development activities legally nonconforming or impermissible. To fix this misalignment, the City updated the land use and zoning for these properties to be consistent with the existing neighborhood context. The zone change ordinance became effective on May 27, 2025 and updated the General Plan Land Use designations and zoning of approximately 250 properties.

Cornfield Arroyo Seco Specific Plan Update

City Planning is updating the [Cornfield Arroyo Seco Specific Plan](#) (CASP) to support the production of more affordable, mixed-income, and permanent supportive housing compared to the existing 2013 CASP. 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. The City Council approved City Planning's proposed amendments to the CASP in October 2024, and the final ordinances continue in form and legality review and are anticipated to become effective in 2026.

Orange (G) Line Transit Neighborhood Plan

The [Orange \(G\) Line Transit Neighborhood Plan](#) (OLTNP) is a comprehensive planning effort around three Metro Orange (G) Line stations in the eastern San Fernando Valley: Sepulveda Station, Van Nuys Station, and North Hollywood Station. The OLTNP aims to support transit ridership and mobility access, expand future housing opportunities, including affordable housing, and encourage sustainable living with connections to neighborhood amenities and services.

The three stations included in the OLTNP are served by other existing or proposed transit infrastructure beyond the G Line, including the Metro B (Red) Line, the East San

Fernando Valley Light Rail Transit Project on Van Nuys Boulevard, and the Sepulveda Transit Corridor Project.

Following various outreach and engagement events, the work program released an interactive story map detailing proposed General Plan Land Uses, updated zoning, and more. A public hearing is planned for early 2026 with consideration by the City Planning Commission to follow mid-year.

East San Fernando Valley Transit Neighborhood Plan

The [East San Fernando Valley Transit Neighborhood Plan](#) (ESFV TNP) is a comprehensive planning effort that will update land use and zoning around seven incoming Metro stations of the East San Fernando Valley Light Rail Transit Project along the Van Nuys Boulevard corridor: Van Nuys/Metrolink, Roscoe, Nordhoff, Woodman, Arleta, Laurel Canyon, and Van Nuys/San Fernando within the three communities of Panorama City, Arleta, and Pacoima. In 2025, the ESFV TNP team developed a draft land use map and began drafting zoning which will tentatively be released for public review in Spring 2026. There will be a second comprehensive outreach phase in conjunction with this deliverable to solicit feedback on City Planning's land use and zoning proposals.

Urban Design Studio

The Urban Design Studio continues to implement the [Citywide Design Guidelines](#) through the Professional Volunteer Program as well as Project Reviews. In 2025, over 87 design review meetings of development projects were conducted by Studio staff. Additionally, the Urban Design Studio has led the adoption of the Citywide Adaptive Reuse Ordinance aimed at more effectively repurposing existing underutilized commercial buildings for housing opportunities in alignment with the Housing Element.

In 2025, the Urban Design Studio continued the [Citywide Low-Rise Design Lab](#) initiative, working with a consultant team to identify barriers to missing middle and smaller scale homeownership opportunities. The Low-Rise Design Lab was conceived to help the City analyze and improve development conditions for low-rise housing and respond to changing State housing laws including the The HOME Act (SB 9/450). The passage of The Starter Home Revitalization Act (SB 684/1123), while the initiative was already underway, pushed the City to expand the program to include higher density developments in keeping with the legislation's accommodation of small lot subdivisions with up to ten units in single family zones.

Since its inception in 2023, the Low-Rise Design Lab completed an Existing Conditions and Opportunities Assessment report which analyzed built conditions within a range of selected lot and site types found within Los Angeles' single-family-zoned neighborhoods and a white paper which examined the development regulations that have historically shaped Los Angeles' single-family neighborhoods, along with preliminary recommendations to improve the uptake of new state regulations. In the fall of 2025 the program developed a series of Massing Studies and an Economic Feasibility Report which informed a Zoning Recommendations Report with a summary of recommended targeted code amendments to facilitate the construction of low-rise/missing middle housing as a strategy for meeting the City's housing needs.

In 2025 and 2026, the Low-Rise Design Lab is developing the "Accelerating Low-Rise Missing Middle Housing Guidebook" for the general public. The Guidebook will introduce a variety of low-rise/missing middle configurations and strategies to help facilitate these typologies of residential development in a manner that allows for creative solutions while supporting consistent and high quality design.

Development Services Bureau

In an effort to improve services, the City Council and Mayor directed City Planning, through the Fiscal Year 2025-2026 Budget, to assume the responsibility for conducting the zoning review portion of the building permit plan check process and facilitate the transfer of the positions and experienced staff currently conducting these reviews from Los Angeles Department of Building and Safety (LADBS) to City Planning. The key idea is that by placing existing zoning-related processes within City Planning, the City is creating an opportunity for a seamless review of zoning regulations and improved response times. This transfer of responsibility will also facilitate improved communication between applicants and City Planning staff conducting zoning review and processing discretionary review applications.

The official launch of the new Development Services Bureau of City Planning in January 2026 is the result of years of preparation and collaboration between City Planning and LADBS, including significant coordination in 2025. The reorganization enables more integrated planning and zoning review processes, prompts innovative customer solutions, and ultimately serves to further the development of the City in line with adopted programs. City Planning is committed to simplifying project review, reducing redundancies, and minimizing "late hits," which is why services going live in 2026 will complement the robust services already offered by City Planning.

Processes and Procedures Ordinance

To make Los Angeles' land use regulations more user-friendly, City Planning oversaw comprehensive changes to the Zoning Code with the adoption of the Processes and Procedures (P&P) Ordinance, which became operative in 2024.

The P&P 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 Los Angeles Municipal Code. Additionally, the P&P 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.

Like any infrastructure, zoning codes need ongoing maintenance. In an effort to ensure accuracy, City Planning identified maintenance amendments to the P&P Ordinance to address technical, non-substantive text changes such as corrections, clarifications, and compliance with state law. These maintenance amendments are intended to help improve readability and maintain an easy-to-understand Zoning Code.

City Planning's very first P&P Maintenance Ordinance, consisting of technical corrections and clarifications, was released on May 23, 2024 and is currently in form & legality review per the City Council's instruction on October 15, 2024 ([Council File 12-0460-S4](#)). The Office of the City Attorney continued their form and legality review of the ordinance throughout 2025. Final adoption of the P&P Maintenance Ordinance is anticipated in the second quarter of 2026.

Palisades Recovery

In response to the January 2025 Palisades Fire, City Planning has been working with other City departments to implement local and state emergency orders to facilitate a streamlined rebuilding process. These orders allow for buildings that were destroyed or damaged as a result of the fire to be rebuilt as they previously existed or to be built in compliance with the current underlying zoning standards and be exempt from discretionary review and the California Coastal Act.

Olympic and Paralympic Games Planning

In February 2025, City Council directed City Planning to prepare an ordinance that would streamline projects related to the preparation and execution of the 2028 Olympic and Paralympic Games ([Council File 15-0989-S47](#)). In response, and in an effort to advance preparations for the 2028 Olympic and Paralympic Games, City Planning prepared the 2028 Olympic and Paralympic Planning and Zoning Exemption Ordinance in collaboration with other departments, the Mayor’s Office and LA28, the Organizing Committee for the Games. The proposed ordinance would exempt certain Games-related projects from standard planning and zoning review in an effort to streamline projects directly tied to the preparations for the 2028 Games. In late September, City Planning provided a detailed reportback to the Planning and Land Use Management (PLUM) Committee of the City Council with a conceptual ordinance attached in order to get policy guidance on aspects of the ordinance. Taking the guidance provided by the PLUM Committee, City Planning published the initial draft of the proposed ordinance for public review in November 2025. City Planning will advance the proposed ordinance through the legislative process in the coming year in preparation for the Games.

General Plan Amendments associated with Development Projects

The following projects were approved or conditionally approved in 2025 and amended the General Plan, General Plan Land Use maps, and/or General Plan Circulation maps. Each project was found to be consistent with the goals and policies of the existing General Plan.

CPC-2016-3726-GPA-VZC-HD-DB-MCUP-SPR

Downtown
1100 E. Fifth Street

This project requested the demolition of three existing warehouse buildings and a surface parking lot for the construction of an eight-story mixed-use building comprised of 220 live/work units, of which 11 percent (25 units) would be deed-restricted for Very Low Income (VLI) households, 46,548 square feet of commercial uses, and three subterranean parking levels

In order to develop this project, the following was requested: a General Plan Amendment (GPA) to change the General Plan Land Use designations for the project site from Heavy Industrial to Regional Commercial; a Vesting Zone Change and Height

District Change; Density Bonus Compliance Review; a Main Conditional Use Permit; and Site Plan Review.

This project supports the Framework Element as it would provide a complementary mix of live/work and commercial uses on site, is sited near public transit, increases the economic vitality of the area through an increase in jobs, provides public infrastructure improvements, and would incorporate design elements to reflect the Arts District neighborhood's industrial history.

CPC-2017-247-GPAJ-VZCJ-HD-SN-SPPE-MCUP-CU2-ZV-PR

Downtown

670 S. Mesquit Street

This project requested to construct a new mixed-use development totaling up to 1,792,103 square feet of floor area on an approximately five-acre site. The proposed Modified Alternative 2 would consist of the following primary components, with up to: 676,437 square feet of office; 271 hotel guest rooms; 895 residential units, including 45 units for Extremely Low Income households and 99 units for Very Low Income households; 14,345 square feet of retail; 28,688 square feet of restaurants; 35,515 square feet of studio/event/gallery/museum space; 34,000 square feet of gym uses; and a 30,000 square foot charter elementary school.

In order to develop this project, the following was requested: a GPA to change the General Plan Land Use designation from Heavy Industrial to Regional Commercial; a GPA to reclassify Mesquit Street adjacent to the Project Site from a Collector Street to a Local Limited Street; a Vesting Zone Change and a Height District Change; the establishment of a Sign District; an Exception from the exterior site lighting standards for the River Implementation Overlay (RIO) District; a Main Conditional Use Permit for the sale of alcoholic beverages; a Conditional Use Permit for helipad incidental; a Zone Variance; and Project Review.

This project supports the Framework Element through promoting industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability, including the City's intent to: retain and expand existing businesses (by bringing new customers to existing businesses); attract new uses that provide job opportunities for the City's residents; and maintain a healthy jobs/household ratio that supports the General Fund and its capacity to pay for essential services and programs for the City's existing and future population.

CPC-2018-3544-GPA-VZC-HD-CU-SPR

South Los Angeles
2250 W. Pico Boulevard

This project requested the construction of a new hotel development comprised of two six-story, 76-foot six-inch tall buildings separated by an alley. The project will provide a total of 125 guest rooms, 77,828 square feet of floor area, and a 2.99:1 floor area ratio (FAR). The project will provide 84 parking spaces across three levels of subterranean parking. The project involves the demolition of an existing 9,627 square-foot market and surface parking areas.

In order to develop this project, the following was requested: a GPA to change the General Plan Land Use designations from Commercial Manufacturing and Low Medium II to Neighborhood Commercial; a Vesting Zone Change and Height District Change; a Conditional Use Permit; and Site Plan Review.

This project supports the Framework by contributing to and facilitating the City's long-term fiscal and economic viability by adding 125 short-term overnight hotel rooms in proximity to Downtown LA and South Los Angeles to serve visitors and tourists.

CPC-2021-2231-GPA-VZC-HD-VCU-ZV-SPR

Downtown
2045 Violet Street

This project requested to demolish two buildings with 35,738 square feet of warehouse and office uses and associated surface parking for the new construction of a new 13-story, 450,599 square-foot building comprised of 435,100 square feet of office uses, 15,499 square feet of ground floor retail and/or restaurant uses, and four subterranean and three above-grade levels of parking. In addition, a Future Campus Expansion Phase could allow for the demolition of another existing 21,880 square-foot office building at the corner of Violet Street and Santa Fe Avenue for the new construction of up to 211,201 square feet of additional office and restaurant uses.

In order to develop this project, the following was requested: a GPA to change the General Plan Land Use designation from Heavy Industrial to Regional Commercial; a GPA to reclassify 7th Place along the project site frontage from a Collector Street to a Standard Local Street; a Vesting Zone Change and a Height District Change; a Vesting Conditional Use Permit; a Zone Variance; and Site Plan Review.

This project supports the Framework Element through the provision of a complementary mix of commercial uses on site, including both the development of new and the retention of existing office space and commercial uses.

CPC-2021-4069-GPAJ-VZCJ-HD-MCUP-SPR-HCA

Downtown

400 S. Central Avenue

This project requested to demolish the existing surface parking and cold storage facility uses on the West and South Sites, and adaptively reuse, if feasible, a portion of a six-story cold storage building on the North Site while demolishing the remaining warehouse uses. The project would include a mix of residential, office, and restaurant/retail uses within 10 distinct buildings within the project site totaling up to 2,318,534 square feet of floor area. The project would include: 1,589 residential units, including affordable housing units, totaling 1,761,673 square feet; 411,113 square feet of office uses; and 145,748 square feet of restaurant/retail uses. The project would include approximately two acres of publicly accessible open space.

In order to develop this project, the following was requested: a GPA to change the General Plan Land Use designation for a portion of the project site from Hybrid Industrial to Community Center; a Vesting Zone Change and Height District Change; Developer Incentives for an 18 percent increase in the allowable floor area ratio and averaging of FAR, density, and open space across the project site; a Main Conditional Use Permit; and Site Plan Review.

This project supports the Framework Element by providing a physically balanced distribution of land uses that contributes to and facilitates the City's long-term fiscal and economic viability by constructing new residential and commercial uses in an area planned for an increase in residential density and intensity of uses. Additionally, the project supports the Housing Element by concentrating new housing that is affordable at various income levels, commercial, and office uses near existing commercial uses and employment centers which would improve the local jobs/housing relationship and promote reduced VMT and greenhouse gas emissions generated from mobile sources.

CPC-2022-6859-GPA-HD-ZAD-WDI

Wilmington - Harbor
1420 Coil Avenue

This project requested the improvement and expansion of an existing one-story, 42-foot tall, 221,496 square-foot cold storage facility, resulting in a two-story, 65-foot tall, 267,960 square foot facility, with a total of 0.36:1 floor area ratio (FAR). The expansion includes the demolition of 27,157 square feet of an existing cold dock for a new 71,331 square foot freezer, resulting in a net addition of 44,174 square feet of new floor area.

In order to develop this project, the following was requested: a GPA to allow a site specific 65-foot height limit, in lieu of the 45 feet otherwise allowed; a Height District Change; a Zoning Administrator Determination; and a Waiver of Dedication and Improvement.

This project supports the Framework Element by continuing to be designated for industrial use to support economic development and jobs generation.

CPC-2023-372-GPAJ-VZCJ-HD-SP-CPIOA-HCA

San Pedro
275 W. First Street

This project requested the establishment of the One San Pedro Specific Plan to allow for phased redevelopment of the existing Rancho San Pedro public housing development, which occupies nine city blocks encompassing approximately 19.5 acres. The Specific Plan establishes standards to regulate land use, development, and design and permits a maximum of 1,553 dwelling units, including restricted affordable units, and 130,000 square feet of commercial space. The project will incorporate approximately 5.3 acres of publicly accessible open space and provide circulation and public right-of-way improvements.

In order to develop this project, the following was requested: a GPA to change the General Plan Land Use designation from Low Medium II Residential to Community Commercial for a portion of the project site and to add an OSP Zone as a corresponding zone to the Community Commercial Land Use designation; a GPA to reclassify First Street from Harbor Boulevard to Mesa Street from an Avenue II to a Collector Street; a Vesting Zone Change and Height District Change; the establishment of the One San Pedro Specific Plan; and a CPIO amendment.

This project supports the Framework Element by enabling the redevelopment of an existing aging public housing complex with over three times the existing number of units, as well as new commercial services providing valuable services and additional amenities for both residents of the project and the surrounding community.

CPC-2023-891-GPA-ZC-BL-CUB-CUX

North Hollywood - Valley Village
11960 Victory Boulevard

This project requested the expansion of an existing 6,059 square-foot church. The project involves the addition of 5,688 square-foot, two-story, daycare/school facility, a new 2,814 square foot lobby, a new 4,811 square foot covered courtyard, and a new 14,543 square-foot, two-story, accessory use building consisting of new offices for the existing church on the first floor and a sports gym/banquet hall on the second floor.

In order to develop this project, the following was requested: a GPA to change the General Plan Land Use designation from Low Medium II Residential to Community Commercial; a Zone Change; a Building Line Removal; a Conditional Use Permit to allow for the sale and dispensing of alcoholic beverages; and a Conditional Use Permit to allow for patron dancing.

This project supports the Framework Element by contributing to the City's long-term fiscal and economic viability by redeveloping an existing church into a day care facility with increased day care opportunities as well as a banquet hall to facilitate events.

CPC-2024-115-GPA-ZC-HD-CU-ZAA-SPR

Palms - Mar Vista
12681 W. Jefferson Boulevard

This project requested the expansion of an existing self-storage use on a property owned and operated by Public Storage. The project involves the construction, use, and maintenance of an 82,324 square-foot, 44-foot-3-inch-tall, three-story mixed-use building over a basement, consisting of ground floor retail and self-storage uses on a 143,393 square-foot lot. The project site is currently developed with a 216,584 square foot, 57-foot-6-inch-tall, four-story self-storage building that will remain.

In order to develop this project, the following was requested: a GPA to to allow Height District No. 2 for the project site to allow the proposed project to be developed with a

floor area ratio of 2.1:1 and approximately 298,908 square feet of floor area; a Conditional Use Permit; and a Zoning Administrator's Adjustment.

This project supports the Framework Element of the General Plan by contributing to the City's long-term fiscal and economic viability by developing a new mixed-use building consisting of retail and self-storage uses on a vacant portion of a property already developed with an existing self-storage building.

Growth and Infrastructure / Framework Element

Demographics

City Planning maintains a dedicated Demographic Research 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 SCAG’s Connect SoCal, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). 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 2024 was approved by SCAG’s Regional Council in April 2024 and is available on [SCAG’s website](#). Provided below is a summary of SCAG’s most recent projections for 2050, compared to projections initially made in the Framework Element for the year 2010. Existing population, household and employment data is provided for 2024 from the American Community Survey (ACS), for comparison.

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

	Population	Households	Employment ⁴
SCAG 2050 Projection ¹	4,315,900	1,828,200	2,137,700
Framework Element Horizon 2010 ²	4,306,500	1,566,100	2,291,500
2024 ACS Estimate ³	3,857,300	1,439,100	1,953,900

Footnotes and Sources: All numbers rounded to the nearest 100.

1. SCAG RTP 2024, 04/01/2024.

2. Framework Element, 2001 (first adopted in 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 2020-2024.

4. ACS definition of “employment” is “status” of employed. SCAG definition of “employment” is jobs at site.

The City Planning Demographics Research Unit prepared data from the 2010 and 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	Households			Population		
	2010	2020	% Change	2010	2020	% Change
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 ¹	20,080	31,265	55.70%	37,675	58,312	54.78%
Central City North ¹	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%
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%

Community Plan Area	Households			Population		
	2010	2020	% Change	2010	2020	% Change
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%
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%

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

1. In 2025, the Downtown Community Plan Update combined the Central City and Central City North Community Plans into a single Community Plan.

In addition to summarizing results from the Decennial Census, the City Planning 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:
2024 American Community Survey Population and Household Totals**

Community Plan Area	Population	Households
Arleta - Pacoima	97,276	22,830
Bel Air - Beverly Crest	21,242	8,613
Boyle Heights	80,825	23,012
Brentwood - Pacific Palisades	55,948	24,245
Canoga Park - Winnetka - Woodland Hills - West Hills	189,572	69,170
Chatsworth - Porter Ranch	107,193	37,099
Downtown ¹	81,439	43,956
Encino - Tarzana	79,335	32,292
Granada Hills - Knollwood	63,446	21,551
Harbor Gateway	39,664	13,105
Hollywood	194,957	99,841
Mission Hills - Panorama City - North Hills	144,220	43,242
North Hollywood - Valley Village	136,955	58,674
Northeast Los Angeles	226,964	81,014
Northridge	66,031	22,459
Palms - Mar Vista - Del Rey	114,565	54,129
Reseda - West Van Nuys	107,507	36,051
San Pedro	81,794	31,823
Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass	85,012	41,295

Community Plan Area	Population	Households
Silver Lake - Echo Park - Elysian Valley	65,589	29,869
South Los Angeles	279,729	82,660
Southeast Los Angeles	276,231	69,375
Sun Valley - La Tuna Canyon	86,081	24,202
Sunland - Tujunga - Lake View Terrace - Shadow Hills - East La Tuna Canyon	58,933	20,669
Sylmar	80,335	21,849
Van Nuys - North Sherman Oaks	161,835	61,630
Venice	35,067	18,887
West Adams - Baldwin Hills - Leimert	169,495	66,619
West Los Angeles	80,887	38,910
Westchester - Playa del Rey	65,274	28,875
Westlake	113,372	43,066
Westwood	55,445	18,339
Wilmington - Harbor City	77,671	23,186
Wilshire	276,456	126,536
Citywide Total*	3,857,300	1,439,100

Footnotes and Sources: * Citywide Total numbers were rounded to the nearest 100.

American Community Survey (ACS) 5-year average estimates 2020-2024, January 2026.

1. In 2025, the Downtown Community Plan Update combined the Central City and Central City North Community Plans into a single Community Plan.

Infrastructure Monitoring and Reporting

The General Plan’s 2001 Framework Element (first adopted in 1996) is the overarching and organizing element that offers guidance to monitor and report on the status of different assets of infrastructure to ensure that those keep pace with population growth. Although several elements of the General Plan discuss the topic of infrastructure, the responsibilities related to planning, constructing, and maintaining infrastructure lie with our partner City Departments. These partners include: LADOT, BOE, StreetsLA, BSL, LASAN, General Services Department (GSD), RAP, the Port of Los Angeles (POLA), LAWA, Los Angeles Public Libraries (LAPL), Department of Cultural

Affairs (DCA), Department of Aging, Los Angeles Police Department (LAPD), Los Angeles Fire Department (LAFD), and the LADWP.

In addition, the City Administrative Officer (CAO) tracks and budgets for most infrastructure projects across the City. The information is then reflected in the [annual budgets](#) they help prepare. Due to infrastructure projects typically taking longer to complete than a single year, the CAO maintains a five-year [Capital and Technology Improvement Program](#); this is updated each year. These two documents provide the most comprehensive information on the City's key infrastructure projects.

The CAO's reporting does not include the "proprietary departments" of the City which create and manage their own budgets. LADWP, POLA, and LAWA are proprietary and produce their own plans, reports, and budgets. All of LADWP's documents can be found on their website, including the [Approved Annual Budget](#) and [2022 Strategic Long-Term Resource Plan](#). POLA's documents can also be found on their website, including the 2018 [Port Master Plan](#) and five-year [capital expenditure plan](#) for Fiscal Years 2024-2025 to 2028-2029 which outlines their major projects. Los Angeles World Airports continues work on their Landside Access Modernization Program, including the [Automated People Mover](#) and [Consolidated Rent-a-Car Facility](#), the new [Midfield Satellite Concourse](#), and several terminal improvement projects.

Infrastructure Planning and Budgeting Reforms

In October 2024, Mayor Bass issued [Executive Directive No. 9: Streamlining Capital Project Delivery and Equitably Investing in the Public Right-of-Way](#). The Executive Directive focuses on realigning infrastructure priorities and resources with an emphasis on efficient project delivery, capital investment planning, and asset management in the public right-of-way and parks. This focused and coordinated approach can deliver inter-departmental work plans and resource requests that better position LADOT, the Bureau of Engineering, and the Bureau of Streets Services to work toward shared policy goals of delivering first class transportation infrastructure in highest-need communities citywide, as well as near Games venues.

Specifically, the Executive Directive created a Capital Planning Steering Committee and instructed the Committee to identify creative funding streams, centralize asset management systems, and develop a Capital Investment Program (CIP). The CIP is intended to be a citywide vision for capital improvement supported by an equitable strategy for developing, prioritizing, funding, and implementing projects over the next five, ten, and twenty years.

In 2025, the Mayor's Office led City departments in efforts to organize and standardize existing asset management systems, assess current assets' states of repair, draft project intake and scoring protocols for capital projects, and draft the City's first Capital Investment Program. The draft CIP is anticipated to be released in Spring 2026, with an initial project list of Olympic and Paralympic Games-focused projects, and adopted as part of the City budget for Fiscal Year 2026-2027. A second CIP, with a citywide project list, is anticipated to be compiled throughout 2026 for the Fiscal Year 2027-2028 budget. Once established, the CIP will be updated annually or bi-annually.

Looking Ahead

City Planning will continue to maintain a dedicated Demographic Research Unit as well as a Performance Management Unit that tracks metrics related to private development in the City and cases processed by the City Planning. Both units' work informs data-driven planning decisions. The Executive Directive No. 9 Capital Planning Steering Committee will meet monthly in 2026 with additional subcommittee meetings focused on specific topics. The first Capital Investment Program in 2026 will be focused on capital needs for the upcoming 2028 Olympic and Paralympic Games. Subsequent CIPs are anticipated to scale up to include more of the City's work in parks and public rights-of-way. Ultimately, the CIP will replace the Physical Plant Projects (other than Clean Water) portion of the five-year Capital and Technology Improvement Program mentioned above.