# EXHIBIT A:
# Staff Recommendation Report

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**Downtown Community Plan**

CF 22-0617; CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR

***Contents:***

*Staff Recommendation Report*

*Supplemental  Recommendation Report*

*Technical Modifications/Corrections to the Staff Recommendation Report (June 2021)*

*Technical Modifications/Corrections to the Staff Recommendation Report (September 2021)*

September 2022

# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT

## City Planning Commission

**Date:** June 17, 2021
**Time:** After 8:30 A.M.
**Place:** In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over the COVID-19 pandemic, the CPC meeting will be entirely conducted telephonically by Zoom [https://zoom.us/]. The meeting's telephone number and access code will be provided no later than 72 hours before the meeting on the meeting agenda published at: https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org.

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

**Appeal Status:** Not Applicable

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

**CEQA No.:** ENV-2017-433-EIR

**Incidental Cases:** None

**Related Cases:** None

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

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

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

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

**GPLU:** Various
**Zone:** Various

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

**PROJECT LOCATION:**

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

**New Zoning Code Project Area.** The Project includes implementation of the New Zoning Code regulations as amendments to Chapter 1A of the LAMC. The New Zoning Code project area is therefore, Citywide. However, the New Zoning Code will only be made applicable within the Downtown Plan Area with the adoption of the Downtown Plan. While the New Zoning Code regulations include components necessary to make the new zoning system work, which could ultimately be used Citywide, such as definitions and development standards, the New Zoning Code provisions adopted with the Proposed Project will not be applied to areas outside of the Downtown Plan Area at this time, and may only be applied or implemented elsewhere in the City of Los Angeles through the Community Plan update process or other future planning and zoning efforts.

**PROPOSED PROJECT:**

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

The component of the Proposed Project to adopt or amend the new Chapter 1A to the Los Angeles Municipal Code (LAMC) is referred to in this report as the "New Zoning Code"; the Processes and Procedures Ordinance (CPC-2016-3182-CA) is currently anticipated to establish this new Chapter 1A. This action will create a new zoning system in Chapter 1A of the LAMC for the Downtown Plan Area. The current Zoning Code, Chapter 1 (General

Provisions and Zoning) of the LAMC, and all of its provisions will continue to apply to areas where the new zoning has not been applied.

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

**RECOMMENDED ACTIONS[1]:**

1. **Conduct** a public hearing on the Proposed Project as described in this Staff Recommendation Report.

2. **Approve** the Staff Recommendation Report as the Commission Report.

3. **Approve** and **Recommend** that the City Council adopt the Findings in the Staff Recommendation Report, and direct staff to prepare Environmental Impact Report (EIR) Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring Program (MMP) for City Council consideration.

4. **Recommend** that the City Council instruct the Director of City Planning to adopt Environmental Protection Measures pursuant to Division 4C.12 (Environmental Protection) of the new Zoning Code as appropriate to implement the MMP.

5. **Find** the City Planning Commission has reviewed the Draft EIR (City EIR No. ENV-2017-433-EIR and State Clearinghouse No. 2017021024), as shown in Exhibit A.8.

6. **Recommend** the City Council adopt the Resolution in Exhibit A to certify the EIR, adopt EIR Findings and a Statement of Overriding Considerations, and adopt a Mitigation Monitoring Program.

7. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt**, pursuant to LAMC Section 11.5.6 and City Charter Section 555, the attached Resolution in Exhibit A to amend the General Plan as follows:
    a. Amend the General Plan Land Use Element and adopt the Plan Boundary Change Map to consolidate the Central City Community Plan area and Central City North Community Plan area into the new Downtown Plan Area as shown in Exhibit A.; adopt the Downtown Community Plan as shown in Exhibit A.1; and adopt the General Plan Land Use Map for the Downtown Community Plan, inclusive of Symbols, Footnotes, and Corresponding Zone and Land Use Nomenclature as shown in Exhibit A.3, and the General Plan Land Use Change Maps and Matrices as shown in Exhibit A.4.
    b. Amend the Mobility Plan 2035 to reclassify selected streets and Enhanced Networks, as shown in Exhibit A.7.
    c. Amend the Citywide General Plan Framework Element, as shown in Exhibit A.6.

8. **Approve** and **Recommend** that pursuant to LAMC Sections 12.04 and 12.32 and City Charter Section 558, the City Council **Adopt** the draft ordinance to amend the Zoning Map, as shown in Exhibit B.2 (Zone Change Maps and Matrices).

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

9. **Approve** and **Recommend** that pursuant to LAMC Sections 12.04, 12.32, 13.14.C and City Charter Section 558, the City Council **Adopt** the proposed Downtown Community Plan Implementation Overlay (CPIO) District Ordinance as shown in Exhibit B.1.

10. **Approve** and **Recommend** that the City Council **Adopt** the proposed Downtown Community Benefits Trust Fund Ordinance, the Downtown Community Benefits Fee Ordinance, and Downtown Affordable Housing Trust Fund Ordinance as shown in Exhibits B.3, B.4, and B.7.

11. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 12.32.S and City Charter Section 558 **Adopt** the proposed ordinance to amend the River Improvement Overlay (RIO) District Ordinance and Greater Downtown Housing Incentive Ordinance as shown in Exhibits B.5 and B.6.

12. **Approve** and **Recommend** that the City Council **Adopt** the proposed Ordinance to rescind the Bunker Hill Specific Plan and Downtown Design Guide as shown in Exhibit B.8.

13. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 12.32 and City Charter Section 558 **Adopt** the proposed Pipeline Parking Alignment Ordinance as shown in Exhibit B.9.

14. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 12.32 and City Charter Section 558 **Adopt** the proposed Community Plan Consolidation Ordinance as shown in Exhibit B.10.

15. **Authorize** the Director of Planning to present the resolutions and proposed General Plan amendments (Exhibits A.1, A.3, A.4, and A.5, A.6 and A.7) to the Mayor and City Council, in accordance with City Charter Section 555 and LAMC Section 11.5.6, and the proposed zoning ordinances (Exhibit B.1-B.10 and C.1 and C.3) to the City Council, in accordance with City Charter Section 558 and LAMC Section 12.32.

16. **Approve** and **Recommend** that the City Council adopt the New Zoning Code Ordinance to Amend Chapter 1A of the Los Angeles Municipal Code (“New Zoning Code”) to add new Articles 1 through 12, and Articles 14 and 15, Amend Article 13, and Adopt the accompanying Zoning Code Maps established in Division 1.4. (Zoning Code Maps) of Article 1 of the New Zoning Code (Exhibits C.1. and C.3.).

VINCENT P. BERTONI, AICP
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CPC-2017-432-CPU
CPC-2014-1582-CA

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## Table of Contents


**PROJECT ANALYSIS** **A-1**

Project Summary

Background of Proposed Plan

Background of New Zoning Code

Discussion of Key Issues: Proposed Plan

Discussion of Key Issues: New Zoning Code

Components of the Proposed Plan

Components of the New Zoning Code

Environmental Analysis/CEQA

**FINDINGS** **F-1**

Finding Requirements for General Plan Amendments and Zoning Ordinances

Findings for the Implementing Zoning Ordinances Under Charter Section 556 and 558 and LAMC Section 12.32

Other Findings

Summary of CEQA Findings

**PUBLIC HEARING AND COMMUNICATIONS** **P-1**

Outreach

A summary of the public testimony received and written correspondence received by City Planning Staff by the end of the public comment period can be found in section Summary of Public Hearing Testimony and Written Communications

Summary of Public Hearing Testimony and Written Communications

Central Los Angeles Area Planning Commission Comments

**EXHIBITS (Attached)**

A - Draft Resolutions

A.1 Community Plan Text
A.2 Existing General Plan Land Use Map
A.3 Proposed General Plan Land Use Map
A.4 General Plan Land Use Change Maps and Matrices
A.5 Plan Boundary Change Map
A.6 General Plan Framework Amendments

A.7 Mobility Plan 2035 Amendments
A.8 Draft Environmental Impact Report

B - Proposed Community Plan Implementation Overlay (CPIO) and Ordinances
B.1 Downtown Community Plan Implementation Overlay (CPIO)
B.2 Zone change map and matrices
B.3 Community Benefits Trust Fund Ordinance
B.4 Community Benefits Fee Ordinance
B.5 River Improvement Overlay (RIO) amendments
B.6 Greater Downtown Housing Incentive Ordinance amendments
B.7 Downtown Affordable Housing Trust Fund establishing Ordinance
B.8 Rescission of the Downtown Design Guide and Bunker Hill Specific Plan Ordinance
B.9 Pipeline Parking Alignment Ordinance
B.10 Community Plan Consolidation Ordinance

C - Proposed Zoning Code (Staff Recommendation Draft)
C.1 Proposed Zoning Code
- Article 1 - Introductory Provisions
- Article 2 - Form
- Article 3 - Frontage
- Article 4 - Development Standards
- Article 5 - Use
- Article 6 - Density
- Article 7 - Alternate Typologies
- Article 8 - Specific Plans, Supplemental & Special Districts
- Article 9 - Public Benefit Systems
- Article 10 - Streets & Parks
- Article 11 - Division of Land
- Article 12 - Nonconformities
- Article 13 - Administration (to be established by the Processes & Procedures Ordinance, and amended by the Proposed Project to establish the Alternative Compliance process)
- Article 14 - General Rules & Definitions
- Article 15 - Fees (to be established by the City Council)

C.2 Environmental Protection Measures Handbook Template
C.3 Zoning Code Maps
C.4 Zoning Code Evaluation Report

# PROJECT ANALYSIS

## Project Summary

The Downtown Community Plan ("Proposed Plan") is a combined update to the adopted Central City Community Plan, which was last updated on January 8, 2003, and the Central City North Community Plan, which was last updated on December 15, 2000. The Proposed Plan, which envisions combining the Central City and Central City North Community Plans into a single unified Downtown Community Plan, was developed through an extensive outreach process that began in 2014 with the Downtown community. The Proposed Plan includes updates to the Community Plan policy document and changes in General Plan Land Use designations and zones, in addition to planning for and accommodating foreseeable growth in the Downtown Community Plan Area ("Downtown Plan Area" or "Plan Area"), are intended to achieve several overarching objectives.

Adoption of the Proposed Plan will also involve a number of implementing ordinances including the establishment of the New Zoning Code for the Downtown Plan Area. Each of the Proposed Plan's new zoning tools have been developed as part of a comprehensive update to the City of Los Angeles's Zoning Code ("Proposed Draft of the Zoning Code;" "New Zoning Code"). When referred to in conjunction with the Proposed Plan, the implementing ordinances, including the New Zoning Code, will be referenced as the "Proposed Project."

The New Zoning Code is the first comprehensive revision of Los Angeles's Zoning Code since 1946. When adopted, it will replace the system of zones and height districts established in the current Zoning Code with a modular system that allows greater flexibility to carry out the goals, objectives, and policies of the Downtown Community Plan, and eventually the rest of the City of Los Angeles. It seeks to aid accessibility and ease of use by presenting most regulations in a tabular and graphic format and by optimizing the Code to be viewed and interacted with on a variety of devices and platforms.

The ordinance to adopt the New Zoning Code will also include a provision incorporating several separately proposed ordinances that the City Planning Commission has already recommended for adoption, in the event that the City Council actually adopts them. If adopted by the City Council, the proposed ordinances will be automatically incorporated into the New Zoning Code, subject to changes to conform to the format and style of the New Zoning Code. The provision will encompass the proposed ordinances in Council Files 20-0380-S1, 19-0742, 18-1246, 17-0981, 17-0893, 15-0129-S1, and 11-1705. As currently written, the proposed ordinances are not part of the New Zoning Code, with the limited exception that the provisions of the proposed ordinances will be translated into the New Zoning Code if the Council adopts both the New Zoning Code and the proposed ordinances.

The Proposed Project also includes numerous zoning ordinances and other ordinances to implement the new Downtown Community Plan, including Zone Changes to apply new zoning districts to the Downtown Plan Area, a new Community Plan Implementation Overlay District, Community Benefits Trust Fund Ordinance, Community Benefits Fee Ordinance, Downtown Affordable Housing Trust Fund establishing Ordinance, Rescission of the Downtown Design Guide and Bunker Hill Specific Plan Ordinance, Pipeline Parking Alignment Ordinance, Community Plan Consolidation Ordinance, and the establishment of a new in-lieu fee and trust funds to implement a new community plan benefit program (collectively, "Implementing Ordinances").

***Objectives/Community Themes***

The underlying purpose of the Proposed Plan is to plan for and accommodate foreseeable growth in the City, including the Downtown Plan Area, consistent with the growth strategies of the City as provided in the Framework Element, as well as the policies of Senate Bill 375, Senate Bill 330, and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The underlying purpose of the New Zoning Code is to create the regulatory tools necessary to implement the nuanced and detailed goals of the Proposed Plan and provide similar opportunities for future Community Plan updates. The tools of the New Zoning Code are tailored to the Proposed Plan and are also designed to be adaptable to a wide range of future needs throughout the City as future updates to Community Plans adapt and utilize the New Zoning Code.

Since its inception in 2014, the Proposed Project has evolved in response to a wide range of stakeholder input. The Proposed Project 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. Acknowledging an unjust history and current conditions, the programs and policies proposed aim to begin the process of equitably meeting the needs of various stakeholder communities in the Downtown Plan Area and reduce racial disparities, especially those unequally present in historic cultural communities, low-income communities, and communities of color.

By 2040, Downtown Los Angeles is projected to accommodate 176,000 new residents, in addition to 86,000 new jobs—representing 20% of the City's household growth in 1% of its land area. The Proposed Plan would accommodate this growth through new equitable and sustainable land use strategies aimed at reinforcing Downtown's economic base, strengthening linkages between neighborhoods, and incentivizing residential units. The Proposed Plan would increase the area where residential uses are permitted in Downtown by more than 33%. The Proposed Plan would also encourage more creative and affordable types of housing that reflect a diverse mix of options, such as micro-units, live/work spaces, supportive housing, and adaptive reuse projects. The New Zoning Code has been developed to implement the Proposed Plan's policies and goals; this will be the first Community Plan to apply these new zoning tools, developed as part of the comprehensive update of the City's Zoning Code.

The following Plan Objectives represent the long-term priorities for the Proposed Plan:

> **Thoughtful Growth.** Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2040 to ensure that the Downtown Plan Area continues to grow in a sustainable, equitable, healthy, and inclusive manner that is consistent with the policies of the City of Los Angeles General Plan Framework Element by focusing on strategies like new job-generating uses and residential development around transit stations.
>
> **Develop a Sustainable Community.** Promote a mix of land uses that foster sustainability, equity, neighborhood density, and healthy living by ensuring that new development provides the appropriate range of outdoor amenity space and other recreational options. Refine and expand a system that links development with public benefits to deliver community amenities in the Downtown Plan Area and is adaptable to policy needs across the City. Provide a set of implementation tools that are responsive to the range of physical and functional needs and enable the creation of similar tools across the City.
>
> **Grow and Support the Residential Base.** Support a growing residential population by expanding the areas where housing is permitted, intensifying housing where appropriate,

and allowing for a full range of housing options, including affordable housing. Expand opportunities for adaptive reuse and conversion to joint live/work spaces.

**Provide a Range of Employment Opportunities.** Provide for economic diversification and reinforce the Downtown Plan Area as a primary center of employment for the City and the Southern California region. Encourage the creation of job sanctuaries by allowing for a greater mix of uses and establishing a baseline of productive uses in areas where some amount of commercial activity is preferred.

**Promote an Accessible Mobility Network.** Build upon Downtown's role as a regional transportation center by allowing for intensive development throughout the Downtown Plan Area and concentrating development opportunities immediately surrounding transit stations with an appropriate range of building sizes and mix of uses. Promote a mode-shift from private automobile usage and foster a transit, bicycle, and pedestrian supportive environment. Reduce vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions. Promote a mix of land uses that foster sustainability, equity, community, neighborhood density, and healthy living. Ensure that new development provides the appropriate range of outdoor amenity space and other recreational options.

**Preserve and Strengthen Social, Cultural, and Historic Identity.** Celebrate and reinforce the character of each of the neighborhoods in the Downtown Plan Area while reusing, protecting, and preserving existing structures that characterize unique urban development patterns.

The Proposed Plan and New Zoning Code, collectively known as the Proposed Project, are composed of several interrelated components, described in more detail in the following sections:

- Community Plan Amendments
    - New Policy Document
    - Amendments to the General Plan Land Use Map
- Zoning Actions
    - Establishment of a New Zoning Code and Zoning Map
        - Proposed Zoning Code
            - Article 1 - Introductory Provisions
            - Article 2 - Form
            - Article 3 - Frontage
            - Article 4 - Development Standards
            - Article 5 - Use
            - Article 6 - Density
            - Article 7 - Alternate Typologies
            - Article 8 - Specific Plans, Supplemental & Special Districts
            - Article 9 - Public Benefit Systems
            - Article 10 - Streets & Parks
            - Article 11 - Division of Land
            - Article 12 - Nonconformities
            - Article 13 - Administration (to be established by the Processes & Procedures Ordinance)
            - Article 14 - General Rules & Definitions
            - Article 15 - Fees (to be established by the City Council)
            - Zoning Code Maps
    - Zone and Building Line Changes (as shown on Zone Change map and matrices)
    - New Community Plan Implementation Overlay (CPIO) District
    - Pipeline Parking Alignment Ordinance

    - Rescind the Downtown Design Guide and Bunker Hill Specific Plan
    - Amendments to the
        - River Improvement Overlay (RIO)
        - Greater Downtown Housing Incentive Ordinance
- New Community Benefits Fee Ordinance
- New Community Benefits Trust Fund Ordinance
- New Downtown Affordable Housing Trust Fund
- Community Plan Consolidation Ordinance
- General Plan Amendments for Consistency with Community Plan
    - Reclassifications of Streets and Enhanced Networks in the Mobility Plan 2035
    - Amendments to the Framework Element
- Amendments to the Central City and Central City North Community Plan Area boundaries to establish the Proposed Plan boundary
- Draft Environmental Impact Report

**Background of Proposed Plan**

***Regional Context***

The Proposed Plan envisions a sustainable, equitable, and inclusive future for Downtown. This Proposed Plan will promote a dynamic, healthy, and sustainable Downtown that is well connected to and supports the City of Los Angeles and the region. This Proposed Plan seeks to accommodate anticipated growth through 2040 while creating a livable and healthy community for workers, residents, and visitors. The goals and policies described in this Proposed Plan focus on continuing to promote Downtown as a center of innovation in the public and private realms. The Proposed 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 Plan Area, which will combine the Central City and Central City North Community Plan Areas, is located within the incorporated City of Los Angeles and contains approximately 6.6 square miles. The Downtown Community Plan is one of 34 (previously 35) Community Plans which comprise the Land Use Element of the City's General Plan. The adoption of the Downtown Community Plan will reduce the total Community Plans from 35 to 34. The Land Use Element is one of the eight state-mandated elements of the General Plan. Community Plans provide a long-term vision for the diverse geographies of the City, accommodate the growth anticipated in the City by the Southern California Association of Governments (SCAG), and guide the physical development of neighborhoods through goals, policies, and implementation. SCAG, the nation's largest metropolitan planning organization representing six counties in Southern California, produces population, housing, and employment projections. Many municipalities and government agencies rely on this data for purposes of planning. The Department of City Planning, like many other local governments, uses SCAG's demographic projections as a benchmark to determine the level of reasonably expected development that is needed to accommodate future growth.

Community Plan updates aim, at a minimum, to meet SCAG projections for the City and each Community Plan Area, and, in some cases, may be planned to exceed those projections for certain Plan Areas (not the City) depending on development trends, the availability of transit infrastructure, market demand, consistency with the General Plan Framework, and the goals and policies of the Community Plan. For the Downtown Plan Area, the City has envisioned since the 1970s that this community would be a center of employment, commerce, and entertainment. Significant transportation infrastructure, including seven existing Metro rail stations, three under construction, and three more envisioned in the future (see Section Land Use, Zoning and Transit Infrastructure**)**, has been directed to Downtown to serve this purpose. For decades, Downtown has been a regional center in the City and will continue to be one in the future. Therefore, the Proposed Plan update exceeds SCAG's projections for anticipated increases in population, employment, and housing.

Over the past year, the COVID-19 pandemic has altered daily lives and has greatly impacted health, safety, and jobs for a significant number of Los Angeles residents. Preexisting socio-economic, racial, and environmental disparities have led to higher incidence of COVID-19 in Black and Latinx communities in Los Angeles and in the nation. A number of issues have contributed to the disparities in COVID-19 pandemic impacts, including a higher percentage of essential and frontline jobs, as well as less access to health care and higher rates of underlying health conditions. Other factors include living far away from jobs or in overcrowded households due to constrained housing affordability. Thus, the Proposed Plan's goal of accommodating growth and encouraging housing development are acutely relevant. The housing crisis pre-dated the COVID-19 pandemic, but the need for housing and affordable housing in particular, has become even more critical. The need is both a short- and long-term challenge that can be addressed through land use planning, and specifically through planning for additional multi-family housing, taking

care to safeguard existing dense multi-family housing, and incentivizing the production of protected affordable housing.

***Community Plan Updates***

The State of California requires every city to adopt a General Plan that covers various topics in sections called Elements, such as the Land Use Element, the Housing Element, and the Circulation Element. The Land Use Element of the City's General Plan currently consists of 35 Community Plans (34 under the Proposed Plan). The Community Plans function as a guide for future growth and adaptation in neighborhoods, providing specific policies and strategies to achieve each community's vision and the broader objectives of the General Plan and state law requirements. Through the Community Plan update process, the Department of City Planning works with community stakeholders to develop a vision for future growth in each area, based on long standing and emerging conditions related to land use, housing, employment, transportation, climate change, and other factors. The intent of the updates is to showcase the City's commitment to advancing tailored strategies and neighborhood regulations to facilitate future development decisions. To balance the need for jobs and housing with neighborhood preservation, these Plans reflect the priorities of each community and the City as a whole. The City updates the Community Plans regularly to encourage smart growth, identify appropriate locations for new development, minimize lengthy discretionary approvals, and provide certainty and predictability for developers, homeowners, and anyone else concerned with the future development of the City of Los Angeles. Recommended changes to Community Plans and their policies and programs are based on public input as well as collaboration with other City departments and government agencies.

***New Zoning Code***

The New Zoning Code is intended to be the primary mechanism for implementing the Proposed Plan. In the future, and separate from the Proposed Project, the New Zoning Code may be adapted incrementally to address the unique goals and policies of subsequent Community Plan Areas as those plans are updated. The Downtown Community Plan is the first Community Plan to apply the New Zoning Code. Efforts to develop new tools and expand the applicability of the New Zoning Code are underway in other Community Plan Areas and are anticipated to continue as all Community Plans in the City are updated.

***Update Process***

**Downtown Community Plan**

From 2014 to 2021, City Planning has prepared an update of the Downtown Community Plan which is intended to guide development through 2040. Efforts to update Community Plans are generally multi-year processes that rely on continued and iterative engagement with stakeholders. As shown in Figure A-1, *Community Plan Development Phases*, City Planning has organized the update of the Downtown Community Plan around the following five phases:

*Phase I - Listen Phase (2014-2015).* During this phase of the process, City Planning staff conducted background research that includes reviewing existing plans, policies, and maps; gathering development activity case filings; and conducting site visits to understand the community's existing built environment, land use, and zoning. City Planning staff also launched public engagement and gathered initial public input to shape the Proposed Plan update during this phase.

*Phase II - Share Phase (2016-2017).* Initial concepts were developed and shared during this phase. City Planning staff conducted outreach events and engaged numerous community stakeholders including advocacy and constituent groups; Certified Neighborhood Councils

serving the Downtown Plan Area; and ongoing coordination within the Department of City Planning, with other City departments, and with the City Council Offices. City Planning staff participated in numerous public engagement opportunities in 2016 and 2017, including community events such as farmers markets and CicLAvia, Neighborhood Council meetings, and stakeholder group meetings.

Throughout 2016 and 2017, plan and zoning concepts were drafted to respond to information gathered during community engagement and the background research period. Work on environmental analysis of the Proposed Plan per CEQA was also launched at this time. City Planning staff hosted a week-long public Open Studio event in October 2016, which included presentation of draft materials, panel discussions on a variety of policy subjects, interactive workshops, and interagency meetings. Additionally, a Public Scoping Meeting took place in February 2017.

*Phase III - Consult Phase (2018).* Building on Phase I and II, the Proposed Community Plan policy document and implementing ordinances were drafted during this phase. City Planning staff also advanced work on environmental analysis per CEQA, coordinated with environmental and transportation consultants to develop the Draft Environmental Impact Report (Draft EIR or DEIR) for the Proposed Plan. City Planning continued public outreach at community events, neighborhood council meetings, and met with community-based organizations throughout 2018.

*Phase IV - Refine Phase (2019-2021).* Several draft plan and zoning documents were shared and refined based on community feedback. The Proposed Plan, including the policy document and Proposed Plan map, was released in July 2019. The Department of City Planning released the draft zoning map and Downtown zones in October 2019. Stakeholders were able to view draft materials in a variety of digital and physical formats, including on the project website and at local libraries. Two interactive digital tools were developed and shared in 2019, summarizing the Draft Plan and presenting the draft zoning map in a searchable format.

In 2019, City Planning staff continued public outreach by attending community events such as CicLAvia and presenting updates upon request from various community groups. Following the Draft Plan and zones release, City Planning hosted two public open houses in November 2019 to share the draft Plan and New Zoning Code components and receive community feedback. Additionally, Office Hour events were held throughout Downtown in January and February of 2020 to provide stakeholders the opportunity to meet one-on-one with City Planning staff.

Throughout 2019 and 2020, City Planning prepared the Draft Environmental Impact Report (EIR) which resulted in the August 6, 2020 release of the Draft EIR, refined the Proposed Plan (policy document, zoning map, General Plan Land Use map, and CPIO), and refined the Proposed Draft of the Zoning Code. The Department of City Planning provided an extended comment period of 120 days on the Draft EIR. In this release, Planning staff integrated community feedback comments received from the community. This release was followed by Virtual Office Hour events in September 2020. Additional opportunities to comment on the latest drafts were offered in the form of virtual webinars, small group meetings, and office hours.

In keeping with Mayor Eric Garcetti's "Safer At Home" emergency order and continual public health guidance to slow the spread of the COVID-19 pandemic, the Department of City Planning shifted public hearings and outreach meetings online and by telephone in order to practice proper physical distancing protocols. City Planning staff held virtual office hours (also available by phone) in September 2020 and attended several virtual community meetings. City Planning staff also developed additional digital resources for the website to provide online access to all the information and materials of the Proposed Plan. To increase access, the Department of City Planning also translated some materials into Spanish, Japanese, Vietnamese, and Chinese and

made in-person viewing of physical copies of draft materials available by appointment for stakeholders without internet access.

In November 2020, the Department of City Planning released the Preliminary Drafts of the Proposed Plan and New Zoning Code, which incorporated updates based on community feedback. During the same month, City Planning staff conducted three Planning 101 Webinars to offer an overview of the basics of Community Planning in Los Angeles. In December 2020, two virtual "Open House" events were held on the Downtown Community Plan to provide an overview of the Proposed Plan components and the New Zoning Code. These events included a live question and answer session, providing an opportunity for participants to interact directly with planning staff and provide feedback. The Department of City Planning held the Public Hearing for the Proposed Project on December 8, 2020. A detailed summary of public hearing testimony can be found in the Public Hearing and Communications section of this report.

*Phase V - Adopt Phase (2021).* During this phase, appointed and elected officials will review the Proposed Project and make final decisions regarding the proposed policy and zoning recommendations. The Department of City Planning has released the Proposed Draft of the Downtown Community Plan and the Implementing Ordinances, including the New Zoning Code in advance of consideration at the City Planning Commission.

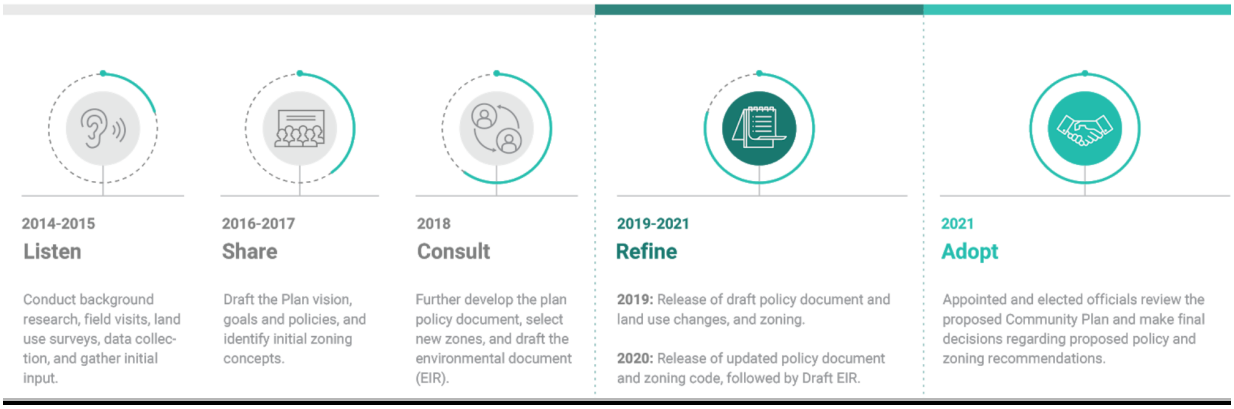



*Figure A-1, Community Plan Development Phases*

## Background of New Zoning Code

### *Launch of New Zoning Code*

On June 19, 2012, the City Council approved a request from City Planning (CF 12-0460) to fund a comprehensive revision of the Zoning Code, beginning a historic effort to completely overhaul the City's system of land use and development regulations for the first time since 1946. The overarching goal of creating a new Zoning Code is to meet the varied needs of Los Angeles' diverse communities and implement the goals and policies of the City's Framework Element, Community Plans, and other elements of the General Plan. In addition, the New Zoning Code effort (previously referred to as "re:code LA") has been focused on addressing two central challenges associated with the current Zoning Code.

- The inability of the limited set of zones and height districts of the current Zoning Code to accommodate effective urban design methods, increasingly necessitating the use of overlays, special entitlements, and site-specific conditions that exist outside the Zoning Code altogether. More than two-thirds of the lots in the City now have one or more overlays or site-specific conditions, meaning that the applicable zoning regulations are located in two or more documents.

- The need to improve existing review procedures within City Planning, making the entitlement/permitting process more transparent and approachable.

The New Zoning Code's 2012 concept proposal also laid out key objectives, including:

- Create a more responsive modular system that regulates the types of uses allowed independent of the form and orientation of buildings.
- Prioritize the delivery of a unified development code for Downtown Los Angeles.
- Provide a dynamic, user-friendly web interface for viewing, searching, and interacting with the Zoning Code.

The process to craft the New Zoning Code commenced with a thorough evaluation of the current Zoning Code, establishment of a general framework for the New Zoning Code, and coordination with efforts to adopt Community Plans (Downtown, among others). City Planning held a series of public and virtual forums during the early phases of the effort, as new material was developed and released. Thus, the process to write the New Zoning Code has benefited from zoning-specific outreach at a variety of citywide venues, as well as more focused outreach with individual communities.

Additionally, the process to craft the New Zoning Code was supported by a 21-member Zoning Advisory Committee (ZAC) consisting of neighborhood, business, nonprofit, and academic representatives; these meetings were made open to the public to attend and listen in on staff presentations and ZAC discussions. The ZAC has provided expertise on various land use issues and served as an important community "sounding board" throughout the development of the New Zoning Code. A Technical Advisory Committee (TAC), made up of City staff from a variety of agencies, also provided feedback throughout the revision process.

***Zoning Code Evaluation Report***

Foundational to this effort was a thorough analysis of the current Zoning Code, to identify specific challenges and flesh out the goals and objectives of the New Zoning Code. Over the course of more than a year, City Planning staff and consultants reviewed the text of the current Zoning Code and other overlapping regulatory and policy documents; conducted site visits and tours of various neighborhoods; and solicited input from the public via five in-person listening sessions, one virtual listening session, several focus groups, the ZAC, and the project website. Additionally, an early draft of the evaluation's findings was presented before the City Planning Commission and City Council for consideration and feedback.

The information and knowledge gained through this effort were documented in the December 2014 *Zoning Code Evaluation Report* (Exhibit C.4), which has been used extensively in the preparation of the New Zoning Code. The findings and recommendations of the report were organized into eight topic areas, summarized below. Some of the recommendations have since been addressed in separate Zoning Code amendments or other legislation, while others have been incorporated into the Proposed Draft of the New Zoning Code.

- **Housing Affordability and Diversity:** Maintain affordable housing incentives; minimize displacement of low-income residents; remove barriers and provide prescriptive standards for a wider range of multi-family and shared housing typologies; and improve the design of small lot subdivisions and accessory dwelling units.
- **Centers and Corridors:** Expand base zoning options for commercial corridors; enhance design standards and move existing design guidelines into the Zoning Code; and improve and standardize regulations for commercial corners, landscaping, and signs.

- **Transportation Choice:** Incorporate tools to successfully implement transit neighborhood plans; prepare comprehensive street and block standards that promote complete streets; and right-size the New Zoning Code's approach to parking.
- **Jobs and Innovation:** Ensure land remains available for manufacturing and distribution uses; provide new zoning options to reflect the changing needs and character of industrial areas; rezone industrial land only where necessary; and enhance jobs-housing balance.
- **Distinct Neighborhoods:** Translate overlays into an expanded range of base residential zones; incorporate conservation districts as a historic preservation tool; improve transitions between neighborhoods and corridors; improve multi-family design; and preserve unique uses such as equine keeping.
- **A Strong Core:** Improve access to goods and services for Downtown residents; revise the Adaptive Reuse Ordinance to allow for a greater range of uses; and rethink and reconcile various competing programs that provide incentives for affordable housing and public benefits.
- **A Healthy City:** Implement design, housing, and transportation-related policies of the Plan for a Healthy Los Angeles and the Los Angeles River Revitalization Master Plan; standardize environmental mitigations and simplify CEQA review; remove barriers to renewable energy solutions, sustainable water management, and local food production; revise fee structure for park facilities; and more effectively regulate oil and gas extraction.
- **Code Delivery:** Develop clear and transparent review procedures; create a flexible and innovative set of new zoning options; consolidate uses into categories for easier administration; present the New Zoning Code in a modern, intuitive page layout; provide a user-friendly and accessible code in a variety of formats, with emphasis on web-based access; ensure continued maintenance and refinement of the Code over time.

***Zoning Code Overview***

Following is a high-level summary of the organization and content of the New Zoning Code. A more detailed discussion of the provisions of each Article may be found later in this report under "Components of the New Zoning Code."

**Modularity of New Zoning System**

The new zoning system is modular, with multiple Zoning Districts comprising the zoning of any given property. The zoning system includes five Zoning Districts, referred to collectively as the "zone": **Form, Frontage, Development Standards, Use, and Density Districts** (depicted in Figure A-2). The first three components address the built environment, while the final two pertain to the activities taking place on the property.

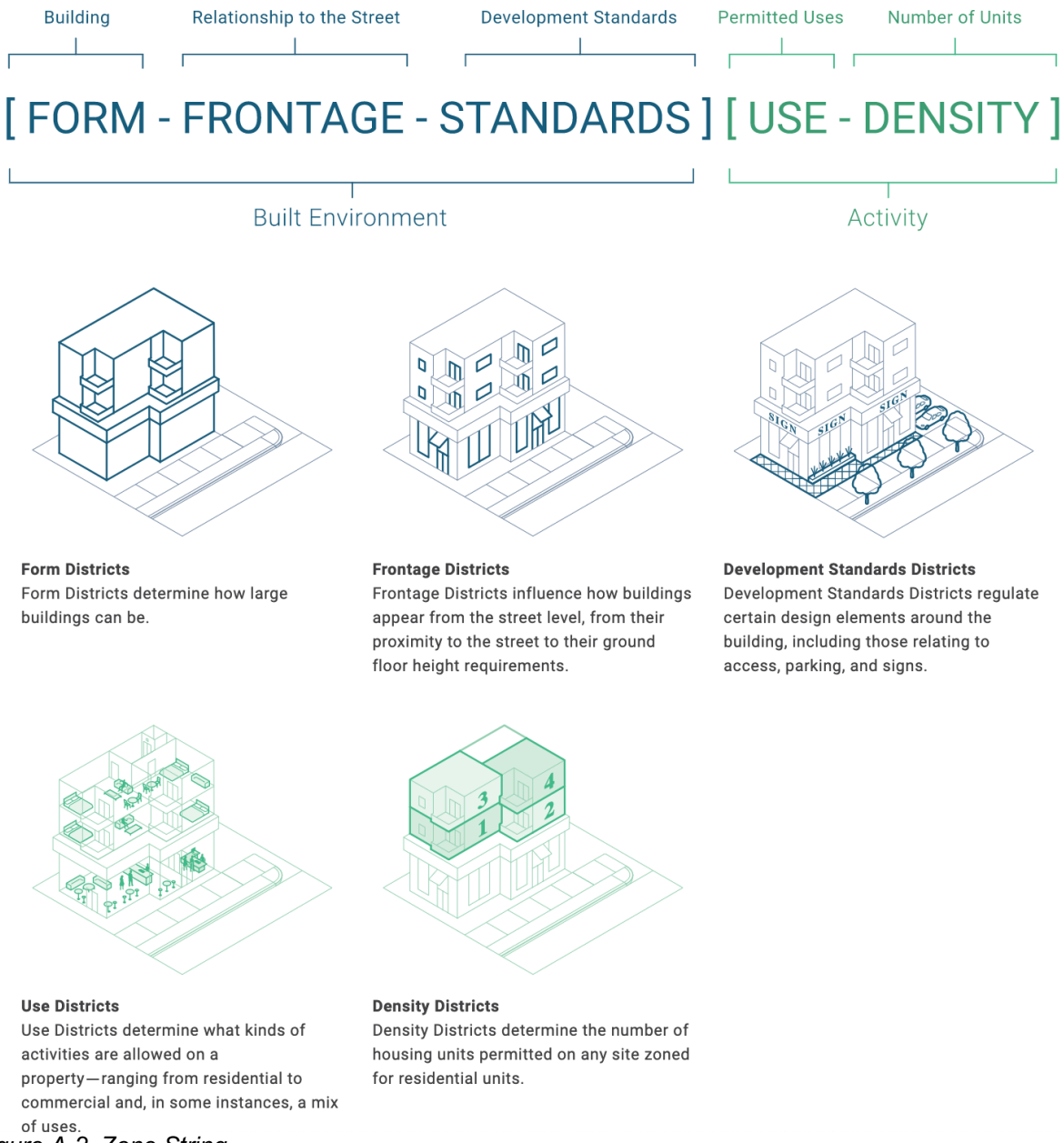



*Figure A-2, Zone String*

The regulatory framework of each Zoning District is organized to facilitate community planning programs by consolidating the issues being regulated to address a specific aspect of zoning.

- **Form** What will the scale of buildings be in a neighborhood?
- **Frontage** How should buildings be experienced from the street?
- **Development Standards** What are the site characteristics of a neighborhood?
- **Use** What activities should be allowed?
- **Density** How do we accommodate population?

The answers to those questions help determine the precise combination of Zoning Districts that make up the zone of a given lot, represented as a string of characters, or "**zone string**" (shown above in Figure A-2).

There are many potential combinations of Zoning Districts that may be applied to create a wide range of zones. Furthermore, additional Zoning Districts will be added to the New Zoning Code as future Community Plan updates occur. Ultimately, the appropriate combinations for any

neighborhood or property will be determined through individual Community Plans and their proposed General Plan Land Use Maps, which serve to establish which Zoning Districts are to be used in which locations.

**Content and Organization of New Zoning Code**

The New Zoning Code consists of 15 Articles. The Zoning Districts for the Proposed Project are described and contained in Articles 2, 3, 4, 5, and 6. The remaining articles of the New Zoning Code include the optional specific plans and supplemental districts (Article 8) and the general provisions and standards to implement these new districts, such as definitions. Exhibit C.1 contains the full text of the New Zoning Code.

*Article 1 (Introductory Provisions)* provides an overview of the New Zoning Code, including the intent and applicability of the Code. It describes the Code's organization, establishes different Zoning Districts, and introduces the modular zone string. It also includes the current Zoning Code's existing emergency provisions.

*Article 2 (Form)* establishes Form Districts, the first component of the zone string. Form Districts generally govern the scale and intensity of development, as well as the placement of a building on a lot. The maximum floor area ratio (FAR) allowed on a lot is prescribed here, among other regulations.

*Article 3 (Frontage)* establishes Frontage Districts, the second component of the zone string. The Frontage District governs how a site or building addresses abutting streets, parks, pedestrian amenity spaces, waterways, or other public spaces.

*Article 4 (Development Standards)* establishes Development Standards Districts, the third component of the zone string. Development Standards regulate site design, including the location and characteristics of access, parking, landscaping, and other features of a site. Each Development Standards District consists of a combination of regulations that are appropriate to a particular context, acknowledging that development outcomes considered desirable in one part of the City may not be as desirable in other areas.

*Article 5 (Use)* establishes standards for Use Districts, the fourth component of the zone string. Use Districts determine which activities are allowed on a property, as well as the level of permission required for each.

*Article 6 (Density)* contains provisions pertaining to Density, the fifth and final mandatory component of the zone string. Density Districts determine the maximum number of household dwelling units (currently referred to in the current zoning code as "dwelling units") or efficiency dwelling units (currently referred to as "guest rooms") allowed on a lot in any Use District that identifies "dwelling" as a permitted use.

*Article 7 (Alternate Typologies)* establishes Alternate Typologies, or pre-packaged exceptions to regulations that are established in the Zoning Districts. Alternate Typologies may be used on an optional basis and are intended to produce specific built outcomes for certain types of uses or activities. Each Alternate Typology will specify the Zoning Districts in which it is eligible to be used and will contain specially tailored regulations that supersede the requirements of the applicable Zoning Districts.

*Article 8 (Specific Plans, Supplemental & Special Districts)* regulates the adoption and amendment of Specific Plans, Supplemental Districts, and Special Districts. It carries over a number of "Supplemental Use Districts" from the current Zoning Code; adds a new

preservation tool, the Conservation District; and establishes Special Districts that can serve in place of Zoning Districts.

*Article 9 (Public Benefit Systems)* establishes a range of Public Benefit Systems, including incentive programs that offer concessions on density, floor area, and other regulations in exchange for the provision of affordable housing, community benefits, and other desired public benefits.

*Article 10 (Streets and Parks)* carries forward regulations from the current Zoning Code governing street dedication and improvements; private streets; and park fees and dedications for new residential projects.

*Article 11 (Division of Land)* carries forward regulations from the current Zoning Code for subdividing land pursuant to the Subdivision Map Act, with nominal modifications to ensure consistency with the new zoning system.

*Article 12 (Nonconformities)* regulates nonconforming properties, i.e., those that are used or developed in a manner inconsistent with regulations adopted after the use began operating or the building was constructed. To the extent possible, the New Zoning Code retains nonconforming regulations from the current Zoning Code and translates them into the new zoning system; however, Article 12 also contains nonconforming provisions for new regulations that are introduced in the New Zoning Code.

*Article 13 (Administration)* will contain provisions governing the administrative and procedural elements of the land use entitlement process, covering legislative, quasi-judicial, and administrative actions. City Planning is currently engaged in a separate effort, the Processes and Procedures Ordinance (CPC-2016-3182-CA), to update the existing administrative provisions for use in the New Zoning Code.

*Article 14 (General Rules)* sets forth definitions and rules of measurement for terms used throughout the New Zoning Code.

*Article 15 (Fees)* will govern fees charged to applicants for the processing of entitlement and clearance requests. Fees are an ongoing, regularly updated portion of the current Zoning Code and will continue to be updated regularly through a separate process. Article 15 is not included in the draft New Zoning Code at this time.

## Discussion of Key Issues: Proposed Plan

### *Introduction*

While the Downtown Plan Area is the civic and cultural heart of the city with distinctive neighborhoods and diverse populations, this dense, urban core is also framed by the unique land use challenges of these neighborhoods. Extensive public engagement throughout the duration of the plan update process helped identify a number of key issues informing the policies and land use recommendations of the Proposed Plan and these are described below:

### Housing Needs

The Downtown area has seen an increase of residential development over the last 20 years. Adaptive Reuse projects in the Historic Core, joint live work projects in the Arts District, and new high-rise and mid-rise buildings in South Park, among others, have together contributed to the

recent rise in the Downtown residential population. Since 2010, 15,000 new housing units have come online in Downtown. Given Downtown's access to transit, employment and amenities, a diverse array of housing types is needed to support existing and new residents in the coming years. Throughout the public outreach process, community members have commented on the lack of a diverse mix of housing that accommodates households of all income levels within the Downtown Plan Area. Stakeholders have expressed the need for housing that serves all income levels, while many have specifically advocated for more affordable housing to promote Downtown as a more inclusive community. Many comments emphasize the need for housing at the lowest end of the affordability spectrum to address housing insecurity, homelessness, and poverty; others emphasize the need for housing at middle-income affordability levels and opportunities for affordable for-sale units.

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

By directing growth to transit-rich centers and promoting growth with smart, sustainable infill development, the Proposed Plan supports citywide goals of increasing housing supply, reducing the impacts of Climate Change, and enhancing quality of life. At the core of this strategy are mixed-income and affordable housing, and complete neighborhoods strategically located near transit that provide opportunities for housing, jobs, and amenities for all segments of the population.

*Expands Capacity for Housing.* The Proposed Plan proposes to increase locations where housing can be built by approximately 33%. Under the Proposed Plan, a total of 60% of the Downtown Plan Area, compared to 30% under the currently adopted zoning, will allow for a full spectrum of housing, including market-rate, affordable housing, 100 Percent Affordable Housing, as well as Permanent Supportive Housing developments. Additionally, the Proposed Plan increases the development potential in many areas to allow for larger housing projects. This will allow for the development of mixed-income housing throughout the Downtown Plan Area.

The Proposed Plan also addresses the need for affordable housing by creating increased opportunities, via development incentives for mixed-income and 100 Percent Affordable Housing throughout the Downtown Plan Area. Increasing the supply of housing, particularly affordable housing, in proximity to a transit-rich Downtown supports goals of reducing vehicle miles traveled, improving air quality, reducing greenhouse gas emissions, and alleviating development pressure in sensitive residential neighborhoods across the city. Furthermore, it ensures that populations who have historically utilized public transit have access to public transit.

*Creates a Zoning and Incentive System to Encourage New Affordable Housing.* The Proposed Plan introduces a "Community Benefits Program" that incentivizes the development of Restricted Income Affordable Housing Units on-site, as part of new housing projects. Under this program, housing projects can achieve higher development rights by setting aside a certain number of their housing units as affordable. The system is designed to encourage housing for a range of incomes, from market-rate housing to housing for households earning less than 15% of Area Median Income (AMI). Projects that provide affordable housing units under the Program are required to sign a binding covenant to keep these rents affordable to households at that income level for 55 years. The 55 year term is consistent with other affordable housing programs such as the Transit

Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) and California's Density Bonus Law. A more detailed description of the proposed Community Benefits Program is included further below.

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

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

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

Similarly, the citywide Residential Hotel Unit Conversion and Demolition Ordinance (RHO) offers protections for preservation of existing residential hotels and tenant rights and prohibits conversion or demolition of dwelling units in a residential hotel without approval from HCIDLA.

The citywide Rent Stabilization Ordinance (RSO) is intended to safeguard tenants from excessive rent increases. The RSO regulates replacement of demolished units, allowable rent increases, registration of rental units, legal reasons for eviction, and the causes for eviction requiring relocation assistance payment to tenants. Properties that contain two or more units, have a Certificate of Occupancy prior to October 1, 1978, and replacement units under LAMC Section 151.28 are subject to this ordinance. City Planning has worked with a vast number of stakeholder organizations to better understand the unique needs of individual communities.

Through collaboration and input, a number of Community Plan policies, programs, and zoning strategies have been proposed specifically to address issues related to displacement. Policies include:

- LU 2.7 Promote preservation and maintenance of existing housing stock at the foundation of the community's affordable housing supply.
- LU 3.2 Facilitate the preservation of existing residential units, and avoid displacement of current Downtown residents.
- LU 3.8 Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.

- LU 3.9 Facilitate the renewal of existing affordable housing covenants and promote opportunities for acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to preserve affordability.

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

*Consistency with Affordable Housing Incentives Program.* The Transit-Oriented Communities (TOC) Guidelines were adopted in 2017 as the implementation of Measure JJJ, which was approved by Los Angeles voters on November 8, 2016. Measure JJJ (The Build Better LA Initiative) required City Planning to develop affordable housing incentive guidelines for all housing developments five units or greater located within a one-half mile radius of a major transit stop. Based on the TOC Guidelines, the New Zoning Code and CPIO incentive program recommended under the Proposed Project meets or exceeds the eligibility requirements of the TOC Guidelines and is therefore consistent with these guidelines. Measure JJJ expressly allowed Community Plans to make adjustments to incentives provided under the TOC Guidelines, so long as the minimum affordable housing requirements of the TOC Guidelines are maintained. It is the intent of the Proposed Project, for the Downtown Plan Area, to substitute the incentives provided under the TOC Guidelines with the incentive structure provided in the Local Affordable Housing Incentive Program in the New Zoning Code and in the Community Benefits Program established in the CPIO.

**Charting a Course to Equity**

City Planning is taking steps to reflect collectively on planning work and works to intentionally and authentically deepen efforts to serve all communities of Los Angeles in a manner that promotes equity and inclusivity. In partnership with many dedicated stakeholders, CBOs, and advocacy organizations, City Planning aims to chart a new course towards inclusive anti-racist planning for all communities in Los Angeles.

There is a close correlation with people of color and lower-income levels in the City of Los Angeles. This is a result of previous policies which create barriers to jobs, housing, and a healthy environment. The Proposed Downtown Community Plan looks to uplift Angelenos that have been harmed by these policies by safeguarding space for affordable housing, employment opportunities for those with a range of employment and experience levels, and reducing pollutant sources, such as heavy industrial uses near residential (land use) and vehicle emissions (making transit, walking, and other non-vehicular more comfortable and appealing).

Recent developments, primarily the COVID-19 pandemic and the ongoing conversation around racial justice and restorative planning, have highlighted and placed increased importance on issues that are not new but are the result of long-standing, systemic conditions. These events:

- Underscore the need for housing that is affordable, especially for lower-income groups, and have shown that a lack of affordable housing can have far-reaching consequences including health risks to individuals and limited access to resources in times of need;

- Demonstrate the impact of overcrowding on community health;
- Highlight the need for flexibility to allow businesses to quickly adapt to changing needs;
- Emphasize the need for open space to serve a variety of purposes including spaces to meet and socialize, spaces to play and entertain, and spaces for businesses to extend services outdoors, and;
- Show the need for engagement strategies and activities that are safe and inclusive.

The Proposed Plan seeks to foster continued investment in Downtown, while supporting strategies to minimize displacement and uplift communities that have often been overlooked or marginalized. Insufficient housing stock compounded by a lack of affordable housing have resulted in extreme concentrated poverty and is an ongoing concern of Downtown communities. The Proposed Plan creates increased opportunities for mixed-income and mixed-use housing at or near major transit stops in order to serve all income levels.

**Zoning For Skid Row**

As an overall strategy, the Proposed Project expands the capacity for housing, encouraging a wide range of housing types for people of all income levels throughout the Downtown Plan Area, while safeguarding a portion of the Downtown Plan Area generally in and around Skid Row for affordable housing units to encourage the creation of a mixed-income Downtown community and minimize displacement of existing vulnerable populations. Specifically, the Industrial-Mixed 1 (IX1) zoning Use District would be applied to the area bounded by San Pedro Street to the west, 5th Street to the north, Central Avenue to the east, and 7th Street to the south as shown in Figure A-3. Members of the Skid Row community have advocated for expanding IX1 to include areas shown in Figure A-3. Other stakeholders of the Downtown community have called for removing the prohibition on market-rate housing and have argued for an approach that would integrate affordable housing with market-rate housing as is proposed throughout the Downtown Plan Area.

The following considerations informed the proposed zoning and its boundaries:

- Though home to a number of decades-old residential hotels, supportive housing facilities, shelters, and other housing and services geared toward those who are experiencing homelessness or housing insecurity, the present-day M2 zoning for this area allows only manufacturing and commercial uses. Under the Proposed Project, the proposed IX1 Use District will continue to allow most non-noxious commercial and industrial uses that are generally allowed today. However, it will also allow residential uses, provided that any residential use is either supportive housing, or covenanted affordable housing. Allowing only covenanted affordable housing within this roughly 14 block area would relieve direct displacement pressures on households currently living in the area and increase access to shelter for those experiencing homelessness, in proximity to supportive amenities and services.
- The area to the west and north of IX1 currently allows for market-rate housing developments. Expanding IX1 to this area would amount to a reversion of development rights that are currently available. In this area the Proposed Project introduces increased FAR potential for projects providing community benefits such as affordable housing, public open space, or community facilities.
- The area to the south and east of IX1 currently allows only light industrial and commercial uses. This portion of the Downtown Plan Area currently supports a large number of employment uses. The Proposed Project continues to prioritize these areas for light commercial and industrial uses and allows for residential uses only through adaptive reuse of existing buildings. This area also serves as a buffer between IX1 and the heavy industrial zones further south.

- Similarly, areas to the east and south-west of IX1 are also currently zoned Light Industrial and do not allow for residential uses. Employment uses as well as a limited number of residential uses currently exist, and the area does not contain a substantial concentration of services for people experiencing homelessness. The Proposed Project prioritizes this area for productive activity and employment uses and requires any housing development to set aside a minimum amount of space for job-producing uses. The proposed zoning for this area also aligns with the vision expressed by the district stakeholders to accommodate a large amount of the projected housing growth of the plan while maintaining a mixed-income character of this neighborhood. While the Proposed Project does not require affordable housing in this area it does offer additional incentives for affordable housing projects. Permanent affordable and 100 Percent Affordable Housing projects are not required to include the IX3 minimum jobs producing square footage. Additionally, the Proposed Project introduces increased FAR potential for housing projects with affordable housing.

Based on the above, the Proposed Project limits the IX1 zoning to the boundaries indicated in Figure A-3.




*Figure A-3, Proposed IX1 Limits*

Feedback from members of the public has suggested that limiting residential development to only affordable housing units in IX1 would result in concentrating affordable housing to a few blocks in the Downtown Plan Area. Many have likened the proposed zoning strategy to a continuation of "containment," a criticism of past City and Regional policies and actions that sought to concentrate homeless services and individuals experiencing homelessness to the Skid Row area.

However, the proposed IX1 Use District is not a culmination of the City's present-day approach to addressing homelessness, rather it is a distinct zoning proposal for a discrete number of blocks wherein many of the Downtown area's most vulnerable residents reside. Numerous City- and County-wide initiatives are seeking to bolster the availability of housing, affordable housing, and supportive housing throughout the region.

Under the Proposed Project more than 60% of the Downtown Plan Area would allow for market-rate housing, affordable housing, and permanent supportive housing, with substantial development incentives for affordable housing and permanent supportive housing Plan-wide. Therefore, it is unlikely that the Proposed Project would result in the future concentration of new affordable housing units within the IX1 zone alone. Rather, by using the IX1 zone, the Proposed

Project seeks to ensure that the present-day vulnerable individuals and families in this area are not rapidly displaced by new market-rate development.

In addition, other comments have expressed concern that an inability to produce market rate housing units within this area will limit the Proposed Project's ability to produce needed housing, and will limit economic development opportunities within the district. Under the proposed IX1 zone, a range of commercial and light industrial uses remain permissible.

Stakeholder input regarding the IX1 zone has been robust if not somewhat polarized. The following alternative zoning strategy can be considered by the City Planning Commission as it deliberates on the IX1 zone. This alternative would allow for some market-rate housing development, but would rely heavily upon value capture strategies to ensure a high level of onsite affordable housing in most new development.

*Alternate Option to Proposed Project zoning:*

- Amend the IX1 Use District to allow for all types of housing, including market-rate housing, restricted affordable housing, and permanent supportive housing. This same mix of housing uses is allowed in most places where housing uses are allowed in Downtown;
- Reduce the Base FAR permitted in the subject area from 3:1 to 1.5:1. A 1.5:1 FAR would allow for continued commercial and industrial uses in the area, but would not generally promote a substantial number of market-rate residential uses, thus steering most residential investment in the area to receive Bonus FAR by providing affordable housing onsite; and
- Retain the Maximum Bonus FAR at 6:1 FAR.
- Under this approach other provisions of the IX1 Use District, such as a prohibition of new liquor stores (i.e. off-site alcohol sales), and allowances for various social services uses would remain.

Similar to many other parts of Downtown, this alternative would allow for a mixed-income community and offer bonus incentives to projects that provide community benefits, including the required amount of affordable housing at rates identified in the Community Benefits Program. This alternative would allow market-rate housing where it is prohibited under the adopted and Proposed Project and reduce the adopted and Proposed Project development potential from 3:1 FAR to 1.5:1 FAR to further maximize entry to the Community Benefits Program in this area.

**Neighborhood Identity**

The Proposed Plan recognizes that there are a number of unique neighborhoods within the Downtown Plan Area and seeks to maintain sensitivity to important cultural and architectural assets, while simultaneously supporting the Proposed Plan's broader goals to accommodate future housing, employment, and economic development. Submitted public comments regarding neighborhood identity are primarily focused on maintaining the character and the cultural and historical legacy of these neighborhoods. Some comments have expressed that maintaining the existing scale is important to preserving neighborhood character. On the contrary, other comments have emphasized the need to accommodate substantial housing and jobs in Downtown due to its extensive transit infrastructure.

> *Compatible Zoning Regulations.* The Proposed Project uses new zoning tools to reinforce unique neighborhood identity and elevate urban design while seeking to sustain the activities and industries that contribute to the cultural legacies within each of the Downtown neighborhoods. The Proposed Project applies a combination of building Form, Frontage, and Use regulations in a tailored manner to reinforce varying built environments.

Form District tools are used to prescribe context sensitive FARs, and, in strategic places, height limits or upper story stepbacks. In areas such as the Historic Core, community feedback on height and scale has been varied. Some have suggested that height limits should be applied across the district to safeguard existing historic structures from demolition, where others have advocated for contextual infill tools that allow for taller buildings. The Form Districts applied in the Historic Core support the predominant characteristics of strong street walls, building widths of around 200 feet, and a datum line of 12 stories. Earlier versions of the Proposed Project recommended height limits throughout the Historic Core, but the current proposal would transition heights using upper story step backs as opposed to height limits. The Proposed Project allows unlimited height, but where taller buildings exceed 12-stories in height, they are required to step back 30 feet from the street facing property line. This strategy allows for thoughtful infill development while respecting the existing built patterns of the Historic Core.

In areas such as Little Tokyo and Chinatown, stakeholders have suggested that the FARs under the currently adopted zoning allow projects that are out of scale with historic resources and result in displacement of residents and small businesses. In order to minimize displacement, the Proposed Project reduces the Base FAR from 6:1 to 2:1, while maintaining a 6:1 or 8.5:1 maximum Bonus FAR to allow large projects when they include community benefits such as affordable housing and community facilities that can support and sustain existing residents and businesses.

The Proposed Project aims to facilitate growth near transit infrastructure in these neighborhoods while introducing a system that links growth with community benefits. In Chinatown, the Broadway corridor is home to a large number of cultural institutions and legacy businesses that contribute to the identity of Chinatown. To ensure compatible development, the Proposed Project applies a 5-story height limit for approximately six blocks along Broadway Street generally between Bernard Street and Ord Street. For the same reasons, the 5-story limit is also applied to approximately six blocks of Little Tokyo near the Japanese Village Plaza. Blocks on the periphery would be allowed to develop up to 8.5:1 FAR with no height restriction.

The Proposed Project also includes an array of Frontage Districts that are paired with appropriate Form Districts to reinforce distinct features of each of these neighborhoods, and to implement the Proposed Plan's goal to create a walkable, world class urban environment. Most often these include regulations such as minimum transparency and street-facing entrances, to ensure new infill development is oriented toward the street and easily accessible to pedestrians. The Frontage District regulations also specify building placement in relation to the street to promote consistent street walls.

The Proposed Project includes two Character Frontage Districts proposed for the Historic Core and the Arts District. These districts include more detailed development standards addressing building materials and architectural features, and are intended to guide new development in a manner that is compatible with the historic and celebrated architectural legacy of these two neighborhoods. The Character Frontage Districts have been the subject of a great deal of input from members of the public, and numerous revisions were made to the recommended Character Frontage Districts to simplify design requirements, while maintaining a unique standard of design for these two areas. However, in order to allow for architectural innovation and accommodate unique building types such as civic and cultural buildings, the Proposed Project allows for Alternate Typologies. Alternate Typologies provide greater flexibility with regard to particular Form and Frontage standards and allow a ministerial process to pursue alternative design options.

In addition, the Proposed Project includes Use Districts that offer commercial tenant size limits to promote and sustain the unique set of uses and small legacy businesses that define some of the neighborhoods such as Chinatown and Little Tokyo. Furthermore, the Proposed Project's Community Benefits Program would establish a funding mechanism to support small legacy businesses that serve the unique and cultural needs of local neighborhoods.

In response to neighborhood feedback, the Proposed Plan introduces a number of topical Design Best Practice documents. The Tall Buildings Best Practices and the Cultural Neighborhood Best Practices documents offer ideas on how new developments can respond, respect, and contribute to the historic cultural neighborhoods of Downtown. Consistent with Senate Bill 330, these Best Practice documents would serve in an advisory capacity, as California cities are precluded from adopting non-objective design guidelines (zoning form and frontage requirements, as described above, on the other hand, are objective development standards, and thus comply with Senate Bill 330).

*Preservation of Existing Buildings and Adaptive Reuse.* In addition to establishing new zoning tools, the Proposed Project expands and updates existing zoning tools like Adaptive Reuse. The Adaptive Reuse program, first introduced around twenty years ago, has been very successful in bringing new life to Downtown's extraordinary collection of historic buildings and growing Downtown's residential community. The Proposed Project aims to expand this tool to the entire Downtown Plan Area, creating more opportunities to reuse and protect existing buildings that are of historic and cultural value to the community. The Downtown Adaptive Reuse program introduces the following new incentives to promote the use of existing buildings by:

- Removing dwelling unit size requirements;
- Removing the limitation that allowed conversion to only dwelling units, and allows for the conversion to any viable use permitted by the underlying zoning;
- Replacing the 1974 qualifying criteria with a rolling date of 25 years to allow for buildings constructed post-1974 to also utilize this program; and
- Offering FAR exemptions for interstitial floors and mezzanines.

The Proposed Plan also notes the importance of Downtown's many historic and architectural assets. In neighborhoods that have an abundance of eligible and designated historic resources, the Proposed Plan's CPIO includes procedural requirements applied to select areas of the Historic Core, Arts District, Chinatown, and Little Tokyo communities, to ensure that work done to a building or site that is an Eligible Historic Resource is done in a manner that would not compromise its eligibility, or that appropriate steps are taken in compliance with CEQA where any work proposed would compromise its eligibility.

**Jobs and Economic Development**

The Plan Area offers employment in a variety of sectors, such as professional, scientific and technology services, retail trade, and public administration. In more recent years traditional manufacturing jobs have generally declined, while others such as creative office and technology have emerged. Given Downtown's central location and the magnitude of transit investments, it is important to maintain Downtown's role as a job center for the City and the region and to sustain a diversified economy. Stakeholder comments during the early phases of the Proposed Plan generally touch on the need to maintain Downtown as the regional job center. Some public comments have also emphasized the need to position Downtown as a place for new and evolving industries to ensure Downtown continues to provide and expand employment opportunities. With regard to industrial land, a few commenters have argued that numerous development projects

that have sought, and/or received General Plan Amendment and Zone Change entitlements from industrial to commercial designations and zones that allow for a wide variety of commercial and residential uses, is reflective of the evolving nature of these neighborhoods, and the diminishing demand for industrial land. However, others have emphasized that opening up land zoned for industrial uses to other alternate uses would result in the loss of valuable industrial land and that preserving land for uses that generate industrial-oriented employment opportunities is essential to maintaining Downtown's jobs advantage and addressing job access, in particular in both skilled and unskilled labor sectors, for those living within close proximity.

The Proposed Project supports a balanced approach to achieve the objectives expressed in the comments received, while staying consistent with the objectives of the General Plan Framework Element, as amended.

*Greater Mix of Uses.* In the same way that the Proposed Project expands opportunities for housing, it also prioritizes space for jobs-generating uses and expands opportunities for new, emerging industries to locate within Downtown. Historically, Downtown has accommodated discrete pockets for specific types of uses, such as clusters of heavy industrial or commercial activities in certain parts of the Downtown Plan Area. About 80% of the Downtown Plan Area is currently restricted to a single use. In order to accommodate rapid changes in non-residential markets, such as retail, office, and research and development, the Proposed Project looks to a more flexible zoning strategy that encourages the co-location of a variety of uses while still safeguarding spaces for industrial activity. Under the Proposed Project, areas limited to one single use, namely industrial uses designated as Production, make up only 17% of the Downtown Plan Area, which is mostly industrial uses in the south and residential in the north. This zoning strategy opens up the rest of the Downtown Plan Area for a range of complementary uses, activities, and job opportunities.

*Industrial and Hybrid Industrial Zoning.* The Framework Element establishes City policy to preserve industrial lands for the retention and expansion of the City's industrial job base. Today's "industrial" jobs are not solely traditional 20th Century manufacturing and warehousing jobs, but also include jobs in "cleantech" and "green" companies, research and development businesses, food production, and more. The Proposed Project employs a set of land use tools to achieve the following: ensure availability of land for traditional industries (Production General Plan Designation, and I1 and I2 zones); create opportunities for innovative and evolving new industries; and allow for transitioning industrial areas for the introduction of housing and services, while ensuring continued focus on jobs (Markets and Hybrid Industrial General Plan Designation, and IX1, IX2, IX3, and IX4 zones).

In the transitioning industrial areas such as the Arts District and the Fashion District, where there is currently a lack of transit infrastructure and amenities such as parks or commercial services, the Proposed Project introduces a new zoning typology to ensure that these areas continue to provide for jobs while also allowing for the introduction of housing and services, as anticipated transit infrastructure improvements become available. Current zoning allows for a maximum of 3:1 FAR in industrial zones in the Fashion District and 1.5:1 FAR in the Arts District. In order to maintain this existing opportunity for industrial uses, the Proposed Project requires that any residential development set aside a minimum of 1.5 FAR of productive uses in the Arts District, and 1 FAR of productive uses in the western portions of the Fashion District. The Proposed Project also prohibits new residential construction in the eastern portions of the Fashion District, allowing residential uses only as part of the adaptive reuse of existing structures. Furthermore, in the Arts District, residential uses can only be provided in the form of live/work units, to ensure a minimum area within each unit is dedicated as workspace. Such live/work uses would be

required to meet specific size, configuration, and employment occupational standards that do not apply to standard residential uses. Lastly, the Proposed Project establishes substantial floor area incentives for development that provides an additional proportion of employment-related floor area (such as office space, or production area), in addition to the base requirements described above.

The Proposed Project also increases the development potential in comparison to the currently adopted zoning to facilitate increased job opportunities and the coexistence of residential uses in targeted areas. The proposed zoning in the Arts District, allows for a higher FAR of 6:1 compared to the currently adopted zoning of 1.5:1 FAR. The Proposed Project also sets a minimum baseline requirement of 1.5:1 FAR for productive uses and the only types of residential uses allowed are live/work units or conversion of existing structures to Joint Live Work Quarters. Similarly, in the Fashion District west of San Pedro Street, the Proposed Project proposes an increase in FAR from the currently adopted zoning of 3:1 to 8:1, sets a minimum baseline requirement of 1:1 FAR for productive uses and allows all types of residential uses. In the Fashion District east of San Pedro Street, the Proposed Project allows for up to 3:1 FAR, and residential uses are only permitted through adaptive reuse of existing structures. The Proposed Project envisions a continuation of industrial uses in the southeast portion of the Downtown Plan Area, where heavy industry has existed and continues to be a necessary function. Other uses in proximity to heavy industries that emit harmful and noxious elements are not appropriate, and therefore, not proposed in this part of the Downtown Plan Area. The area is also not well served by transit (nor are future transit improvements anticipated) and does not include amenities to support a residential or mixed-use community.

| Industrial Mixed Use Zoning Summary | | |
|---|---|---|
| District | Currently Adopted Zoning | Proposed Zoning |
| Fashion District | Allows up to 3:1 FAR of industrial uses. Housing is allowed in existing buildings with limitations and discretionary approval.<br><br>Generally zoned M2-2D. | Allows up to 3:1 FAR of residential, commercial, or limited industrial uses by-right.<br><br>Increases maximum FAR to 8:1 after provision of community benefits.<br><br>Housing Projects must include 1 FAR of non-residential jobs space, excluding restaurant and retail. Non-residential jobs space can be met with Live/Work units.<br><br>Generally zoned [DM1-AL1-5] [**IX3-**FA] [CPIO] |

| | | |
|---|---|---|
| Fashion District East | Allows up to 3:1 FAR of industrial uses. Housing is allowed in existing buildings with limitations and discretionary approval.<br><br>Generally zoned M2-2D. | Allows up to 3:1 FAR of industrial or commercial uses. Housing is allowed in existing buildings by-right.<br><br>Generally zoned [MB1-SH1-5] [**IX2**-FA] |
| Arts District | Allows up to 1.5:1 FAR of industrial uses. Housing is allowed in existing buildings with limitations and discretionary approval.<br><br>Generally zoned M3-1-RIO. | Allows up to 1.5:1 FAR of residential, commercial, or limited industrial uses by-right.<br><br>Increases maximum FAR after provision of community benefits. Depending on the geography, projects can reach 3:1, 4.5:1, or 6:1 maximum FAR.<br><br>Bonus FAR up to 4:1 is available for projects providing qualified employment uses<br><br>Housing Projects must include 1.5:1 FAR of non-residential jobs space, excluding restaurant and retail. Live/work units are required for market rate housing projects.<br><br>Generally zoned [MB3-CDF1-5] [**IX4**-FA] [CPIO] |

*Table A-1, Industrial Mixed Use Zoning Summary*

Some comments have expressed a concern that the requirements for productive uses (Fashion and Arts Districts) and live/work units (Arts District only) would limit the housing capacity and the feasibility for affordable housing development in these areas. The Proposed Project accommodates an additional 100,000 housing units above what is existing, far exceeding SCAG projections for the area. Permanent and 100 Percent Affordable Housing projects would not be required to comply with the productive space or live/work units and would be allowed to develop traditional housing projects. Housing projects in the Arts District utilizing the Community Benefits Program would be required to incorporate affordable live/work units, meeting the need to locate affordable housing for individuals such as artists and small-scale manufacturers within the neighborhood. Additionally, the recommendations for live/work units and productive space requirements are in alignment with the vision of the Framework Element and neighborhood stakeholders, which seek to sustain Downtown's role as a regional job center, and eastern Downtown's focus on employment opportunities.

Overall, the Proposed Project seeks to increase employment opportunities for City residents, allow for jobs and housing to co-exist, reduce the need for City residents to commute to remote work locations, and help maintain the City's fiscal health. The re-designation of Industrial to Hybrid Industrial and Markets would allow for a greater variety of industrial and employment-generating uses such as office, heavy commercial, and light industrial; limited residential uses would be permitted only when a minimum area is reserved for productive uses. Further discussion regarding the protection of industrial uses can be found in the Key Issues section, Land Use, Zoning and Transit Infrastructure. In addition, the higher development potential permitted under the Proposed Project will enable higher intensity of employment uses within these areas, while accommodating limited residential uses in proximity to job-generating uses.

*Economic Development.* The Proposed Plan seeks to create flexibility to respond to changing economic conditions and reinforce micro-economies. New Zoning Code tools for transitioning industrial areas ensure a focus on jobs while allowing for the introduction of housing and services. The New Zoning Code would allow a flexible mix of uses in the majority of the Downtown Plan Area—use regulations focus more on performance and are less prescriptive. The Proposed Project offers an increase in development rights across the Downtown Plan Area to facilitate investment and development in the most transit served areas. As part of the New Zoning Code, many uses that require discretionary approval under the currently adopted zoning would be by-right under the current proposal. For example, the Proposed Project removes the currently required Conditional Use Permit (CUP) for daycares and K-12 schools in a majority of the Downtown Plan Area to support the expanding residential and employee population. Similarly, the Proposed Project would remove adopted Q-conditions that limit the amount of commercial uses in portions of Chinatown. The Proposed Project promotes flexibility in a variety of ways. Smaller sites can be more readily developed because the Proposed Project does not mandate parking minimums or density limitations and form standards promote durable buildings that can be adapted over time for a variety of industries and allow for co-location and agglomeration. The Proposed Project also streamlines the live entertainment process for businesses in Downtown's entertainment corridors to support industry and tourism.

**Mobility and Connectivity**

The Proposed Plan recognizes the crucial relationship between land use and mobility planning. Investments to improve mobility and connectivity in the Downtown Plan Area would support the Proposed Plan's land use strategies and, as such, the Proposed Plan identifies priority improvements. Stakeholder comments have highlighted the need for improved access and connectivity across the Downtown Plan Area and have discussed the connection between land use planning and mobility strategies. Comments relating to mobility focused on the need for pedestrian, bicycle, and transit infrastructure improvements that would increase access to housing, jobs, services, and amenities, especially for Downtown's most vulnerable residents. Stakeholders have expressed a desire for enhanced streetscapes and public spaces such as pedestrian paseos and alleys that can increase connectivity and livability. Some comments have discussed the importance of ensuring that mobility and connectivity improvements are implemented in an equitable manner and have called for investment to be prioritized in underserved communities. Many stakeholders noted that encouraging development near high-quality transit in Downtown will also help to reduce traffic in other neighborhoods, lower vehicle miles traveled, and combat the effects of climate change.

*Concentrating Growth Near Transit.* The Proposed Project concentrates growth around transit and promotes a mix of uses to support walkable communities. The regional transportation network converges on Downtown and this access to transit infrastructure is one of the key factors guiding land use policy for the Downtown Plan Area. The Proposed

Project's land use strategy is focused on increasing access to housing and jobs–especially affordable housing and jobs for a range of educational and skill levels–while reducing reliance on single occupancy vehicles. Under the Proposed Plan, Downtown would see reductions in vehicle miles traveled (VMT) and an increase in the mode share of walking, bicycling, and transit. The Proposed Project's Community Benefits Program incentivizes and prioritizes the provision of affordable housing units within the Downtown Plan Area, recognizing the need to provide housing for transit dependent populations. The Community Benefits Program further incentivizes the inclusion of services in new development to increase access for the Downtown community.

*Pedestrian Friendly Design.* The Proposed Project aims to promote a safe environment for all users whether individuals are walking, rolling, or taking transit. The Proposed Project raises design expectations at the street level through new zoning regulations that require active ground floor design with large windows and frequent pedestrian entrances, strong street walls that frame the public realm, and limit driveways to improve pedestrian safety. These zoning regulations also encourage public space adjacent to the street, such as paseos and plazas, to expand and enhance the pedestrian environment. The Proposed Project eliminates minimum parking requirements and introduces design standards for above-grade parking that would address the impact of parking on the public realm.

*Expanding Mobility Choices.* In addition to regulating the development of new buildings, the Proposed Project also focuses on improving access and mobility choices for people living in, working, and visiting Downtown, and includes specific provisions for emerging technologies, like Transportation Network Companies (TNCs), autonomous vehicles, and micro mobility. The Proposed Plan prioritizes infrastructure for pedestrians, bicycles, and "other rollers," and aims to improve street and open space linkages between neighborhoods. The Proposed Project looks to expand key linkages amongst Downtown neighborhoods by looking at internal neighborhood circulation and strengthening east/west corridors such as 6th and 7th Street.

One of the Proposed Plan's Implementation Programs calls for the completion of a capital improvement study for Downtown that would identify future infrastructure projects and funding sources. The Department of Transportation has separately initiated this study, called the Downtown Los Angeles Mobility Investment Plan (DTLA MIP). This implementation program offers a path for completing the pedestrian, bicycle, and transit improvements needed to support the Proposed Plan's land use strategy.

**Sustainability**

A sustainable land use approach is fundamental to the Proposed Plan. The Proposed Plan seeks to guide development and infrastructure investment in a manner that reduces dependence on single-occupancy vehicles and clusters housing and job opportunities. Stakeholder comments have offered support for a land use planning strategy that is responsive to the climate crisis. Stakeholders have further identified the importance of an equity-based approach to sustainable land use planning that increases access to affordable housing. Comments called for the expansion of Adaptive Reuse and increased flexibility in zoning regulations to allow for more buildings to be reused over time.

*Thoughtful Growth.* Accommodating a substantial portion of the City's (and the region's) growth at the hub of the region's expanding transit network will provide more people access to transit. Concentrating housing and employment opportunities near transit is a fundamental strategy to combat climate change (climate crisis) as 41% of local greenhouse gas emissions come from cars — the largest single source of Greenhouse Gases (GHG) in California. Since 80% of the Proposed Plan's growth is within ½ mile of

fixed rail transportation, and is at the center of the region's rapidly growing rail and bus network shows that growth near transit is impactful. Ensuring that there is a viable tool to facilitate building affordable housing Downtown is an essential part of this strategy.

*Promoting Adaptability and Flexibility.* The Proposed Project introduces Zoning Districts that promote flexible building design to encourage long lasting structures that can accommodate a variety of uses over time. For example, the Proposed Project includes Frontage District standards that would require ground floor design that can support a range of commercial and residential uses, making buildings more adaptable over longer periods of time. Additionally, standards for above grade parking structures require flat floors and minimum floor heights to ensure those levels can be converted to habitable spaces in the future. New zoning Use Districts permit a broad range of uses within a building to streamline transitions from one use to another, based on market demands, thereby increasing flexibility, extending the viability of existing structures, and supporting walkable communities.

In addition to establishing new zoning tools through the New Zoning Code, the Proposed Project also expands and updates existing zoning tools like adaptive reuse–the reuse of existing buildings for new uses. The City established the Adaptive Reuse Ordinance in 2001, which allowed for the conversion of pre-1974 commercial buildings to residential uses, exempting such projects from certain building and parking standards to better facilitate conversions. A separate process in the City's current Zoning Code also allows for the conversion of certain pre-1994 commercial and industrial buildings to Joint Living and Working quarters through a Zoning Administrator process. These zoning tools currently apply to separate, but overlapping geographies, Downtown, and beyond. Collectively, these adaptive reuse tools have generated a substantial share of housing, and live-work spaces Downtown, within existing structures. Adaptive reuse is an important sustainability strategy because repurposing existing buildings reduces emissions and resource use. The Proposed Project aims to expand where and how adaptive reuse tools can be used. For example, expanding the geography where conversions to residential uses may take place to include the Fashion District and the Arts District; allowing conversion to a broad range of different uses; and allowing newer buildings to be converted; creates more opportunities to reuse and protect existing historic structures.

**Facilitating Growth and Value Capture**

Over the next 20 years, the Southern California Association of Governments anticipates Downtown will grow by 125,000 new residents, 70,000 new housing units, and 55,000 new employees and attract substantial investments to support this growth. The Proposed Plan accommodates anticipated growth while allowing for additional capacity. The Proposed Plan reasonably anticipates 100,000 housing units, 175,000 new residents, and 100,000 jobs. The Proposed Plan seeks to create a transparent incentive system that links this growth with community serving benefits (a concept often referred to as "value capture") to ensure an equitable and inclusive Downtown community, while facilitating a streamlined and predictable process for future development. The Proposed Plan's Community Benefits Program is a form of value capture based on an incentive-based zoning system. Developers may choose to exceed base development rights and build larger buildings in exchange for providing commensurate public benefits such as affordable housing, publicly accessible open space, or community facilities in form of daycares, small business incubators, social services, schools, and libraries that enable the social and economic success of neighborhoods. Unlike the citywide Park Mitigation Fee (known as the Quimby Fee) and Affordable Housing Linkage Fee, which require fees for all projects to build parks and affordable housing, the Community Benefits program provides incentives for community benefits provided on-site – ultimately providing a direct service to the local community in which the project is located.

Today in Downtown, two Affordable Housing Incentive Programs exist: Density Bonus, implemented through the Greater Downtown Housing Incentive, and the Transit Oriented Communities (TOC) Guidelines. Both of these programs allow for a larger building to be built, in exchange for a certain percentage of affordable housing units. Another existing incentive program in certain parts of Downtown is the Transfer of Floor Area Rights program (TFAR), which allows property owners to sell and transfer unused development rights (square feet) to a receiving development site. Projects participating in the TFAR program also contribute public benefits directly and/or to a public benefit trust fund.

The Proposed Plan is introducing a new Community Benefits Program, across a larger share of the Plan Area, that is tailored to garner benefits that are most needed in Downtown. In order to avoid competing and inconsistent programs, the new Community Benefits Program will be replacing the TOC Guidelines, thus the TOC Guidelines will no longer be available in Downtown under the Proposed Plan. The TFAR program will also be replaced. The Park Mitigation Fee (commonly known as the "Quimby fee") and Affordable Housing Linkage Fee programs will continue to apply in the Downtown Plan Area.

*Community Benefits Program Structure.* The main incentive used to garner public benefits under the Proposed Project is through floor area rights (depicted as Floor Area Ratio, or FAR), and in some places building height (depicted as stories). Zoning Form Districts outline Base and Bonus FAR for each parcel. The Base FAR is available by-right and the project need not provide any onsite benefits to utilize this. The Bonus FAR is available for projects that participate in the Community Benefits Program.

The Community Benefits Program is structured into three different levels. The scale of benefits required to achieve the bonus incentives would increase in proportion to the level of bonus development rights.

*Level 1:* Under Level 1 Housing Development Projects can gain up to a 40% Bonus FAR in exchange for providing Restricted Affordable Units at the following rates:

- 7% Deeply-Low (households with incomes at 0-15% of Area Median Income); or
- 8% Extremely-Low (households with incomes at 0%-30% of Area Median Income, or $39k annual income for a family of four); or
- 11% Very Low (households with incomes at 30%-50% of Area Median Income, or $56k annual income for a family of four); or
- 20% Low (households with incomes at 50%-80% of Area Median Income, or $90k for a family of four); or
- 40% Moderate-for-sale (households with incomes at 80%-120% of Area Median Income, or $93k annual income for a family of four).

Alternately, projects can receive the allowed bonus FAR in in Level 1 by paying a per unit in lieu fee or providing units off-site within the Downtown Plan Area. Level 1 of the Community Benefits Program does not apply to Non-Housing Development Projects and Non-Housing Development projects are not subject to the above affordable housing requirements to achieve bonus development potential and can instead access bonus incentives by providing community benefits under Level 2 described below.

*Level 2:* Housing projects that fully exhaust Level 1 (i.e., receive a full 40% bonus in FAR) can access additional development rights above Level 1 and up to the maximum Bonus FAR prescribed by the Form District, by providing Publicly Accessible Open Space, Community Facilities, Transfer of Development Rights for Historic Preservation (in the Arts District) or by providing more Restricted Affordable Units. Non-housing projects are required to provide other community benefits (i.e., not affordable housing) to achieve the same level of bonus FAR.

Additional Affordable Housing: A project may choose to provide additional affordable housing above the required amounts in level 1. A project can garner an additional 1 FAR for each 1.5% of total Residential Units restricted at Deeply Low, Extremely Low or Very Low-Income units or 2.5% of total Residential Units restricted at Low, Moderate or Above Moderate Income. Similar to level 1, projects can alternatively obtain the additional 1 FAR by paying a per unit in lieu fee or locate the units off site within the Downtown Plan Area.

Publicly Accessible Private Open Space: If a project chooses to provide publicly accessible private open space to access the available bonus development potential, it is required to allocate 14% to 24% (depending on the zoning Form District and the amount of bonus FAR) of its overall lot area as Publicly Accessible Open Space. These spaces are required to comply with location, access, and informational sign requirements, meet design, shade, and landscaping standards and include amenities such as restrooms and drinking water fountains.

Community Facilities: If a project chooses to provide a Community Facility to access bonus development potential, it is required to set aside a minimum of 5,000 square feet and provide an additional 2.5% of Floor Area towards a Community Facility for every additional bonus FAR. Community Facilities may be provided in the form of Schools, Social Services, Public Facilities, or Daycare Services. Examples of eligible Community Facilities include public or non-profit health and counseling clinics, small business resource centers, job training centers, commissary kitchens for food vendors, cultural centers, and libraries.

Transfer of Development Rights (TDR) for Historic Preservation: Projects located in the Arts District generally to the east of Alameda Street may use the TDR program to buy or sell, and transfer unused floor area. Under the TDR program, any site within the Arts District, designated as a Los Angeles Historic-Cultural Monument, sites listed in or formally determined eligible at the local, State or Federal level, or is identified as a contributor to a historic district or individual resource by SurveyLA, are eligible to donate unused Floor Area to a proposed project. Of note, the Arts District is identified as the Downtown Los Angeles Industrial Historic District per SurveyLA. Thus, the Arts District is home to a high concentration of Turn-of-the-Century industrial and commercial buildings and railroad infrastructure. These tend to be larger, more adaptable structures that can easily benefit from rehabilitation. However, they tend also to be built at an FAR that is lower than the FAR that is being proposed for this area. Thus, the TDR program can play an important role in promoting reinvestment in existing buildings, while supporting growth within the surrounding area. Projects utilizing the TDR program are required to complete a preservation plan in consultation with the Office of Historic Resources to ensure maintenance of the historic resource, and execute a covenant and agreement acknowledging the transfer of Floor Area.

*Level 3:* Projects that fully satisfy Level 1 and provide community benefits under Level 2 equivalent to at least 50% of the delta between Level 1 FAR (40% of the Base FAR) and the Maximum Bonus FAR, can access the remaining Maximum Bonus FAR prescribed by the Form District by providing additional benefits identified in Level 1 and 2 (i.e.

additional Restricted Affordable Housing Units, or additional onsite benefits such as Publicly Accessible Open Space, Community Facilities, or Transfer of Development Rights) or pay a fee towards the Downtown Community Benefits Trust Fund. Programs that qualify for receiving the funds include programs to support affordable housing such as funding for Community Land Trusts or funds to extend expiring affordable housing covenants, mobility and street improvements, parks and open space, programs for small legacy and community-serving businesses, design and procurement of sidewalk vending carts, resiliency centers, and amenities for people who are experiencing homelessness. An oversight committee composed of representatives from City Departments, offices of elected officials, and members of the community will make recommendations for the appropriation of funds to qualifying projects, which will ultimately be subject to City Council approval.

The larger Community Benefits Program described above was shaped by the policies and priorities of the City and as well as substantial input from community residents, business groups, developers, and advocates. The feasibility of the Program was evaluated in a market analysis conducted by HR&A Consultants. The proposed system explicitly prioritizes the creation of much needed affordable housing, to make Downtown more affordable, especially for lower-income households, in proximity to existing and anticipated jobs, amenities, services and transit resources. The system also deliberately focuses on a set menu of benefits that are most needed in Downtown, so as not to dilute the impact of the Program. To better facilitate housing production, and investment Downtown, the Community Benefits Program is largely designed to be implemented through a ministerial process, and therefore, includes a predefined set of standards and requirements to qualify as community benefits. However, a discretionary path will also be available for those projects that cannot comply with these predefined standards.

*Long-term Goals.* A few stakeholders have commented that since the Proposed Plan's Community Benefits Program is based on an economic analysis that was done in 2019, the Program is not reflective of the changes that have occurred due the COVID-19 pandemic, such as challenges to retail, drop in tourism, and transition to remote work patterns that have reduced demand for office spaces.

The Proposed Plan accounts for growth anticipated in the next 20 years. At this time, it is not clear how and to what extent the COVID-19 pandemic will impact the long-term growth and development patterns within Downtown and Citywide. Consultants have also indicated the inability to predict future conditions and market effects, due to the evolving nature of the pandemic. The Proposed Plan outlines a thoughtful framework for Downtown's long-term growth for the next 20 years; short-term impacts of the COVID-19 pandemic are unlikely to substantially shift the overall analysis and considerations that inform the Community Benefits Program.

Moreover, the lasting effects of the COVID-19 pandemic are not clear at this time, and a benefits system structured around an acute, near-term pandemic situation would undercut potential benefits that could be achieved over the long term, and would be based on speculation. Therefore, the Community Benefits Program does not calibrate benefits or incentives around the evolving market conditions of the COVID-19 pandemic. Nevertheless, the overarching strategies of the Proposed Project including flexibility of zoning regulations related to uses, increased opportunities for publicly accessible open space, lot amenity space requirements that allow businesses to extend services outdoors, and the affordable housing strategies and residential amenity space requirements speak to the issues and needs the COVID-19 pandemic has highlighted, and are likely to play a significant role in the economic recovery of Downtown.

*Floor Area Ratio.* In response to the Proposed Community Benefits Program, many community members have argued that the increase in Base FARs in comparison to the currently adopted zoning, decreases the incentive for seeking Bonus FAR and undermines the value capture potential of the Program. On the other hand, some commenters have expressed the concern that lowering of the Base FARs in comparison to current zoning in places such as Chinatown would render development projects infeasible.

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

**Improving Feasibility of the Community Benefits Program**

As described above, an economic analysis conducted by HR&A tested the economic feasibility of providing community benefits. This study, along with community input and the City's policy goals, informed the development of the Community Benefits Program for the Proposed Plan. However, there are a number of additional strategies built into the Proposed Project that contribute to improving the feasibility of providing community benefits outlined in the Program.

Revamping the *Transfer of Floor Area Rights (TFAR) program.* The current TFAR program allows applicants to purchase unused floor area from another property to exceed base zoning floor area limits of a project and build a bigger building. The process involves appraisals of every project, negotiation of community benefits on a project by project basis, and requires approvals from the City Planning Commission and the City Council. This system necessitates a lengthy process that can add considerable costs to a project. A study conducted by HR&A estimated an average cost of $3.2 million for each year of the approval process. In comparison, under the Proposed Plan's Community Benefits Program, a majority of the development incentives can be achieved through a ministerial approval process, as long as projects comply with the applicable standards for each of the qualifying benefits. This proposed Program would create predictability, offer a simplified entitlement process, facilitate faster approvals, and provide substantial time and cost savings for projects within the Downtown Plan Area.

*Streamlined and Transparent Review Process.* The Proposed Project reduces and streamlines requirements that currently serve as a barrier to investment Downtown. By using clearer requirements within the New Zoning Code, CPIO, and other features, more projects will be able to avail of ministerial processes rather than rely on less transparent

case-by-case discretionary review. For example, many standards and design requirements related to parking and density limits have been simplified and folded into the zoning regulations or removed. Parking minimums are proposed to be removed under the Proposed Plan, allowing for the flexibility to provide parking as needed and reducing the cost of development. Similarly, density limitations are also proposed to be eliminated. Without density limits, the number of units within a structure will be primarily determined by the Building Code (Chapter 9 of the LAMC), and housing units as small as 300 square feet (often called "micro-units) would be allowed in residential and mixed use zones. In areas where density limitations apply today, development projects may include more units by-right under the Proposed Project compared to the currently adopted Plan. These generally standardized regulations will clarify at the outset what can be built and how, and thereby, minimize the need for discretionary review and facilitate a faster approval process for future projects. Unlike the commonly used TFAR program, the Community Benefits Program offers a number of ministerial benefit options. Therefore, a project providing on-site affordable housing could build up to 13:1 FAR and not be subject to discretionary review (provided there are no other discretionary entitlements), significantly reducing time and cost. Implementing a Community Benefits Program with clear expectations and limited process is a key strategy to bolster the affordable housing stock in Downtown.

*Increased Project Review Thresholds.* Under the currently adopted zoning, projects that include more than 50 residential dwelling units or 50,000 square feet of non-residential development are subject to Project Review (referred to as Site Plan Review in the current zoning code), which is a discretionary review process that exists citywide.

However, in order to encourage projects to participate in the Community Benefits Program and streamline their approval process, the Proposed Plan sets a higher Project Review threshold for projects utilizing this Program. For a project on a property zoned with Development Standards District 5 (most of the Proposed Plan Area) and participating in the Community Benefits Program, the threshold for Project Review pursuant to the New Zoning Code will be 500 residential dwelling units, 500,000 square feet of non-residential development, or 500' in height. This higher threshold would allow a substantial number of projects that incorporate public benefits to go through a ministerial review process (provided there are no other discretionary entitlements) and facilitate a faster approval process of projects that provide affordable housing and other community benefits.

*Increased By-right Development Potential.* The Proposed Plan recognizes the added costs associated with high-rise construction. Therefore, in high growth areas of the Downtown Plan Area, the Proposed Project increases the by-right FARs above the currently adopted zoning allowances. Many properties in the Transit Core Designation have been upzoned. The increase in by-right FAR varies by Form District. In some instances, properties that are limited to a 6:1 by-right FAR under the currently adopted zoning would be able to achieve a 9:1 by-right FAR under the Proposed Project. This increases the development potential of development projects before participating in the Community Benefits Program.

**Parking Regulations**

The Proposed Project removes minimum parking requirements throughout the Downtown Plan Area. Downtown is a transit-rich environment that offers many mobility options to workers, residents, and visitors. The Proposed Plan aims to prioritize infrastructure for pedestrians, bicyclists and other active transportation modes to reduce dependency on private vehicles, which are the largest contributor to greenhouse gas emissions in the state. The Proposed Project is tailored to encourage developments that contribute to active streets, include pedestrian access on large sites and provide public open spaces.

Eliminating parking minimums allows flexibility for projects to either eliminate parking altogether or provide parking as needed, offering a tool for offsetting overall development costs as well as reducing the footprint of parking within the overall built environment. The Proposed Project also establishes a number of design criteria to address the impact of above-grade parking on building design and the public realm. As established in the Development Standards District component of the zone string, above-grade parking is required to be "wrapped" with active uses along street-facing facades. They are also required to be built with flat floors and minimum floor-to-ceiling height so that they can be adapted to residential or commercial uses over time.

A few comments have suggested establishing parking maximums to discourage over proliferation of multi-story parking podiums in transit rich neighborhoods, noting that some projects may continue to adhere to market demand for parking spaces, and may thus ultimately continue to facilitate reliance on private vehicles, despite the various transportation investments made Downtown. The Proposed Project does not propose parking maximums as they can be difficult to calibrate and can pose challenges when uses change over time. Parking maximums can also create barriers to financing projects, and establishing tenant occupancy.

**Land Use, Zoning and Transit Infrastructure**

The Proposed Plan is a long-range plan that plans for growth for the next 20 years, and one of the primary objectives of the Proposed Plan is to promote growth in proximity to transit. Therefore, the Proposed Plan takes into account the current and planned transit infrastructure projects within Downtown and includes land-use policies that are supportive of these investments. Some comments have suggested that all areas within a quarter-mile of all existing and future potential fixed rail stations be designated as Transit Core with the corresponding zoning that generally offers the highest development potential allowed per City Charter.

The Los Angeles County Metropolitan Transportation Authority (Metro) is working on several transit infrastructure projects, including the West Santa Branch Transit Corridor that would include stations within the Downtown Plan Area and the potential Arts District/6th Street Station that would connect the Arts District to other parts of Los Angeles. Metro is evaluating two alignment options within the Downtown Plan Area for the West Santa Branch Transit Corridor: an alignment along 7th Street going west from Alameda Street and connecting to the existing 7th & Metro station; and an alignment along Alameda Street connecting to the Union Station. Similarly, the exact location for the Arts District station is not yet final. City Planning staff has coordinated with staff at Metro in developing proposed policies and zoning for the Proposed Plan to reflect these anticipated infrastructure improvements while balancing the other objectives of the Proposed Plan. Particularly, the Proposed Plan seeks to concentrate the greatest amount of growth in high transit served areas, while thoughtfully allocating for incremental growth in historic communities such as Chinatown and Little Tokyo and as well as near civic and natural resources such as the Los Angeles River, Elysian Park, and Los Angeles State Historic Park.

Under the Proposed Plan's General Plan land use map, areas with highest concentration of bus and rail infrastructure are designated as Transit Core. Out of the eight fixed rail stations within the Downtown Plan Area (five existing and three under construction), six of the stations are surrounded by the Transit Core designation. The remaining two stations located in Chinatown and Little Tokyo are designated as either Community Center or Village, designations that promote growth and housing opportunity, but seek to preserve the identity of these cultural neighborhoods in strategic ways. The core of these areas that house a large number of cultural institutions and legacy businesses are zoned to allow for up to 6:1 FAR and five stories, while allowing for up to 8.5:1 FAR in the surrounding blocks. The areas around the future rail stations being considered along Alameda Street are designated Hybrid Industrial and allow up to 4.5:1 to 6:1 FAR with a targeted 15 story height limit along the Los Angeles River. It is worth noting that all of the FARs

proposed throughout the Community Center or Village areas are higher than those available in most parts of the City. For example, a 6:1 FAR, when not encumbered by a height limitation, can facilitate high-rise building typologies in the realm of 30 to 40 stories on average.

Some public comments have also suggested relaxing the use regulations in the Arts District that limit residential uses only to live/work and instead allow for all types of residential uses. The proposed Hybrid Industrial designation east of Alameda Street, is intended to sustain and promote job-generating uses and the proposed zoning prioritizes space for employment while introducing limited residential uses. Accordingly, the Hybrid Industrial designation requires a minimum baseline of employment uses, and residential uses are limited to live/work units or through conversion of existing buildings to Joint Live and Work Quarters. Permanent Supportive Housing and 100% Affordable Housing projects are not subject to the baseline employment or live/work requirements.

**Hotels**

Downtown is the location for major cultural and entertainment facilities with the City's Convention Center, the site of several of Los Angeles's sports and entertainment venues and institutional landmarks such as the Staples Center, L.A. Live, the Broad Museum, and the Walt Disney Concert Hall, all of which are located at the center of a regional transportation network. As such, Downtown is a hub of urban activity that draws a large number of visitors and business travelers from other parts of the State, country, and world. The Proposed Project intends to support these activities and allows for hotels and other entertainment uses in all Commercial Mixed Use and Hybrid Industrial zones, which constitute a substantial part of the Downtown Plan Area. However, some comments contend that allowing hotels by-right would promote the development of hotel and lodging over housing, remove the opportunity to utilize those sites for housing, and in some cases demolish or replace residential uses leading to displacement of existing residents. Comments further contend that hotel and lodging developments also often present issues related to noise and public safety. Therefore, the comments suggest a discretionary review process to ensure that any new hotel development is appropriate for the area.

Under current zoning, proposed hotels within 500 feet of a residential or agricultural zone, anywhere outside of a Regional Center, are required to obtain a Conditional Use. The Proposed Project will continue to require a Conditional Use for hotels and lodging, if proposed within 500 feet of a residential or agricultural use district, unless the hotel is within a Transit Core or Traditional Core General Plan land use designation (an analogue to today's Regional Center land use designation). The Transit Core and Traditional Core designations are applied to areas that are in proximity to transit, as well as a high concentration of business and visitor serving destinations, and are intended to support a variety of uses. Similar to Regional Center areas, they generally allow for a high development intensity and a wide mix of uses. Hotels and lodging in proximity to uses such as office, retail, restaurant, and entertainment, are desirable to achieve synergy and accessibility between these uses. The comments raised above are of particular concern in areas such as Chinatown which is home to a large number of lower-income residents. Therefore, hotels and lodging in all areas of Downtown within 500 feet of a residential or agricultural use district other than the Transit Core and Traditional Core designations will continue to be subject to a Conditional Use. Additionally, conversion from an existing residential use to hotel and lodging is not permitted.

## Discussion of Key Issues: New Zoning Code

In addition to the detailed discussion regarding the Proposed Plan's objectives and how the New Zoning Code will address the needs of the Downtown Plan Area, the *Zoning Code Evaluation Report* (Exhibit C.4) outlined the Citywide objectives that also served as a guide for the

development of New Zoning Code. This document ensured that the New Zoning Code has the functionality to respond to the needs of all of the City's neighborhoods and allows it to serve as a foundation for future zoning solutions as Community Plans are updated to use the new zoning system. As stated earlier in this report, the findings and recommendations of the report were organized into eight topic areas. Some of the recommendations have since been addressed in separate Zoning Code amendments or other legislation, while others have been solely incorporated into the draft of the New Zoning Code.

**Housing Affordability and Diversity**

The *Zoning Code Evaluation Report* discusses Los Angeles' scarcity of affordable housing options as a major challenge, identifying zoning barriers and meager public funding as specific obstacles to implementing the City's Housing Element and other policies around housing choice and affordability. It calls for several code-based solutions to provide a greater range of housing options that are affordable to Angelenos of all income levels, including maintaining and expanding the City's affordable housing incentive programs, as well as facilitating the development of a variety of housing types.

In addition to the Community Benefits Program discussed previously, the New Zoning Code includes a revised set of Public Benefits Systems to address a range of focused housing needs. Here existing mandatory affordable housing programs such as the State Density Bonus Program and Transit Oriented Communities (TOC) Guidelines are carried forward, as well as existing programs that provide zoning concessions for eldercare housing, supportive housing, and hotel/motel conversions to house formerly homeless individuals.

Further, the New Zoning Code opens additional opportunities for the shelter of persons or families experiencing homelessness by removing the limitation on the number of beds allowed within Transitional Shelters, and by removing minimum distancing buffers between Transitional Shelters.

The New Zoning Code also accommodates a greater range of housing types that can potentially offer improved affordability without subsidies or income restrictions. Most of the Downtown Plan Area is subject to Density Districts that do not specify a maximum number of units for the lot, allowing for the construction of micro-units of approximately 280 square feet. Use regulations are more flexible with respect to the types of household arrangements allowed in residential areas, opening additional opportunities for "co-living" and other emerging configurations that allow housing costs to be shared between multiple occupants or families.

**Centers and Corridors**

One of the defining features of Los Angeles' built environment is its collection of commercial nodes connected by retail-lined boulevards. This network of centers and corridors takes on a different character in different parts of the City, but the existing menu of base zones available to regulate development offers few options. For example, the same C2 Zone that applies to parcels lining Figueroa Street in Downtown also governs Devonshire Street in Chatsworth despite wide differences in existing conditions, and in forward-looking goals for these areas.

Past efforts to craft policies and regulations for these differing environments have informed the New Zoning Code's regulatory tools, which can be used in virtually any combination to encourage walkable, attractive, appropriately scaled mixed-use development in a variety of contexts. Form Districts can accommodate a full range of building massing and scale options, from narrow to wide and from low-rise to high-rise. Frontage Districts provide tools for tailoring lot and facade characteristics, such as parking setbacks and building orientation, to urban as well as suburban environments. Development Standards provide the flexibility to mandate as much or as little

parking as appropriate (including one option with no minimum parking requirements), while establishing baseline standards that ensure safe and convenient pedestrian access.

A wide range of Use Districts and Density Districts provide the ability to specify the right mix of activities for the neighborhood, from limited retail and offices to entertainment-oriented uses—either with or without a residential component.

The New Zoning Code also incorporates and improves upon many existing regulations that address specific design issues in the current Zoning Code, as well as in overlays and Specific Plans. For example, Form, Frontage, and Use Districts carry forward requirements relating to commercial corners and mini shopping centers, with more prescriptive standards that prioritize the pedestrian experience. Development Standards retain and augment existing sign regulations with new standards for pedestrian-oriented signs. Transition and screening requirements encourage compatibility among adjacent uses and different scales of development.

**Transportation Choice**

The New Zoning Code provides a wide range of zoning options that support dense, walkable development near transit, and has been organized in a manner that will allow it to respond to emerging and evolving transportation technology. These new tools are aimed at making it easier to live and work near transit and avoid assuming that residents will get around exclusively in a personal vehicle.

As mentioned previously, the modular zone string uncouples regulations pertaining to the built environment from those pertaining to use. Form Districts provide a variety of height, massing, and floor area options, while Frontage Districts can be used to mandate active, sidewalk-oriented facades as well as paseos and other design features that improve a building's interface with adjacent transit stops.

One of the New Zoning Code's most consequential features is its right-sized approach to parking. Development Standards Districts allow parking requirements to be tailored to the appropriate context, with one option requiring no minimum quantity of parking spaces for any use (as proposed for the Downtown Plan Area), and a range of other options that offer lower minimum parking requirements, or others that that hew closely to the current Zoning Code's parking requirements. Additionally, these standards allow for residential parking to be located on a separate lot within 750 feet (the same as commercial uses under existing regulations), providing additional flexibility for projects built on smaller sites. Updated design, setback, and screening requirements for above-ground parking areas help to lessen the visual impact of parking and encourage new development that enhances the public realm.

The New Zoning Code also carries forward existing regulatory tools that support transportation choice—most notably bicycle parking standards that allow for the limited replacement of automobile parking with bicycle parking, lay out criteria for on-street bicycle parking corrals, and specify design and location requirements.

**Jobs and Innovation**

As documented in the *Zoning Code Evaluation Report*, Los Angeles is losing industrial land to residential conversions, art studios, retail, and other alternative uses—a trend that threatens the City's substantial industrial sector. Numerous reports and adopted plans have identified strategies and priorities for accommodating these new uses while preserving employment-generating activities—policies that inform the Proposed Plan's approach to the industrial portions of the Downtown Plan Area, as discussed previously in this report.

The New Zoning Code provides a variety of tools to support these policies. Industrial Use Districts provide a more restrictive mix of uses that excludes dwellings, most retail, and other activities that could displace manufacturing businesses. Industrial-Mixed Use Districts are focused on innovation and allow for a more expansive mix of live/work, retail, and other uses alongside light manufacturing and research-and-development—more closely resembling the character of the Arts District and other transitional areas. Live/work is defined as a distinct residential use and is permitted with a specific set of standards that vary based on the Use District. An expanded range of Use Districts also accommodate household businesses.

**Distinct Neighborhoods**

The New Zoning Code features an expanded range of zoning options and incorporates new design tools to better address the unique goals of individual neighborhoods—reducing the need for site-specific conditions, overlays, and other special regulations to achieve desired outcomes.

The options developed for the Downtown Plan Area are focused on accommodating urban and mixed-use building typologies, with Form, Frontage, and Development Standards Districts that incorporate and build on many provisions of the existing Downtown Design Guidelines. Form District provisions encourage smooth height and massing transitions between differing scales of development, and Development Standards include screening and buffering requirements that assist in transitions between uses and buildings. Future Community Plan updates will incorporate additional Form and Frontage options—including but not limited to house-scale Form Districts, Conservation Districts, and Character Frontage Districts—that are oriented toward a wider range of contexts and based on the needs of the community.

**A Strong Core**

The *Zoning Code Evaluation Report* provides a number of recommendations for further reinforcing Downtown as a diverse, livable, vibrant urban core for Los Angeles. Many of these recommendations, being planning, as opposed to zoning-related, are addressed through the goals and policies of the Proposed Plan, which the New Zoning Code supports with its wide range of tailored zoning options and urban design tools.

The New Zoning Code also responds to regulatory recommendations of the report pertaining to Public Benefits Systems—namely enhancing the Adaptive Reuse Ordinance and resolving ambiguities and conflicts in bonus and incentive programs. As detailed elsewhere in this report, Adaptive Reuse provisions have been expanded to allow for a greater range of uses, both in Downtown and in the future, Citywide. Additionally, all incentive programs have been assembled in a single article and reconfigured to prioritize the use of bonuses tied to affordable housing before invoking other types of bonuses.

**A Healthy City**

The New Zoning Code provides a number of opportunities to improve community health by promoting greener, more resilient development. Many of those opportunities are identified in the *Zoning Code Evaluation Report* and have since been addressed through regulations and policies adopted in the intervening years, including the River Implementation Overlay for sustainable site design and water management along the Los Angeles River; an update to the requirements for park dedications and fees (i.e., the Quimby Fee Ordinance); the Low Impact Development Ordinance for sustainable stormwater management; the “Clean Up Green Up” Ordinance requiring buffering of industrial uses from certain residential areas heavily impacted by environmental hazards; and updated guidelines for measuring and mitigating transportation impacts during environmental review. To the extent that these regulations are a part of the current

Zoning Code, they are carried forward in the Development Standards, Use Districts, and other provisions of the New Zoning Code.

The New Zoning Code incorporates additional sustainability measures. Because lot amenity space requirements are located in the Form District regulations, they apply to all uses, whereas the current Zoning Code's common open space requirements apply only to residential projects. The lot amenity space calculation provides a bonus to amenity spaces that are open to the public, incentivizing property owners to provide green space for the benefit of the surrounding community. Similarly, Development Standards require tree planting for all uses based on Floor Area, as opposed to the existing dwelling unit-based tree planting requirements of the current zoning code. Where automobile parking is required, the Development Standards maintain parking reduction incentives for bicycle parking and provide additional parking reductions to incentivize the provision of electric vehicle charging stations.

Various buffering and locational development standards, originally developed as part of the "Clean Up Green Up" pilot initiative in other industrial areas within the City, are standardized and triggered through specific industrial Use Districts (I1 and I2), for application Downtown, and elsewhere in the City as Community Plans are updated.

The *Zoning Code Evaluation Report* also identified the goal of standardizing environmental mitigations and simplifying CEQA review. The New Zoning Code meets this goal by introducing Environmental Protection Measures, a set of standards that will be used to implement mitigation measures in compliance with CEQA Guidelines.

**Code Delivery**

A key objective identified in City Planning's 2012 concept proposal and the *Zoning Code Evaluation Report* is to improve the way the Zoning Code presents information. Most regulations in the current Zoning Code are presented as text, with minimal graphics, and the relevant provisions governing a particular property or land use may be scattered throughout the Code. In some cases, this may necessitate hours of research and/or specialized knowledge that individual applicants or community members may not possess.

The New Zoning Code addresses these challenges with a modern, intuitive page layout that uses tables and graphics wherever possible to convey information—enabling users to understand at a glance the height and massing restrictions that apply in a particular Form District, for instance. With the exception of terms used repeatedly throughout the Code, definitions and rules of measurement are generally provided in the Article or Division governing the relevant topic (Use, Development Standards, etc.). Particular attention has been paid to the organization of regulations within the New Zoning Code to minimize the potential for conflicting provisions.

When brought into effect, the New Zoning Code will be available in hard copy as well as on a dedicated website accessible across a variety of platforms and devices. Known as WebCode, the online version of the Zoning Code will be dynamic and user-friendly, offering powerful search functionality as well as the ability to generate zoning summary reports at varying levels of detail. The WebCode system is currently in the beta testing phase in preparation for use as the plan is brought into effect.

These efforts are anticipated to make the New Zoning Code easier to access and navigate for all stakeholders.

**Components of the Proposed Plan**

The Proposed Plan is composed of several interrelated components:

- Amendments to the Community Plan (General Plan Land Use Element)
    - Community Plan Policy Document
    - General Plan Land Use Map – includes footnotes and informational symbols
- Other General Plan Amendments to achieve consistency with the Proposed Project:
    - Framework Element of the General Plan
    - Mobility Plan 2035 amendments
- Implementing Zoning Ordinances
    - Zone Change Map and Matrices
    - Adoption of a Community Plan Implementation Overlay (CPIO)
    - Rescinding of the Bunker Hill Specific Plan
    - Rescinding of the Downtown Design Guide
    - Amendment to the River Improvement Overlay (RIO)
    - Amendment to the and Greater Downtown Housing Incentive Ordinance
    - Adoption of a Pipeline Parking Alignment Ordinance
- Other Implementing Ordinances
    - Community Plan Consolidation Ordinance
    - Adoption of a Downtown Affordable Housing Trust Fund
    - Adoption of a Downtown Community Benefit Trust Fund Ordinance
    - Adoption of a Downtown Community Benefits Fee Ordinance

***Community Plan Policy Document***

The Community Plan Policy Document guides future discretionary decision-making, City initiatives, and the prioritization of public resources and investment through 2040, the horizon year of the Proposed Plan. The Proposed Plan Policy Document is composed of the following:

- **Chapter 1, Introduction & Community Profile** offers an overview of the document's structure and intent, states the Proposed Plan's overall vision and guiding principles, explores the Proposed Plan's background and relationship to other plans, discusses the Downtown Plan Area's historic and modern-day context, and summarizes the land use designations applied in the Downtown Plan Area;

- **Chapter 2, Land Use & Urban Form** expresses the community's vision for the future, outlining specific goals and policies that address the range of land uses in the Proposed Plan, including multi-family residential, commercial, and industrial land uses;

- **Chapter 3, Mobility and Connectivity** sets goals and policies for the community's circulation system, focusing on enhancing mobility and access for people walking, rolling, and taking transit;

- **Chapter 4, Public Realm and Open Space** sets goals and policies to improve the public realm, access to parks, and open space;

- **Chapter 5, Implementation** describes the process for implementing the Proposed Plan's policies through a variety of implementation programs. Programs are divided into three phases of implementation: 1) existing regulations and programs, 2) programs implemented upon adoption of the Proposed Plan, and 3) long-range (future) implementation programs. The long-range implementation programs of the Community

Plan seek to link Proposed Plan policies to ongoing Department Programs and promote collaboration with other agencies;

- **Appendix, Relationship to Other Plans** explains the relationship of the Proposed Plan to the General Plan, City's General Plan Framework Element, specific plans and overlay zones, and plans of other non-City agencies and organizations.

***General Plan Land Use and Zoning Changes***

**General Plan Designations.** The Proposed Plan includes a Land Use Map, which is a map identifying General Plan Land Use Designations for all properties within the Downtown Plan Area. General Plan Land Use Designations, adopted as the General Plan Map for the Proposed Plan, set the permitted range of intensities, uses, and densities, where applicable in the Downtown Plan Area. Each General Plan Land Use Designation corresponds to a set of Form, Density, and Use Districts that apply regulations at the parcel level. Additionally, the General Plan Designations correspond to any applicable Specific Plan zoning.

The Proposed Land Use Map also includes a corresponding zone table to identify the zoning types that are allowed for each type of land use designation (Exhibit A.3). The Proposed Plan will also include amendments to the General Plan Framework Element to introduce the new land use designations of the Proposed Plan. These designations are designed to reflect the intent of the Proposed Plan's land use strategy and the proposed amendments will allow for their limited applicability to the Proposed Plan. General Plan Land Use Designations help guide development by establishing the general location and intensity of different uses of land, in addition to the allowable scale of development. Each designation expresses a variety of goals and policies and corresponds to a set of implementing zones that regulate development, including uses, floor area ratios, and height. The Proposed Plan Map shows the locations of the proposed designations in the Downtown Plan Area. The proposed designations, along with implementing zoning actions, would reinforce a pattern of development that directs future growth to transit-served areas.

As part of the Proposed Plan, most parcels in the Downtown Plan Area are proposed to undergo General Plan Land Use amendments (GPAs), described in further detail in the following section. General Plan Land Use Designations in commercial and residential areas near transit stations, along major bus routes, or near employment centers would be changed to allow for increased development potential and to create opportunities for more jobs and housing near transit.

The underlying purpose of the Proposed Plan is to accommodate foreseeable growth in the City, the Downtown Plan Area, and specifically to accommodate the employment, housing, and population growth projections through the planning horizon year 2040. The principal way of achieving this underlying purpose and the Proposed Plan's Primary Objectives is through the creation and application of these proposed General Plan Land Use Designations. The application of designations and zoning is intended to accommodate the planned projected growth for the Downtown Plan Area through the year 2040 and to implement the policy objectives described in the Proposed Plan text. This strategy would allow for infill development of additional housing units and job-producing uses in areas with existing transportation infrastructure such as Metro Rail Line stops. Locating jobs and housing near transit to reduce automobile reliance and improve mobility is consistent with state mandates for sustainability. The changes would also result in a more pedestrian-friendly environment, protect historical resources, and address updates that have occurred since the last Community Plan update.

To implement the Proposed Plan, the Downtown Plan Area, excluding areas governed by the Los Angeles Sports and Entertainment District (LASED) Specific Plan, Cornfield Arroyo Seco Specific Plan (CASP), and Alameda District Specific Plan (ADP) will be assigned a set of new General Plan Land Use Designations and Zoning Districts tailored to facilitate many goals and policies of

the Community Plan. These Zoning Districts are being created as part of the New Zoning Code. The General Plan amendments (General Plan Land Use Designation changes) and zone changes are shown geographically in the Proposed Land Use Map (Exhibit A.3) and Zone Change Area Maps (Exhibit B.2) and detailed in the associated matrices as "subareas." The new designations and corresponding zoning districts are described below.

The New Zoning Code utilizes a modular zoning system that requires the bundling of five mandatory Zoning Districts to compose a complete zone string. Supplemental Districts may also be included in the zone string as part of an optional "third bracket set". When there is a policy need to regulate aspects not covered in the Zoning Districts, Supplemental Districts may be appropriate, which would allow for overlays such as a Community Plan Implementation Overlay (CPIO). All properties proposed to be located within a CPIO Subarea will have a "-CPIO" added to their zoning string. This will indicate that the property is subject to the additional CPIO regulations.

The Downtown Plan Area currently has an extensive and sometimes overlapping network of existing [Q] Qualified conditions and building lines in many areas, which were established through numerous zone change ordinances over the past thirty years. These regulations can be antiquated, complicated, and are often difficult to research by the public. The draft zone change ordinances included with the Proposed Project are intended to replace many of the current [Q] conditions and building lines with a new set of regulations. In many instances, issues that were previously addressed through [Q] conditions and building lines are now proposed to be addressed through the new Zoning Districts, which will enable more effective implementation and ease of understanding by property owners.

*Transit Core.* Transit Core is a land use designation that signifies dense centers of activity built around regional transit hubs that connect pedestrians, cyclists, and transit users to a variety of attractions. The building form is High Rise, with ground floor treatments that contribute to an enhanced and walkable streetscape. A diverse mix of office, residential, retail, cultural, and entertainment uses makes these places centers of activity around the clock.

Transit Core encompasses the largest share of the Downtown Plan Area to reinforce Downtown as a center of activity built around a regional transportation network. The purpose of this designation is to create centers of employment by prioritizing space for office uses, and allowing for entertainment, multi-unit housing, cultural, retail, and commercial uses. It is intended to create an environment that provides easy access for pedestrians, transit users, and bicyclists to a variety of experiences and activities. Transit Core areas are generally characterized by Form Districts with maximum permitted FARs ranging from 10:1 to 13:1 and do not include height limits which fosters an intensive built environment that defines and activates the streetscape, while supporting development of a distinctive and visually interesting skyline in transit-supported areas. The High-Rise Broad Form Districts account for the greatest development capacities in the Downtown Plan Area. Regulations for these form districts allow high lot coverage, and require minimum street walls with no height limitations to frame the street and encourage walkability. Building frontages reinforce a compact and active urban environment.

Transit Core areas are characterized by the "Commercial Mixed" Use Districts which allow for a palette of uses that serve as an attraction to the wider region.

> Commercial-Mixed 2 (CX2) allows for commercial uses necessary for a community's primary commercial district, including office, multi-unit housing, community-serving commercial uses, institutional services, and entertainment activities. Allows for commercial uses generally within a 50,000 square foot establishment size on the ground floor as well as a wide range of housing types.

Commercial-Mixed 3 (CX3) allows for a variety of uses, primarily for commercial use. It allows for the concentration of regional-serving uses such as healthcare facilities, auditorium and entertainment destinations, and hotels, as well as professional office, multi-unit housing, dining, retail, and service uses. There is no establishment size limit in this Use District.

Commercial-Mixed 4 (CX4) allows for a range of uses similar to Community Mixed 3 (CX3), but prioritizes entertainment-serving uses that attract visitors and support high levels of pedestrian activity. CX4 incorporates use performance standards and a streamlined process to make it easier for these visitor-serving activities to exist in targeted entertainment focused areas.

*Traditional Core.* Traditional Core areas have a time-honored urban development pattern and a collection of historically-significant buildings. The building form ranges from Moderate-Rise Medium to High-Rise Medium, which generally denotes buildings ranging from 10 stories, to high-rise typologies. Traditional Core areas often include residential and office use, neighborhood-serving uses, as well as dining and entertainment that draw visitors and tourists, supporting activity around the clock. New development contributes to a pedestrian-oriented environment with active alleys and inviting shopfronts.

Traditional Core areas are characterized by the Form Districts with maximum permitted FARs ranging from 8.5:1 to 13:1 and generally include upper story stepbacks, which guide development that is responsive to the predominant form, and encourage the reuse of existing structures. Regulations for these Form Districts include high lot coverage standards, and the building frontages encourage an engaging street life with transparent ground floors, and fine-grained building length facades.

Traditional Core areas are characterized by the Commercial-Mixed Districts and apply use districts encouraging mixed-use communities that have entertainment and nighttime serving uses, specifically the Commercial-Mixed 2 (CX2), Commercial-Mixed 3 (CX3), and Commercial-Mixed 4 (CX4). As described in Transit Core, the range of uses allows for retail shops, eating establishments, services, and residential uses and includes targeted establishment size limits for certain uses on the ground floor in CX2.

*Community Center.* Community Center areas are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low-Rise Medium to Moderate-Rise Medium, which generally denotes buildings ranging from two, up to 40 stories, depending upon the zoning Form District applied. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses.

The purpose of this designation is to promote Low-Rise Medium and Moderate-Rise Medium urban environments with a flexible mix of multi-unit housing, office, commercial, and service uses to create balanced centers of activity. The Community Center designation provides a transition in scale between areas of high intensity development and activity, such as Transit Core designation, and areas of lower-scale urban forms, such as Villages designation. Community Center areas provide increased opportunities for community benefits to ensure new development provides a range of housing and job opportunities for existing residents and new neighbors.

Development regulations support a variety of forms in a Low-Rise Medium and Moderate-Rise Medium walkable environment. These Form Districts establish a street-wall, shallow setbacks, and high facade transparency to create pedestrian-friendly activity on the street.

Community Center areas are characterized by the Commercial-Mixed Use Districts which allows for a palette of uses that provide neighborhood amenities to adjacent and nearby users.

> *Commercial-Mixed 1 (CX1)* allows for commercial uses generally within a 10,000 square foot establishment size on the ground floor, as well as a wide range of housing types. The Use District is intended to support the clustering of commercial, cultural, entertainment, and institutional uses that cater to immediately surrounding neighborhoods.
>
> As described above, the *Commercial-Mixed 2 (CX2)* and *Commercial-Mixed 3 (CX3)* allows for retail shops, eating establishments, services, and residential uses. This mix of uses provides opportunities for housing and small and large-scale business that complement one another.

*Hybrid Industrial.* Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Low Rise Medium to Mid-Rise Broad and Mid-Rise Medium, which generally denotes buildings ranging from two, to 40 stories. Uses include light industrial, commercial, and office, with selective live/work uses.

The purpose of this designation is to balance live/work residential uses, with production and employment activity that is supported by commercial, retail, hotel, and community amenities. Hybrid Industrial areas are characterized by the Form Districts with maximum allowable FARs ranging from 3:1 to 6:1, with height limits for portions located in proximity to the river and high concentrations of historic resources. Development regulations emphasize contextual infill and repurposed structures to promote a resourceful approach to urban development that can evolve over time. These Form Districts shape development patterns in traditionally industrial areas and require that large blocks include new pedestrian connections to maintain a balance between facilitating goods movement activity and achieving pedestrian safety and comfort.

The use variations require each development to dedicate a base amount of Floor Area towards production spaces such as office, research & development, clean-tech, wholesale, heavy commercial, and light industrial uses supported by daily retail and service needs. Live/work units and adaptive reuse to household dwellings are the predominantly allowed types of housing in IX4, and IX3 allows for all types of housing. The IX4 Use District includes regulations for the size of live/work units and requires a minimum area allocated towards non-residential uses permitted in the Office Use Group, or the Agricultural, Heavy Commercial, and Light Industrial Use Categories. Permanent Supportive Housing and 100% Affordable Housing Projects are not required to provide live/work units or a minimum area allocated towards non-residential uses in IX4.

> Industrial-Mixed 3 (IX3) promotes a mixing of uses that support creative production industries, accommodating a wide variety of employment, cultural, and recreational opportunities while supporting vulnerable residents with affordable housing and social services and facilitating the efficient management of municipal resources.
>
> Industrial-Mixed 4 (IX4) supports office and commercial uses, as well as research and development, wholesale, and light industrial uses. The Use District allows for a limited amount of live/work units. The Use District is intended to promote productive industries and entrepreneurial activities.

*Markets.* Market areas are Mid-Rise to Moderate-Rise Medium buildings that accommodate wholesale, retail, limited housing, and goods movement activities. As bustling centers of commercial activity, these places are characterized by porous, fine-grained blocks – each with its own mini-economy of specialized commercial offerings. At each of these nodes, local and regional patrons spill out from the storefronts onto sidewalks and active alleys, creating a high-energy

street life that is sustained throughout much of the day and night. Adaptive reuse and rehabilitation of existing structures and warehouses maintain the unique character and support sustainable development. The purpose of this designation is to foster nodes of activity sustained throughout much of the day and night by accommodating wholesale, commercial, retail, goods movement, creative office, live/work, and limited residential uses.

Markets areas are characterized by the Form Districts with maximum allowable FARs ranging from 6:1 to 8.5:1. Development regulations include minimum street walls, high ground floor transparency, and fine-grained blocks with multiple building entrances to create a porous environment. These Form Districts encourage adaptive reuse and rehabilitation of existing structures to promote a resourceful and sustainable approach to development. These Form Districts allow for building frontages including active alleys and shopfronts to encourage an active pedestrian environment.

Markets areas are characterized by the Industrial Mixed Use Districts, specifically, Industrial-Mixed 1 (IX1), Industrial-Mixed 2 (IX2) and Industrial-Mixed 3 (IX3) allowing for a mix of residential hotel, live/work, retail, creative office, wholesale, heavy commercial, assembly and light manufacturing, and warehousing, institutional, or urban agricultural uses to function in close proximity to one another, or in the same structure.

> *Industrial-Mixed 1 (IX1)* allows for a mixed-use community with a focus on light industrial uses, office, research & development uses, social services, and multi-family housing limited only to restricted affordable income levels.
>
> *Industrial-Mixed 2 (IX2)* use district supports the ability for productive sectors to cluster - such as product fabrication, wholesale, retail, distributions use, and professional office. The only type of housing allowed is through adaptive reuse of existing buildings to live/work units.
>
> *Industrial-Mixed 3 (IX3)* can be used in the Hybrid Industrial General Plan Designation. The IX3 District is intended to promote a mixing of uses that support creative production industries and accommodate a wide variety of employment, cultural and recreational opportunities while supporting vulnerable residents with affordable housing and social services.

*Villages.* Villages are characterized by fine-grained and porous development patterns, such as smaller lot sizes, smaller or irregular block sizes, and smaller-scale commercial tenant spaces. Retail uses on the ground floors of active streets and alleys in these areas provides a lively and safe pedestrian atmosphere. A range of housing types for all incomes and family sizes are integrated with commercial uses such as restaurants, retail, services, and small professional offices to create complete neighborhoods. These walkable centers serve as historic and cultural regional market destinations. Adaptive reuse of historic structures and infill development on small lots is responsive to the historic and cultural legacy of these areas. The purpose of this designation is to ensure a range of housing types for all incomes and family sizes that are integrated with commercial uses such as restaurants, retail, services, and small professional offices to create complete neighborhoods and active streets and alleys and to retain a lively and safe pedestrian atmosphere for existing residents and new neighbors.

Village areas are characterized by the Low-Rise Medium to Mid-Rise Narrow Form Districts with the maximum permitted FAR ranging from 3:1 to 6:1 and height limits of 3 to 5 stories. Development standards guide the development of low-scale structures and ensure that adaptive reuse of historic structures and infill development are responsive to the historic and cultural legacy of these areas. These Form Districts reinforce both a street facing and inward orientation by allowing for a range of outdoor amenity spaces to be incorporated into its overall development pattern.

Village areas are characterized by the Residential-Mixed and Commercial-Mixed Districts. More information for CX1 and CX2 can be found under Transit Core and Community Center.

> *Residential-Mixed (RX1)* allows for a broad mix of uses necessary for a community's primary commercial district, including commercial and service uses, and housing uses, while also serving as a regional destination.

*Open Space.* Open Space allows for open spaces to be preserved as natural resources or used for outdoor recreation opportunities as well as emphasize agriculture-related uses while also allowing for residential uses. Open Space is characterized by Very Low-Rise Full, Low-Rise Full, and Mid-Rise Broad Form Districts.

> Agricultural 1 (A1) allows for the protection and preservation of agricultural resources and helps facilitate the efficient management of municipal resources.
>
> Open Space 1 (OS1) is intended to protect and preserve natural resources, provide outdoor recreation opportunities, and facilitate the efficient management of municipal resources.

*Public Facilities.* Public Facilities areas are home to governmental, institutional, and cultural functions for the City and provide for the use and development of land owned by a government agency. This includes facilities that are owned and operated by Federal, State, or local governments, public facilities, or joint public and private developments, which are used to provide governmental or public services. Public Facilities serve as centers of democratic practice and public life. A variety of structures, site layouts, and building designs flexibly support civic activity, facilitate internal circulation, and contribute to an active public realm. Public spaces are prevalent and integral to these places, creating a lively atmosphere with frequent programming and public events. Land uses include government offices, libraries, schools, medical facilities, and service systems to support quality of life within the City. Retail, office, hotel, and limited residential uses are integrated with civic uses, encouraging street life and extending hours of activity beyond the work day. Public Facilities varies in size and structure and are characterized by Low-Rise Full, Low-Rise Medium, Low-Rise Narrow, Mid-Rise Broad, Mid-Rise Full, Mid-Rise Medium, Mid-Rise Narrow, Moderate-Rise Medium, High-Rise Broad, and High-Rise Medium.

> Public 2 (P2) allows for the use and development of land owned by a government agency.

*Medium Neighborhood Residential.* Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. Buildings are typically oriented toward the street.

Neighborhood Residential areas are characterized by Low-Rise Medium to Low-Rise Narrow Form Districts with a maximum permitted FAR of 3:1 and a height limit of 3 to 6 stories.

Regulations for these Form Districts guide development of traditional housing forms and neighborhood features. This includes multi-family duplex, triplex, apartment buildings, and single-family homes with front yard setbacks, and landscaping that contribute to an inviting public realm.

Medium Neighborhood Residential areas are characterized by the Residential Use District particularly the Residential General 1 (RG1) and Residential Neighborhood Amenity 1 (RX1) Use Districts.

> Residential 1 (RG1) prioritizes household living and multi-family residential uses and accommodates a wide variety of housing types. This district allows for limited institutional

uses such as community centers, garden centers, and parks and efficient management of municipal resources.

An explanation of the Residential-Mixed (RX1) district can be found previously discussed in the Village plan designation section.

*Production.* Production areas protect and sustain industrial activity while serving as a regional jobs base for a range of training skills and education levels. Buildings in these areas are flexible, durable structures that accommodate evolving and innovative industries including light assembly and manufacturing, clean technology, incubators, and research & development facilities. The large-format structures in flexible lot configurations balance goods movement, loading, and distribution needs with pedestrian-scaled design that supports a healthy environment for all users.

Production areas are characterized by Very Low-Rise Full, Low-Rise Full, Mid-Rise Broad, and Mid-Rise Medium Form Districts with FAR's generally limited to a maximum of 4.5:1. Regulations for these Form Districts guide development of large-format structures in flexible lot configurations to balance goods movement, loading, and distribution needs with pedestrian-scaled design that supports a healthy environment for all users. Production areas are characterized by the Industrial Districts.

Industrial 1 (I1) is intended to be a center of employment for heavy commercial and light manufacturing activity including research and development facilities, clean technology incubators, production, distribution, wholesale and manufacturing uses.

Industrial Heavy 1 (I2) allows for the same breadth of heavy commercial and light industrial uses as I1, while also accommodating the highest intensity of industrial activity, such as heavy manufacturing and storage, resource extraction, and dismantling facilities while minimizing potential disruptions to surrounding uses.

**Proposed Frontage Districts**

Frontage Standards regulate the dimensions of frontages using metrics like parking setbacks, the design and spacing of building entrances, front yard landscaping, blank wall width, and ground story height. Character Frontages ensure that new construction is compatible with the existing built environment in districts that have a distinctive visual character. Each parcel will be assigned a Frontage District designation, which further implements the goals and policies for each General Plan Designation by governing how a building facade interfaces with the street and shapes the built environment. The Frontage District regulates maximum setbacks from the primary and side street lot lines, ground floor story height, the amount of transparency (such as windows) required, pedestrian entry requirements and spacing. There are thirteen Frontage Districts being applied throughout the Downtown Plan Area. Their application throughout the Downtown Plan Area is tailored to meet a range of objectives, such as high pedestrian walkability, flexibility of function over time, and reinforcing existing built patterns and architectural features.

Frontage Districts are applied to properties within Downtown Plan Area based on a number of factors, including existing uses and development patterns, transit accessibility, and anticipated, future uses and development patterns. Much of the Downtown Plan Area is transit accessible and walkable today and Frontage Districts that encourage and reinforce this pattern will be prevalent. Frontage Districts such as Alley Shopfront and Markets recognize the unique development patterns that exist in Downtown today and are designed to ensure new development continues, and in some instances expands existing desirable development patterns. Frontages are also used to reinforce the unique features of Downtown neighborhoods that contribute to their distinct character.

Character Frontages ensure that new construction is compatible with the existing built environment in districts that have a distinctive visual character and historic context in specific Downtown Plan Areas such as the Arts District or Historic Core.

**Proposed Development Standards Districts**

Each parcel will be assigned a Development Standard Set, which distinguishes areas within the City based on their physically built environment and functional aspects relating to mobility options. These Development Standard sets package together requirements relating to parking and access, buffers and screens, landscaping, and on-site sign requirements.

Development Standards District 5 is being applied to a majority of the Downtown Plan Area. It is designed to account for walking, bicycling, and transit as the primary modes of transportation, and thus requires no minimum parking.

Development Standards District 6 is being applied to the southeastern portion of the Downtown Plan Area, where the Production Designation is being applied. This Development Standards District is intended to support industrial activity and facilitate goods movement and thus mandates no minimum parking. Parking can be provided in surface lots or other configurations to accommodate a range of functions including loading, distribution and goods movement.

**Development Standards Rules**

The New Zoning Code also includes development standards intended to apply anywhere the New Zoning Code is applied, as applicable, and are not unique to a specific built environment or context. These standards include regulations for the following: site design, including location and characteristics of access, parking, landscape and other site features. These development standards will apply to the Downtown Plan Area based on the designated Zoning Districts and relevant regulations.

**Proposed Community Benefits Program**

A feature of the Proposed Project is an integrated zoning incentive system that links development capacity and public benefits. Under this system, proposed developments would be eligible for increased Floor Area or height in exchange for providing additional public benefits. Figure A.4 illustrates the zones with a maximum base and maximum allowable floor area ratio (FAR). The Base allowable FAR would be permitted by-right. In order to take advantage of the maximum allowable FAR, the project would need to provide public benefits in the form of affordable housing, open space, historic preservation, or community facilities. The proposed menu of public benefits including affordable housing; publicly accessible open space; preservation of historic resources; and community amenities, are tailored to the needs of Downtown. The process and requirements for utilizing this zoning incentive system are outlined in Article 9 (Public Benefits Systems) of the New Zoning Code. Additional standards and guidelines specific to the Downtown Plan Area are described in the Downtown Plan CPIO.

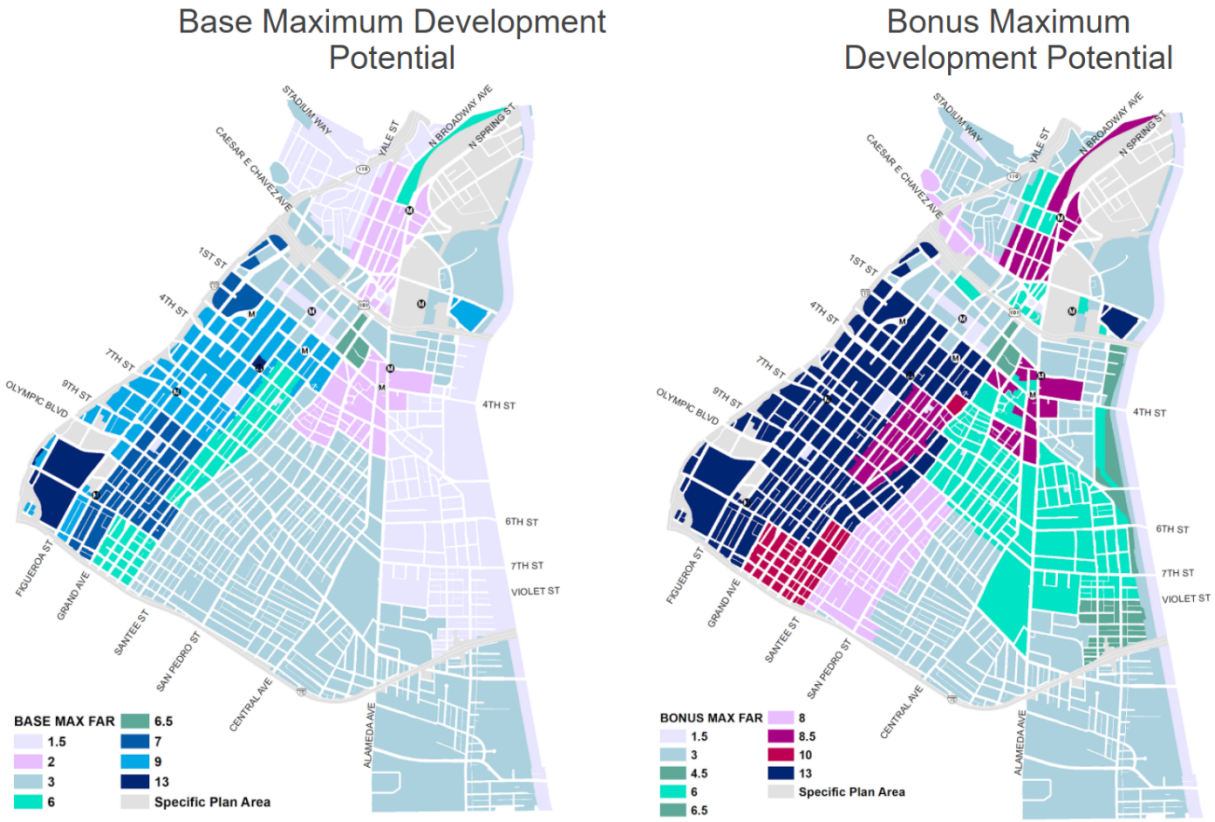



*Figure A-4, Proposed Plan Floor Area Ratio (FAR) Maps*

**Adaptive Reuse**

The City's current Adaptive Reuse Program allows for the retention and conversion of existing, historically significant buildings to dwelling units. The Adaptive Reuse program has served as a catalyst for Downtown development. The Proposed Project aims to expand opportunities for adaptive reuse in order to increase opportunities for new housing and support sustainability measures by reusing existing buildings. Under the Proposed Project, the proposed Downtown Adaptive Reuse Program will be expanded to allow for the conversion of eligible buildings to any use permitted or conditionally permitted by the designated Use District of the property. Additionally, the eligibility date will be changed from buildings built before 1974 to buildings that are 25 years or older. Rehabilitation that occurs within the existing building envelope and 1 story rooftop additions will be exempt from the calculation of FAR. The provisions of this Section shall apply to adaptive reuse projects in all or any portion of the following buildings in the Downtown Plan Area:

- Buildings constructed in accordance with building and zoning codes in effect at the time they were built and are at least 25 years old. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction;

- Buildings designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Districts established pursuant to Div. 13B.8. (Historic Preservation) are also eligible buildings;

- Any parking garage or structure, or parking area of any existing building, with a Certificate of Occupancy which was issued at least 10 years prior to the date of application.

**Downtown Community Plan Implementation Overlay**

The CPIO is a zoning tool that is intended for adoption along with the Proposed Plan. The CPIO Ordinance is provided in Exhibit B.1. The CPIO contains supplemental regulations for development to those in the New Zoning Code to implement many of the goals and policies of the Proposed Plan. The CPIO strives to:

- Implement the goals and policies of the Proposed Plan;
- Create building floor area and height incentives tailored to the neighborhood context and development patterns;
- Encourage housing that is affordable to a variety of income levels and household types;
- Create approval processes for development projects that enable infill development with positive community impacts;
- Promote access to public open space and community facilities that meet the needs of the community;
- Promote the overall health and sustainability of the community that resides, works, and recreates in the Downtown Plan Area;
- Preserve and protect neighborhood identity, including protecting cultural and historic resources and distinctive character defining elements of existing urban form;
- Promote strong urban design and ensure that development enhances the aesthetic character of the community; and
- Maintains appropriate land uses.

The CPIO Subareas consist of the Community Benefits Program Subarea A, Bunker Hill Pedestrian Plan Subarea B, and Civic Center Development Standards Subarea C.

**Community Benefits Program Subarea A**
The Community Benefits Program (CBP) Subarea A strives to introduce more mixed-income and 100 Percent Affordable Housing, provide access to public open space and community facilities, and facilitate the preservation and rehabilitation of historic resources in the Downtown Plan Area. This Subarea includes a tiered incentive structure that prioritizes mixed-income and 100 Percent Affordable Housing. Within the Subarea, unique zones tailor the incentives to the surrounding context, offering greater intensities of FAR and height around fixed rail transit stations and bus corridors, all while considering the identity of neighborhoods. Required rates of on-site affordable housing and other provisions identified for Subarea A are found within Chapter 1A, Article 9 of the New Zoning Code.

**Bunker Hill Pedestrian Plan Subarea B**
The purpose of Subarea B is to implement and preserve, throughout the Bunker Hill Area, the long-standing, integrated network of pedestrian linkages established in the previously adopted Bunker Hill Specific Plan. This network of linkages is applicable to all properties and projects within this Subarea.

**Civic Center Development Standards Subarea C**
The purpose of Subarea C is to enable transfer of floor area rights across adjacent city-owned parcels within the Civic Center area. This provision maintains an overall limit on development

capacity within the district while allowing flexibility to accommodate future civic projects to meet City facility needs and achieve an active and world-class Civic Center environment.

**Historic Resources Subarea D**
The purpose of this Subarea D, which includes neighborhoods that have an abundance of historically and architecturally significant buildings, is to guide the ongoing restoration and/or rehabilitation of these structures through an additional level of review.

**Appendix A - Environmental Standards**
Appendix A details Environmental Standards that implement the Mitigation & Monitoring Program included as part of the Proposed Plan update and reviewed in the Downtown Environmental Impact Report.

**Appendix B,C, and D Best Practice**
The Best Practices in Appendices B, C, and D of the CPIO provide resources that encourage livable and sustainable development in Downtown Los Angeles but are not mandatory or to be used for the review, approval, conditioning, or denial of any Projects, including those requiring an Administrative Clearance, Director's Determination, CPIO Adjustment, CPIO Exception, or any other Discretionary application filed within the CPIO Boundaries. This is to comply with the Housing Crisis Act, SB 330, which prohibits new non-objective design standards.

***Other Amendments***

Below is a discussion of the proposed updates to planning overlays as part of the Downtown Plan Area.

**Design Guidelines**

The Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide") applies to a majority of the Central City Community Plan Area, excluding the central industrial area. The Downtown Design Guide is a set of urban design standards and guidelines to enhance building design and create a high-quality and consistent public realm that emphasizes walkability, sustainability, and transit use in Downtown.

The Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide" or "Design Guide") will be rescinded as part of the Proposed Plan. Standards within the existing Design Guide have been incorporated into the New Zoning Code provisions, such as Form District, Frontage, or Development Standards. Remaining guidelines regarding public realm improvements have been memorialized as best practices in the CPIO appendix.

The Downtown Street Standards will be moved to an appendix to the Downtown CPIO and will still be applicable to any Downtown development project or City-initiated project with a modified street designation.

**Greater Downtown Housing Incentive Ordinance**

The Greater Downtown Housing Incentive Ordinance, which incentivizes the production of new housing located in redevelopment project areas, will be amended by the Proposed Plan and be replaced by the Downtown Community Benefits Program.

**River Improvement Overlay (RIO)**

The Proposed Plan will amend the River Improvement Overlay maps to remove the Downtown Plan Area. The RIO is a special use district that requires new development projects to achieve requirements and guidelines along the Los Angeles River. Applicable development regulations and measures to protect sensitive biological resources in the existing Los Angeles River Implementation Overlay (RIO) will be incorporated into Frontage Districts and General Development Standards of the New Zoning Code. Additional standards outlined in the RIO Ordinance are incorporated into the Proposed Draft of the Zoning Code to avoid redundancy.

**Specific Plans and other Overlays**

The Bunker Hill Specific Plan will be rescinded as part of the Proposed Plan. The purpose and provisions of the Bunker Hill Specific Plan will be implemented through the Proposed Draft of the Zoning Code.

The following overlays will *not* be amended as part of this Project:

- The Broadway Streetscape Master Plan applies to properties fronting Broadway from First Street and Twelfth Street. The Master Plan was established to create a multi-modal, pedestrian focused street that can support and revitalize the historic theater district. The Streetscape guidelines call for expanded sidewalks with street elements and limited landscaping to enhance pedestrian interest and activity along the street.

- The Broadway Sign Supplemental Use District (Broadway Sign District) will remain unchanged and continue to be in effect as part of the Proposed Plan.

- The Oil Drilling Districts will remain unchanged and continue to be in effect as part of the Proposed Plan.

Below is a discussion of the proposed updates to General Plan elements as part of the Proposed Plan.

**Framework Element**

The Proposed Plan includes amendments to Chapter 3 of the General Plan Framework Element to include two new policies and introduces Appendix A, a supplemental table outlining the 11 General Plan Land Use designations and corresponding zones being applied in the Downtown Plan Area. The new General Plan Land Use designations table provides guidance on zoning correspondence for projects using Chapter 1A of the Proposed New Zoning Code. Two new policies, and other related text amendments, seek to clarify existing Framework policies related to Industrial land. Additional clean up amendments are proposed, including those to address the change from 35 to 34 community planning areas.

**Circulation Element (Mobility Plan 2035)**

Street and Network Reclassifications. The City's streets are organized by official standard street designations or classifications, established in the General Plan Circulation Element, called Mobility Plan 2035, and standard street dimensions depicted in the Department of Public Works Standard Street Plan. Actual street dimensions vary from standards due to historic development patterns where streets were built to different standards, often with narrower roadways. In many of these circumstances, older streets are incrementally widened through street dedications from new development. Existing non-standard street dimensions, land uses, lot depths, and volume of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension

than the citywide adopted standards. In these cases, classifications of streets and street segments can be modified to meet the specific needs of the community.

The Proposed Plan amendments include street re-designations for specified streets in the Arts District in order to enhance pedestrian safety and connectivity, preserve the historic industrial legacy of the area in which "curbless" streets are common, and facilitate the future implementation of shared street and green street design. The Proposed Plan also includes refinements and updates to the enhanced network designations throughout the Downtown Plan Area. The recommended street reclassifications and updated enhanced networks can be found in Exhibit A.7.

**Community Redevelopment Areas**

Community Redevelopment Areas (CRA) are areas identified for revitalization through the building of new housing and commercial projects. Prior to 2012, the Community Redevelopment Agency of Los Angeles (CRA/LA) was the agency in charge of developing, implementing, and overseeing CRA projects in the City. The passage of AB1x-26 and the California Supreme Court's decision in California Redevelopment Association v. Matosantos in 2012 effectively abolished redevelopment agencies in the State. Since the dissolution of the CRA/LA, activities in the redevelopment project areas have been administered through the Designated Local Authority (DLA) In December 2019, the City of Los Angeles established the authority to implement the land use plans and functions of all Redevelopment Plans. The Downtown Plan Area includes three CRAs:

- The Chinatown Redevelopment Plan (expires January 2022) designates land uses and specifies the Agency's powers and requirements in addressing the review of development projects. The Redevelopment Plan Area is generally bounded by Cesar E. Chavez Avenue to the south, Solano Avenue to the north, Alameda Street to the east, and shares the Downtown Plan Area boundary to the west.

- The City Center Redevelopment Plan (expires May 2033) designates land uses, specifies the Agency's powers and requirements in addressing the review of development projects, identifies distinct development areas within the Redevelopment Plan Area (i.e., City Markets, South Park, Historic Downtown), and includes specific requirements for development within the Redevelopment Plan Area. The Redevelopment Plan Area is generally bounded to the south by the I-10; to the west by Figueroa Street, Grand Avenue, and Hill Street; to the north by Second Street; and to the east by Los Angeles Street, San Pedro Street, Stanford Avenue, and Griffith Avenue.

- The Central Industrial Redevelopment Plan (expires November 2033) designates land uses and specifies the Agency's powers and requirements in addressing the review of development projects and includes specific requirements for development within the Redevelopment Plan Area. The Redevelopment Plan Area encompasses most of the area bounded to the south by the I-10; to the west by Stanford Avenue and San Pedro Street; to the north by Third Street; and to the east by Alameda Street. It also encompasses an irregularly shaped area that is generally bounded by Washington Boulevard to the south, the train tracks paralleling the Los Angeles River to the east, Third Street to the North, and Lemon Street, Wilson Street, and Alameda Street to the west.

Section 502 of the City Center and Central Industrial Redevelopment Plans, provided that upon update of the Community Plan or its implementing zoning ordinances, with regard to land use in the Redevelopment Plans area, the Redevelopment Plans were to be automatically modified

without a formal amendment process to ensure the Redevelopment Plans conform to the Community Plan or its implementing zoning ordinances.

The Proposed Project, with its implementing zoning ordinances, includes contemporary land use and zoning strategies to address economic development and a broad range of employment opportunities, promote the rehabilitation and preservation of historic structures, facilitate a built environment founded in strong urban design principles, provide for various housing needs, and promote the provision of public and social services. The Proposed Project provides a complete vision and regulatory scheme for the land uses in the Downtown Plan Area. The provisions of the Redevelopment Plans intended to regulate, control, or shape the use and development of land in the Redevelopment Plans area, including without limitation, sections cited below are in conflict with the Proposed Plan and its implementing ordinances because they, (1) prohibit what is allowed under the Proposed Plan and its implementing ordinances; or (2) allow what is prohibited under the Downtown Community Plan or its implementing zoning ordinances; or (3) add undesirable additional regulations, processes, costs, and burdens on the City, property owners, and developers that impede or prevent beneficial and urgently needed housing and other desirable uses in the Redevelopment Plans area. As such, any provision in the Redevelopment Plans that purports to regulate, control, or shape the development of land in the Project Area, including but not limited to those provisions cited below are, is in conflict with, and does not conform to, the allowed land uses in the Downtown Community Plan.

- City Center: Section 400-411, 500-521, 523-524, and 700; Design and Development plans.
- Central Industrial: Section 400-410, 500-521, 523, 524, and 700; Design and Development plans.

Notwithstanding the above, Section 522 of the City Center Redevelopment Plan, and the Central Industrial Redevelopment Plan allowed for the adoption of Designs for Development plans that set forth specific development regulations. Both the City Center and Central Industrial Redevelopment Plans set forth Designs for Development titled Development Guidelines and Controls for Residential Hotels in the City Center and Central Industrial Redevelopment Project Areas. This Design for Development plan sets forth unique regulations related to the preservation of residential hotels that are not in conflict with the Proposed Plan, and which remain in effect until such a time as the City Center and Central Industrial Redevelopment Plans expire (2033). All other Designs for Development are in conflict with the Proposed Plan, for reasons stated above, and should be considered superseded by the Downtown Plan and its implementing ordinances pursuant to Section 502 in both plans, and pursuant to the City's Charter authorities over land use.

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

**Other Plan Components**

In addition to the General Plan Land Use Map amendments, Community Plan text amendments, Zoning Changes, and Downtown Design Guidelines, the Proposed Plan includes a number of other components:

- The Transfer of Floor Area Rights (TFAR) Ordinance and associated program will no longer be in effect as part of the proposed Downtown Plan.
- A new Pipeline Parking Ordinance will be adopted. This ordinance removed minimum parking requirements for Pipeline Projects utilizing Chapter 1 of the LAMC.
- A new Community Plan Consolidation Ordinance will be adopted. This ordinance allows for the update of Community Plan Area name and number references. References to

Central City and Central City North Community Plan Areas will be amended to say Downtown Community Plan Area and references to 35 Community Plan areas will be updated to say 34 Community Plan areas.

## Components of the New Zoning Code

### Article 1 – Introductory Provisions

Article 1 provides an overview of the New Zoning Code, including its intent and applicability. The intent of the New Zoning Code is to provide a comprehensive regulatory system that implements the goals, objectives, and policies of the City's adopted General Plan and land use plans, in addition to meeting various other policy goals specified in Article 1.

Article 1 also describes the organization of the New Zoning Code, establishes different types of Zoning Districts, and introduces the modular zone string (Figure A-2). It provides standards for creating Zoning Code Maps, defining and modifying Zoning District boundaries, and designating certain areas as being subject to special development standards or regulations, such as the Local Affordable Housing Incentive Map or Targeted Planting Map. Finally, Article 1 carries over existing rules for the provision of temporary shelter and the reconstruction of destroyed or damaged buildings during and after declared emergencies.

### Article 2 – Form Districts

Article 2 establishes Form Districts, the first component of the zone string. Form Districts generally govern the scale and intensity of development, as well as the placement of a building on a lot.

Part 2A introduces the Article and how it generally applies in relation to the rest of the New Zoning Code, as well as including a helpful "How to Use This Article" section. Part 2B includes the available Form Districts. Part 2C includes the Form Rules that outline the definition, intent, applicability, measurement, standards, and relief mechanism for each regulation, or "metrics", found in a Form District.

*Presentation and Metrics*

The metrics for each Form District are presented in a graphic, two-column format, with each column containing several precise regulations as well as a corresponding illustration. Each Form District specifies a different set of values for these metrics. An example of the regulations for one of the Form Districts in the New Zoning Code is shown in Figure A-5.

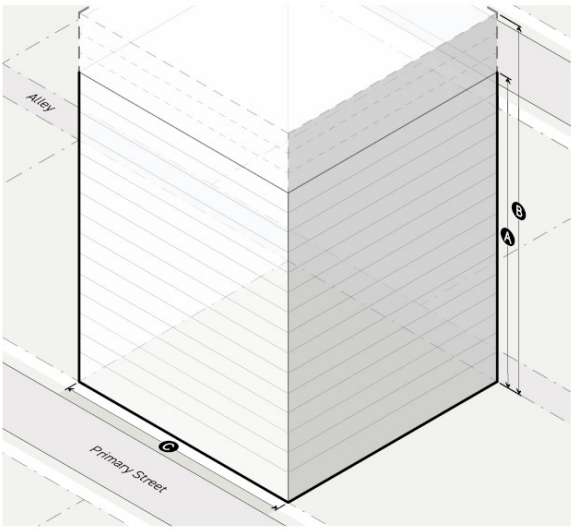
SEC. 2B.13.1. **MID-RISE MEDIUM 1 (MM1)**

**A.** Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| Lot area (min) | n/a |
| Ⓐ Lot width (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| Ⓑ Building coverage (max) | 90% |
| Building setbacks | |
| Ⓒ Primary street (min) | 0' |
| Side street (min) | 0' |
| Ⓓ Side (min) | 0' |
| Rear (min) | 0' |
| Ⓔ Alley (min) | 0' |
| Special: River (min) | 20' |
| Special: Other (min) | 0' |
| **3. AMENITY** | *Div. 2C.3.* |
| Ⓕ Lot amenity space (min) | 15% |
| Residential amenity space (min) | 10% |

**B.** Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| Base FAR (max) | 1.5 |
| Ⓐ Base height in stories (max) | 15 |
| Bonus FAR (max) | 4.5 |
| Ⓑ Bonus height in stories (max) | 18 |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| Ⓒ Building width (max) | 160' |
| Building break (min) | 15' |

*Figure A-5: Example of Form District Regulations*

Metrics grouped under “Lot Parameters” pertain to lot size (including minimum area and width), coverage (maximum Building Coverage and Setbacks), and minimum Amenity Space (further broken down into Lot Amenity Space and Residential Amenity Space). Metrics falling under “Bulk and Mass” include maximum Floor Area Ratio (base and bonus, as applicable), maximum building height (if any), minimum upper-story setbacks (if any), and maximum building width.

*Organization and Nomenclature*

Form Districts are grouped and named according to their maximum floor area ratio (FAR) and building width. The FAR categories are Very Low-Rise, Low-Rise, Mid-Rise, Moderate-Rise, and High-Rise. The building width categories are Narrow, Medium, Broad, and Full. Within these groupings, Form Districts are distinguished by a variation number, which may reflect differences in base FAR, setbacks, and/or other metrics compared to other Form Districts in the same grouping. For example, the Low Rise Medium 1 (LM1) Form District allows low-rise development (up to 3.0 FAR with bonus), medium building width (maximum 160 feet), and is the first Form District in a larger grouping.

In total, the New Zoning Code includes 26 individual Form Districts—listed in Part 2B of Article 2 and arranged into 11 groupings—to guide development according to the varying scales, intensities, and massing that are found in, and characteristic of, the Downtown Plan Area. It is anticipated that a wide range of Form Districts will be needed to accommodate the various scales of development found across the City, from rural and estate-scale single-family neighborhoods to high-intensity, high-rise areas. Thus, additional Form Districts may be incorporated into Article 2 with future Community Plan updates.

*Form Rules*

Article 2 also includes Form Rules that provide supporting standards, definitions, and measurements for the metrics included in the Form Districts. Notably, the New Zoning Code's definition of Floor Area Ratio (FAR) is modified from the current Zoning Code such that Lot Area, rather than buildable area (i.e., the area remaining after required setbacks and yard spaces have been subtracted), serves as the basis for calculating the maximum Floor Area allowed on a Lot. These changes are intended to make the calculation of maximum Floor Area simpler and more consistent. The maximum FAR values specified for the various Form Districts have been calibrated to account for these changes in measurement so as to avoid unintended effects.

Also of note is the introduction of Amenity Space, which replaces the current Zoning Code's minimum requirements for usable and common open space. Whereas required open space is currently calculated based on the number of residential units on a lot, the New Zoning Code calculates the amount of required Lot Amenity Space based on Lot Area. Where applicable, the New Zoning Code imposes a further requirement for Residential Amenity Space, calculated based on the amount of Floor Area contained in all the residential units on the lot.

Lot Amenity Space may be covered so long as it is not enclosed and the covering satisfies a minimum clear height requirement, allowing for more creative amenity space configurations that work with Los Angeles's currently mild, sunny climate and aid climate adaptation. Each Form District specifies the amount of Lot Amenity Space and Residential Amenity Space required.

**Article 3 – Frontage**

Article 3 establishes Frontage Districts, the second component of the zone string. The Frontage District governs how a site or building addresses abutting streets, parks, pedestrian amenity spaces, waterways, or other public spaces. Frontage Districts are intended to help achieve many of the urban design objectives that the current Zoning Code addresses through overlays, reducing the need to create a new overlay district in each instance where a particular design outcome is desired.

Part 3A introduces the Article and how it generally applies in relation to the rest of the New Zoning Code, as well as including a helpful "How to Use This Article" section. Part 3B includes the available Frontage Districts and applicable regulations for each. Part 3C includes the General Frontage Rules that outline the definition, intent, applicability, measurement, standards, and relief mechanism for each regulation, or "metrics", found in a Form District. Part 3D includes additional Character Frontage Rules.

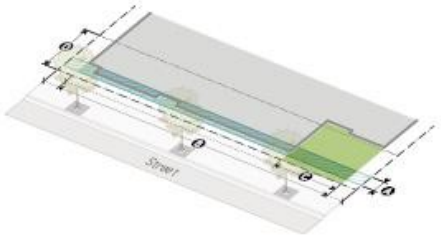
*Presentation and Metrics*

Similar to Form Districts, Frontage District regulations are presented in a graphic, two-column format with accompanying illustrations. There are two types of regulations, or "metrics" in each Frontage District: "Lot" and "Facade" as shown in Figure A-6. Lot metrics pertain to build-to dimensions, parking setbacks, and landscaping requirements. Facade metrics regulate wall

transparency, pedestrian entrances, and characteristics of the ground story. Character Frontages include additional types of metrics: “Stories”, “Facade”, “Doors”, “Windows”, and “Cladding”.

SEC. 3B.4.1. **SHOPFRONT 1 (SH1)**

A. Lot



| | Primary | Side |
|---|---|---|
| BUILD-TO | *Div. 3C.1.* | |
| Applicable stories (min) | 5 | 5 |
| Ⓐ Build-to depth (max) | 5' | 10' |
| Ⓑ Build-to width (min) | 90% | 70% |
| Ⓒ Pedestrian amenity allowance (max) | 20% | 10% |
| PARKING | *Div. 3C.2.* | |
| Ⓓ Parking setback (min) | 20' | 5' |
| LANDSCAPING | *Div. 3C.3.* | |
| Planting area (min) | 30% | 30% |
| Frontage yard fence & wall type allowed: | A2 | A2 |

B. Facade



| | Primary | Side |
|---|---|---|
| TRANSPARENCY | *Div. 3C.4.* | |
| Ⓐ Ground story (min) | 70% | 50% |
| Ⓑ Upper stories (min) | 30% | 30% |
| Ⓒ Active wall spacing (max) | 15' | 25' |
| ENTRANCES | *Div. 3C.5.* | |
| Ⓓ Street-facing entrance | Required | Required |
| Ⓔ Entrance spacing (max) | 50' | 75' |
| Required entry feature | No | No |
| GROUND STORY | *Div. 3C.6.* | |
| Ⓕ Ground story height (min) | | |
| Residential | 16' | 16' |
| Nonresidential | 16' | 16' |
| Ⓖ Ground floor elevation (min/max) | | |
| Residential | -2'/2' | -2'/2' |
| Nonresidential | -2'/2' | -2'/2' |

*Figure A-6: Example of Frontage District Regulations*

*Organization and Nomenclature*

Frontage Districts are grouped and named based on the type of environment in which they are intended to be used. The groupings contained in the New Zoning Code are Multi-Unit, General, Shopfront, Market, Warehouse, Dual, and Character Frontages. Dual and Character Frontage Districts are distinguished by unique names, while other individual districts are distinguished within their grouping by a variation number. The variation number reflects differences in the values specified for certain metrics compared to other Frontage Districts in the same grouping.

*Wide Range of Frontage Districts*

A wide range of Frontage Districts is needed to reflect the varied development patterns found throughout the City and to accommodate the unique needs associated with different types of uses. For example, the Shopfront Frontage is appropriate for highly walkable places with retail commercial uses. It requires frequent pedestrian entrances and high levels of ground floor transparency to contribute to an active sidewalk environment. The Warehouse Frontage, on the other hand, requires very little transparency, allows large amounts of blank wall area, and orients buildings around access for freight trucks. Intended to reflect the unique design attributes of specific neighborhoods or districts, Character Frontages include additional metrics pertaining to articulation and architectural features, as well as specific standards for entry features, windows, cladding materials, and roof design.

In total, 12 Frontage Districts are included in the New Zoning Code in order to carry out the goals and policies of the Proposed Plan. With future Community Plan updates and other planning and zoning efforts, additional Frontage Districts may be incorporated into Article 3 in order to meet the needs of various communities.

**Article 4 – Development Standards**

Article 4 establishes Development Standards Districts, the third component of the zone string. Development Standards regulate site design, including the location and characteristics of access, parking, landscaping, and other features of a site. Each Development Standards District provides regulations that are appropriate to a particular context, acknowledging that development outcomes considered desirable in one part of the City may not be as desirable in other areas.

Part 4A introduces the Article and how it generally applies in relation to the rest of the New Zoning Code, as well as includes a helpful "How To Use This Article" section. Part 4B includes the available Development Standards Districts. Part 4C includes the Development Standards Rules that outline the definition, intent, applicability, measurement, standards, and relief mechanism for each regulation, or "metrics", found in a Development Standards District, as well as those standards that apply anywhere the New Zoning Code is in effect.

*Presentation*

Each Development Standards District appears in a two-column format, with the left column containing an intent statement and the right column containing a table with the applicable standards for the district. The table is broken down into five topic areas: pedestrian access, automobile access, automobile parking, signs, and project review. The table directly establishes specific standards in some cases, but also refers to "packages" of standards that apply to a particular aspect of the site.

Within Part 4C, each package is presented as a table containing a detailed set of standards that can be applied selectively to one or more Development Standards Districts. General standards are presented primarily as text, with accompanying tables and illustrations where appropriate.

*Nomenclature and Organization*

The New Zoning Code identifies each Development Standards District by a number, with two districts provided for use in the Downtown Plan Area. These districts are numbered 5 and 6, with Districts 1-4 reserved for use in future Community Plan updates. A variety of additional and future Development Standards Districts will be required to accommodate the range of conditions found across the City.

*Development Standards Rules*

Development Standards Rules include "packages" that can be applied selectively to one or more Development Standards Districts, as well as general standards that apply anywhere the New Zoning Code is in effect. Examples of general standards include parking stall and bay dimensions, bicycle parking design and siting, types of plants allowed, and standards for wireless telecommunication facilities.

*Pedestrian Access:* The intent of the Pedestrian Access Division is to promote walkability, smooth the transition from the public realm to interior spaces, and ensure convenient pedestrian access to required entrances. Pedestrian access packages specify the location, configuration, and spacing of pedestrian access routes, as well as determining whether passageways through the

site are required. Examples of general pedestrian access standards include minimum walkway dimensions, criteria for pedestrian bridges and tunnels, and lighting requirements.

*Automobile Access:* The intent of the Automobile Access Division is to minimize conflicts between pedestrians, cyclists, and vehicle traffic while providing sufficient access to parking and vehicle use areas. Automobile access packages specify the number, direction, width, and location of vehicle access lanes. The division also includes general standards on vehicle use area design, loading, and queueing space.

*Bicycle Parking:* The Bicycle Parking Division incorporates general standards from the current Zoning Code for the provision of bicycle parking, including the number, design, and location of bicycle parking spaces.

*Automobile Parking:* The Automobile Parking Division regulates the provision of parking as well as the design of parking amenities.

Automobile parking packages specify the minimum quantity of off-street parking spaces required for various uses. With five parking packages A through E, the New Zoning Code offers the City the flexibility to require different quantities of parking for the same use in different contexts. Parking Package A, which applies to the two Development Standards Districts used in the Downtown Plan Area, does not specify a minimum quantity of parking for any use. In contrast, the requirements of Parking Package E approximate the minimum parking quantities in the current Zoning Code. Packages B, C, and D fall in between. It is anticipated that all five parking packages eventually will be applied in various parts of the City as Community Plans are updated.

General parking standards include tandem and valet parking requirements; electric vehicle charging requirements; the location, maintenance, landscaping, lighting, and surfacing of parking lots; parking space and aisle dimensions; and parking structure design and screening.

In another departure from the current Zoning Code, the New Zoning Code does not mandate that required parking spaces be located in a garage. Additionally, the New Zoning Code maintains an existing provision allowing required parking for nonresidential uses to be provided off-site within 750 feet of the subject use and extends the provision to residential uses, as well.

The New Zoning Code also allows two parking spaces to be credited toward the required number of standard automobile parking stalls for each electric vehicle charging station provided above the minimum number of charging stations required by the Green Building Code. This provision is intended to encourage new development and existing sites to provide additional charging stations that will help accelerate the City's transition away from carbon-emitting vehicles.

*Transportation Demand Management:* The Development Standards Rules incorporate current Transportation Demand Management (TDM) regulations, which aim to reduce the number of vehicle trips generated by development projects and promote alternatives to single-occupant vehicles. City Planning is currently engaged in a separate effort to update the TDM Ordinance, and will incorporate the most recently adopted version of the TDM Ordinance into the New Zoning Code.

*Plants:* The intent of the Plants Division is to use landscaping and tree canopy to improve sustainability and quality-of-life. General standards for tree planting, plant design, and installation apply to lots, amenity spaces, Frontage Districts, parking lots, fences, walls, and "landscape screenings." They establish the types of plants to be planted (shrubs, trees, etc.) and the locations and dimensions of landscaped elements, in addition to supporting State water management requirements.

Notably, the New Zoning Code determines the number of trees required to be planted based on Floor Area, regardless of use—a change from the current Zoning Code, which requires tree planting based on the number of residential units.

*Fences & Walls:* The Fences & Walls Division aims to balance the need for human-scale activation within and visual interest along the public realm with privacy for private ground floor uses. It establishes standards for a range of permitted fence and wall types, with allowable fence and wall types for front yards and other street-facing portions of a lot designated by the Frontage District, and allowable side/rear yard fence and wall types designated by the Use District. Also included are standards for fence and wall design and installation.

*Screening:* The Screening Division includes a range of screening types to conceal, obstruct, or protect the public realm and adjacent lots from potentially impactful activities, such as parking/loading areas, outdoor storage, and various types of outdoor equipment. Depending on the type of activity and/or location on the lot, the division provides multiple "screens" with standards for fence/wall dimensions, transparency, and required plantings. The Development Standards Rules and the Use District in which the lot is located determine whether and where a particular screen is required.

*Grading & Retaining Walls:* The New Zoning Code includes a placeholder for grading and hauling regulations, which are not applicable in the Downtown Plan Area but will be needed in designated Hillside Areas as other Community Plans are updated.

The New Zoning Code maintains the current retaining wall standards and translates them to work within the new zoning system. Notably, the updated retaining wall standards will apply within areas designated on City Planning's Hillside Area map, whereas the current Zoning Code applies retaining wall standards to areas defined by the Bureau of Engineering. It is anticipated that updated retaining wall standards will be needed in other hillside communities. However, this change will not occur until future Community Plans have been updated to use the New Zoning Code.

*Outdoor Lighting & Glare:* The Outdoor Lighting & Glare Division includes regulations preventing the trespass of light onto adjacent properties, in addition to standards that require minimum illumination for certain uses and limit the amount of illumination in certain zone districts. The glare standards prohibit the use of materials that typically create high levels of glare and generate excessive heat.

*Signs:* Sign standards regulate sign placement, size, materials, and safety (e.g., illumination of signs near roadways). Two sign packages are provided, both of which apply to on-site signs (i.e., those with information pertaining to an activity or business on the same site). Sign Package 1 generally maintains the rules for on-site signs from the current Zoning Code. Sign Package 2 is informed by current Specific Plans and overlays and incorporates pedestrian-oriented sign standards, including prohibiting digital signs and allowing for a new pedestrian sign type. These sign packages are supported by detailed provisions pertaining to various sign types (e.g., awning signs, wall signs, pedestrian signs), including illustrations.

The current Zoning Code regulations for off-site signs (i.e., billboards), temporary signs, and original art murals are incorporated into the New Zoning Code as part of the general sign standards.

The New Zoning Code makes minor changes to existing sign standards, such as clarifications of some existing regulations, additional definitions for sign types, and the elimination of content-related regulations.

*Site Elements:* The Site Elements Division includes standards for recycling areas and rooms, carrying forward the policies from 12.21.A.19 (Areas for Collecting and Loading Recyclable Materials) of the current Zoning Code. The Division also incorporates the policies from 12.21.F (On-Site Shopping Cart Containment) of the current Zoning Code, with modifications intended to increase the enforceability of the standards.

*Environmental Protection:* The Development Standards Rules will include enabling language for Environmental Protection Measures, a set of standards that will be used to implement the mitigation measures from the EIR in compliance with CEQA Guidelines Sec. 15126.4(a)(2), and create a framework to adopt other standards intended to protect the environment through administrative guidelines for future community plan updates or environmental planning projects.

*Development Review Thresholds:* The New Zoning Code includes two Development Review Packages that are designated through the applied Development Standards District. Development Review Threshold Package 1 carries over the standards from the current Zoning Code's threshold for Site Plan Review, renamed "Project Review" in the separately proposed ordinance establishing Article 13 (Administration) of the New Zoning Code. Under Development Review Package 1, Project Review would be required for projects creating or resulting in an increase of 50,000 square feet or more of nonresidential floor area or 50 or more dwelling units. Development Review Threshold Package 2 has a higher threshold, triggering Project Review for projects at least 500 feet in height, adding 500,000 square feet or more of nonresidential floor area, or adding at least 500 dwelling units. Development Review Package 2 is available only for those projects participating in the Community Benefits Program, established in Article 9 (Public Benefit Systems).

Details of the Project Review process are specified in the separately proposed ordinance establishing Article 13, the most recent draft of which identifies the Director of Planning as the initial decision-maker, with an appeal to the Area Planning Commission—consistent with the process for Site Plan Review under the current Zoning Code.

Additionally, projects subject to Development Review Package 1 are subject to a supplemental review process if they qualify as major development projects, defined as projects that add 250,000 square feet or more of warehouse floor area, 250 or more dwelling units, or 100,000 square feet or more of nonresidential, non-warehouse floor area. The supplemental review process requires appeals of the Director's decision to be heard by the City Planning Commission rather than the Area Planning Commission. Similarly, if the Director fails to act within the specified time limit, the applicant may request a transfer of jurisdiction to the City Planning Commission rather than the Area Planning Commission. Projects eligible to use Development Review Package 2 are not subject to supplemental review, even if they otherwise qualify as major development projects.

**Article 5 – Use**

Article 5 establishes standards for Use Districts, the fourth component of the zone string. Use Districts determine which uses are allowed on a property, as well as the level of permission associated with each use (permitted, permitted with limitations, conditionally permitted, or not allowed).

The two most important features of the New Zoning Code's regulation of use are a) the creation of groupings of uses with clear definitions, making the Code more easily adaptable to new uses that emerge over time; and b) the visual presentation of permitted uses in a table format, making the regulations for a particular use easier to find and understand.

Part 5A introduces the Article and how it generally applies in relation to the rest of the New Zoning Code, as well as including a helpful "How to Use This Article" section. Part 5B includes the

available Use Districts. Part 5C includes the Use Rules that outline use definitions, permission levels, as well as the definition, intent, applicability, measurement, standards, and relief mechanism for each metrics found in a Use District.

*Presentation*

The New Zoning Code presents use regulations in a visual table format where uses are shown on the far left column and each Use District is displayed in a single column across the top row, creating a matrix (Division 5B.1 of Article 5; see Figure A-7). The purpose of this matrix of Uses and Use Groups is to present the permission level assigned to each Use within each Use District.

| | OS1 *5B.2.1.* | A1 *5B.3.1.* | RG1 *5B.4.1.* | RX1 *5B.5.1.* | CX1 *5B.6.1.* | CX2 *5B.6.2.* | CX3 *5B.6.3.* | CX4 *5B.6.4.* | IX1 *5B.8.1.* | IX2 *5B.8.2.* | IX3 *5B.8.3.* | IX4 *5B.8.4.* | I1 *5B.9.1.* | I2 *5B.9.2.* | P1 *5B.10.1.* | P2 *5B.10.2.* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OPEN SPACE & RECREATION** | | | | | | | | | | | | | | | | |
| Indoor Recreation, Commercial | -- | -- | -- | P* | P* | P* | P | P | P | P | P | P* | P | P | A- | A+ |
| Nature Reserve | P | P | P | P | P | P | P | P | P | P | P | P* | P | P | P | P |
| Open Space, Public | P | P | P | P | P | P | P | P | P | P | P | P* | P | P | P | P |
| Outdoor Recreation, Commercial: | | | | | | | | | | | | | | | | |
| General | C3* | C2 | -- | -- | P | P* | P | P | P | P | P | P* | -- | -- | A- | A+ |
| Golf Course | C3* | P | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | A- | A+ |
| Recreation, Public | P* | P* | P* | P* | P | P | P | P | P | P | P | P* | P | P | P | P |
| Sports Arena & Stadium, Major | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3 | C3* | C3 | C3 | C3 | C3 |
| **TRANSPORTATION** | | | | | | | | | | | | | | | | |
| Airport | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | C3 | A- | A+ |
| Freight Terminal | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | C3 | C3 | A- | A+ |
| Heliport | -- | C2* | C2* | C2* | C2* | C2* | C2* | C2* | C2* | C2* | C2* | C2* | C2* | C2* | A- | A+ |
| Railway Facility | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | C3 | C3 | A- | A+ |
| Transit Terminal | -- | -- | -- | -- | P | P | P | P | P | P | P | P* | P | P | A- | A+ |
| **GENERAL COMMERCIAL** | | | | | | | | | | | | | | | | |
| Animal Sales & Services: | | | | | | | | | | | | | | | | |
| Pet Shop | -- | -- | -- | -- | P* | P* | P | P | P | P | P | P* | P | P | A- | A+ |
| Kennel | -- | -- | -- | -- | -- | -- | -- | -- | P* | P* | -- | -- | P* | P* | A- | A+ |
| Veterinary Care | -- | -- | -- | -- | P* | P* | P* | P* | P* | P* | P* | P* | P* | P* | A- | A+ |
| Commissary Kitchen | -- | -- | -- | -- | P* | P* | P | P | P | P | P | P* | P | P | A- | A+ |
| Eating & Drinking: | | | | | | | | | | | | | | | | |
| Alcohol Service | C2* | -- | -- | C2* | P* | C2* | C2* | P* | C2* | C2* | C2* | C2* | C2* | C2* | A- | A+ |
| Bar | -- | -- | -- | C2* | P* | C2* | C2* | P* | -- | C2* | C2* | C2* | C2* | C2* | A- | A+ |
| Cafe/Takeout | C1* | -- | -- | P* | P* | P* | P | P | P | P | P | P* | P | P | A- | A+ |
| Restaurant | C1* | -- | -- | P* | P* | P* | P | P | P | P | P | P* | P* | P* | A- | A+ |
| Entertainment Venue: | | | | | | | | | | | | | | | | |
| Indoor, Local | C2* | -- | -- | -- | P* | P* | P | P | P | P | P | P* | -- | -- | A- | A+ |
| Indoor, Regional | C3* | -- | -- | -- | C3 | P* | P | P | P | P | P | P* | -- | -- | C2 | C2 |
| Outdoor | C3* | C3 | -- | -- | C2 | P* | P | P | P | P | P | P* | -- | -- | C2 | C2 |
| Financial Services: | | | | | | | | | | | | | | | | |
| General | -- | -- | -- | -- | P* | P* | P | P | P | P | P | P* | -- | -- | A- | A+ |
| Alternative | -- | -- | -- | -- | -- | C2* | C2 | C2 | -- | -- | -- | -- | -- | -- | A- | A+ |
| Instructional Services | -- | -- | -- | P* | P* | P* | P | P | P | P | P | P* | P* | P* | A- | A+ |
| Lodging | -- | -- | -- | -- | P* | P* | P* | P* | C2* | -- | C2* | C2* | -- | -- | A- | A+ |
| Medical Clinic | -- | -- | -- | -- | P* | P* | P | P | P | P | P | P* | -- | -- | P* | P* |
| Office | -- | -- | -- | P* | P* | P | P | P | P | P | P | P | P* | P* | A- | A+ |

KEY: "P"= Permitted Use; "--"= Use Not Permitted; "*"= Use standard applies; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission; "#"= Use may be limited by adjacent Use District

*Figure A-7: Example of Use District Matrix*

The list of Uses is organized into Use Categories in order present broadly similar uses together. Most Uses within each Use Category are organized into Use Groups in order to indicate that those

Uses are to be understood as variations of the same type of activity, yet distinct enough to necessitate different permission levels or standards. Use Groups serve merely as organizing mechanisms and carry no regulatory meaning.

Each Use is assigned a permission level indicated by a letter or symbol in each column corresponding to a Use District. This communicates whether and to what degree a Use is permitted in each Use District. Each Use is defined in Division 5C.1 (Use Definitions) of Article 5.

*Organization and Nomenclature*

The New Zoning Code organizes Use Districts into nine categories: Open Space (OS), Agricultural (A), Residential (RG), Residential-Mixed (RX), Commercial-Mixed (CX), Commercial (C), Industrial-Mixed (IX), Industrial (I), and Public (P). Within each category, a variation number distinguishes individual Use Districts and indicates differences in the precise mix of uses, permission levels, and/or supplemental standards for specific uses or Use Groups. For example, the Commercial-Mixed 1 (CX1) Use District is the first district in the Commercial-Mixed type, which is intended to allow a mix of commercial and residential uses.

In total, the New Zoning Code provides 16 individual Use Districts to carry out the goals and policies of the Proposed Plan. Additional Use Districts are anticipated to be incorporated into Article 5 with future Community Plan updates.

*Use District Provisions*

Located in Divisions 5B.2–5B.10 of Article 5, Use District provisions restate the Use permissions contained in the table in Division 5B.1, but also specify additional Use Standards, Supplemental Standards, and Supplemental Procedures that may apply to an individual Use or to an entire Use Category within a particular Use District.

*General Use Standards and Use Rules*

Article 5 also contains General Use Standards and Use Rules that apply across all applicable projects and Use Districts. General Use Standards are tied to individual Uses. Use Rules, however, are not tied to any specific Use, and act as standalone requirements that apply to a variety of Uses and circumstances. For example, one Use rule requires certain industrial Uses to be enclosed by a solid wall and located at least 500 feet from Agriculture and Residential Use Districts.

In addition, many Use Definitions included in Division 5C.1 contain language that is regulatory in nature, in that the Use must always operate in a manner consistent with the Use Definition, including all performance criteria.

**Article 6 – Density**

Article 6 contains provisions pertaining to Density, the fifth component of the zone string. Density Districts determine the maximum number of household dwelling units or efficiency dwelling units (the new terms for what the current Zoning Code refers to as “dwelling units” and “guest rooms”) allowed on a lot in any Use District that identifies “dwelling” as a permitted use.

Part 6A introduces the Article and how it generally applies in relation to the rest of the New Zoning Code, as well as including a helpful “How to Use This Article” section. Part 6B includes the available Density Districts. Part 6C includes the Density Rules that outline the definition, intent, applicability, measurement, standards, and relief mechanism for each metrics found in a Density District.

*Organization and Nomenclature*

Part 6B of Article 6 sets forth two types of Density Districts that regulate the maximum density allowed on a lot. **Lot-Based Districts** specify the maximum number of units per lot without regard to lot area. The number of units permitted ranges from one to four, with the districts numbered 1L through 4L. **Lot Area-Based Districts** specify the minimum lot area per household dwelling unit and efficiency dwelling unit in square feet and are numbered by dividing the minimum number of square feet per unit by 100. For example, Density District 4 requires a minimum of 400 square feet per household dwelling unit, while Density District 20 requires a minimum of 2,000 square feet per household dwelling unit.

In addition, Density District FA indicates that the number of dwelling units is limited only by the maximum floor area for the Lot and other practical requirements of the New Zoning Code, with no density limit specified. Density District N indicates that dwellings are not a permitted use. The Proposed Project places most of the Plan Area in Density District FA, continuing existing policy in which the adopted regulations and General Plan Land Use Designations effectively provide for unlimited density within the maximum allowable floor area and other restrictions.

*Efficiency Dwelling Unit Density*

In Lot Area-Based Density Districts, efficiency dwelling units, (units serving as a primary residence containing only one habitable room and meeting other specifications), require only one-half the minimum lot area per unit of household dwelling units in the same Density District; e.g., 1,000 square feet per unit in Density District 20. In Density District 2, efficiency dwelling unit density is 100 square feet per unit.

*Density Rules*

Density Rules, located in Part 6C of Article 6, set forth basic requirements of the two different types of Density Districts, in addition to exceptions (e.g., for Accessory Dwelling Units), rules of measurement, and relief mechanisms.

**Article 7 – Alternate Typologies**

Alternate Typologies are pre-packaged exceptions to Zoning Districts that may be applied on an optional basis and are intended to produce specific built outcomes for certain types of uses or activities. Each Alternate Typology will specify the range of Zoning Districts and other specified criteria by which it is eligible to be used and will contain specially tailored regulations that supersede the requirements of the applicable Form, Frontage, Development Standards, Use, and/or Density Districts, as needed to achieve the intent of the Alternate Typology.

The New Zoning Code contains one Alternate Typology intended for application within the Downtown Plan Area, named Institutional 1. In many places Downtown, the Form and Frontage Districts prescribe standards such as minimum height, setbacks, and transparency that are generally oriented toward larger scale mixed-use commercial and residential development. These standards may be difficult for smaller institutional uses, such as museums, civic buildings, and cultural facilities, to meet given their more focused operational needs. The Institutional 1 Typology allows for greater flexibility to distinguish institutional buildings within the built environment through special Form, Frontage, and Use regulations.

**Article 8 – Specific Plans & Supplemental/Special Districts**

Article 8 regulates the adoption and amendment of Specific Plans, Supplemental Districts, and Special Districts. The New Zoning Code carries forward Specific Plans and several types of

"Supplemental Use Districts" from the current zoning code, including Specific Plans, Community Plan Implementation Overlays, Historic Preservation Districts, Community Design Overlays, Oil Drilling Districts, and Sign Districts. When there is a policy need for regulations not covered in a Zoning District, Supplemental Districts implemented through Article 8 may be appropriate.

Several existing Downtown overlay plans and regulations will remain in effect. Where applicable, some provisions of these plans are incorporated into the Zoning Districts, while other regulations will remain in their respective documents.

The New Zoning Code includes Special Districts that may replace the Zoning Districts and Supplemental Districts in order to achieve specific planning objectives in designated areas having unique characteristics. Special Districts respond to unique conditions and set land use and development requirements and incentives tailored to distinctive qualities that may not lend themselves to the regulations established in the New Zoning Code, except as outlined within each Special District.

**Article 9 – Public Benefit Systems**

Article 9 establishes a range of Public Benefit Systems, including incentive programs that offer concessions on density, floor area, and other regulations in exchange for the provision of affordable housing, community benefits, and other desired project attributes. The intents of these programs are described within Divisions 9.2, 9.3, and 9.4 of Article 9.

The Form Districts described in Article 2 include maximum base FAR and bonus FAR. A project may be built to the maximum base FAR by right, but in order to access the maximum bonus FAR, an applicant must provide public benefits according to a menu of options from the Public Benefit Systems.

*Organization*

The public benefit programs in Article 9 are organized into four categories:

1) Affordable Housing Incentive Programs, including the existing State Density Bonus Program and Transit Oriented Communities (TOC) Program. These programs may not be combined with one another, and the TOC Program may not be combined with other bonus programs.

2) The Community Benefits Program, which includes the Local Affordable Housing Incentive Program as well as other non-housing incentive programs. This category is intended for use in applicable CPIOs and Specific Plans. Residential projects must use the Local Affordable Housing Incentive Program to its fullest extent before they can use non-housing benefits to access any remaining floor area bonuses.

3) General Incentive Programs, including several programs from the current Zoning Code that provide targeted concessions to specific types of housing projects such as supportive housing and eldercare facilities, as well as the Downtown and Citywide Adaptive Reuse Programs.

4) Accessory Dwelling Unit Incentive Programs, including the Accessory Dwelling Unit provisions from the current Zoning Code.

*Changes to Adaptive Reuse Programs*

In addition to the changes identified in earlier sections of this report, the New Zoning Code expands the Downtown and Citywide Adaptive Reuse Programs to allow for the conversion of any Use to any other Use permitted or conditionally permitted by the Use District of the property,

as opposed to only commercial-to-residential conversions under the current Zoning Code. While the current Zoning Code allows Adaptive Reuse only in buildings constructed prior to July 1, 1974, the New Zoning Code determines eligibility on a rolling basis, with any building at least 25 years old eligible for conversion. Additionally, the New Zoning Code makes the Citywide Adaptive Reuse Program available by-right for projects with a minimum number of affordable housing units. These proposed changes will apply only in areas where the applicable Community Plan has been updated to use the New Zoning Code.

**Article 10 – Streets and Parks**

Article 10 carries forward current zoning code regulations governing street dedication and improvements; private streets; and park fees and dedications for new residential projects.

**Article 11 – Division of Land**

Article 11 carries forward current zoning code regulations for subdividing land pursuant to the Subdivision Map Act, with nominal modifications to ensure consistency with the new zoning system.

**Article 12 – Nonconformities**

Article 12 regulates nonconforming properties—those that are developed or used in a manner inconsistent with regulations that were adopted after the building was constructed or the use began operating. To the extent possible, the New Zoning Code retains nonconforming regulations from the current Zoning Code and translates them into the new system; however, Article 12 also contains nonconforming provisions for new regulations that are introduced in the New Zoning Code, such as those governing minimum height and upper-story bulk. In general, nonconforming structures may continue to exist and be repaired or altered as long as the alterations do not increase the size of the nonconforming portion or decrease the structure's compliance with the applicable regulation.

**Article 13 – Administration**

Article 13 pertains to the administrative and procedural elements of the land use entitlement process, covering legislative, quasi-judicial, and administrative actions. City Planning is currently engaged in a separate effort, the Processes and Procedures Ordinance (CPC-2016-3182-CA), to simplify the existing administrative provisions and update them to work within the New Zoning Code. One of the objectives of this effort is to consolidate multiple similar entitlement processes, making project review more transparent and accessible and reducing confusion and delays. In some cases, this may result in changes to the decision-making body, appeal body, notification requirements, time limits, or other aspects of specific processes.

The Proposed Project will amend Article 13 to establish the Alternative Compliance process. This process would allow the applicant to propose alternative methods of achieving the intent of a regulation, where expressly allowed by specific regulations in the Zoning Code.

**Article 14 – General Rules**

Article 14 sets forth definitions and rules of measurement for terms used throughout the New Zoning Code.

One notable defined term that has changed in the New Zoning Code is floor area, which is modified to exclude unenclosed covered spaces from the total floor area calculation. This change also allows for covered outdoor amenity space to be exempt from the floor area calculation.

Additionally, the definition of floor area contains special rules for “RL” Use Districts that largely replicate the current Zoning Code’s definition of “Residential Floor Area” (RFA), which applies in existing single-family residential zones. The New Zoning Code incorporates the RFA rules regarding how to count over-in-height ceilings, front vs. rear garages (modified to distinguish between attached and detached garages), and accessory buildings.

**Article 15 – Fees**

Article 15 will govern fees charged to applicants for the processing of entitlement and clearance requests. Fees are an on-going, regularly updated portion of the current Zoning Code and will continue to be updated regularly through a separate process. Article 15 is not included in the New Zoning Code at this time.

**Environmental Analysis/CEQA**

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on February 6, 2017 by the City for a 30-day public review period. The public scoping meeting was held on February 16, 2017. The purpose of the scoping meeting was to provide early consultation for the public to express their concerns about the potential environmental impacts of the Proposed Project and acquire information and make recommendations on issues to be addressed in the Draft EIR. A total of approximately 69 pieces of written correspondence were received, some in the form of emails, emails with articles attached, or comment cards received during the public scoping meeting, from public agencies, groups, and individuals. A few persons or groups sent multiple written comments. Information, data, and observations from these written comments are addressed throughout the Draft EIR, where relevant. The Draft EIR analyzed the following environmental impact areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population, Housing & Employment
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities & Service Systems

The Draft EIR was circulated for a 120-day review period (75 days more than the 45 required by law). The review period began on August 6, 2020, with a closing date of December 4, 2020. As the lead agency, the City of Los Angeles received 61 written comments on the Draft EIR from public agencies, groups, and individuals.

Responses to all comments on the adequacy of the Draft EIR received during the comment periods will be included in the Final EIR in compliance with CEQA. The Final EIR will be made

available prior to City Council consideration and adoption of the Proposed Project and certification of the EIR pursuant to CEQA Section 15090.

**Land Use and Zone Changes Proposed in 2020 (Published with the Draft EIR)**

The proposed land use and zone changes that were published with the Draft EIR in 2020 would primarily increase the residential, commercial, and hybrid industrial development potential throughout the Downtown Plan Area, while having the added benefit of creating more compact, walkable neighborhoods that can also accommodate future growth.

The commercial designations allow for a range of land uses, including residential and at intensities that generally complement existing patterns of development and supports a walkable community, where daily services and shopping needs can be met within walking distance of existing and future residential and mixed-use buildings.

The proposed commercial land use designations include Villages, Community Center, Traditional Core, and Transit Core, all of which recognize the existing mixed-use nature of Downtown. These designations permit residential, office, commercial, heavy commercial, and institutional activities, both in neighboring structures, and within individual mixed-use developments. This strategy is also cognizant of the mix of uses that exist within areas such as South Park, which is designated High Residential in the existing Central City Community Plan, and contains residential uses, as well as office, commercial, and neighborhood serving activities within mixed use development. Under the Proposed Project, South Park would be designated Transit Core, which continues to allow for a variety of residential and community-serving activities with greater levels of development capacity to occur in the future.

| Land Use Categories with Existing General Plan Designations | Existing Plan (Acres) | Percentage of Plan Area |
|---|---|---|
| **Residential** | **212** | **7%** |
| *Multi-Family* | | |
| Low-Medium II | 14 | 0% |
| Medium Residential | 36 | 1% |
| High Medium Residential | 77 | 2% |
| High Residential | 85 | 3% |
| **Commercial** | **690** | **21%** |
| Community Commercial | 103 | 3% |
| Regional Commercial | 12 | 0% |
| Regional Center Commercial | 114 | 4% |
| General Commercial | 461 | 14% |
| **Industrial** | **1,520** | **47%** |
| Commercial Industrial | 15 | 0% |
| Light Industrial | 8 | 0% |
| Light Manufacturing | 559 | 17% |
| Heavy Manufacturing | 829 | 26% |
| Hybrid Industrial | 109 | 3% |
| **Public Facilities** | **592** | **18%** |
| Public Facilities | 487 | 15% |
| Public Facilities - Freeway | 99 | 3% |
| Other Public Open Space | 6 | 0% |

| | | |
|---|---|---|
| **Open Space**<br>Open Space | **224**<br>224 | **7%**<br>7% |
| **TOTAL** | **3,238** | |

**SOURCE:** City of Los Angeles Department of City Planning, 2018

*Table A-2, Land Use Categories with Existing General Plan Designations*

Consistent with the General Plan Framework Element, land for industrial uses would be retained under the Proposed Project. The proposed Production designation would protect and sustain industrial activity and serve as a center of employment for heavy industrial, manufacturing and storage, heavy commercial, and light industrial activity, including production, wholesale and distribution uses.

The Proposed Project proposes to re-designate some of the industrial land as Hybrid Industrial and Markets, which are designed to account for the evolution of land uses and employment activities over time. The proposed designations will continue to allow for light industrial and manufacturing uses, in addition to non-industrial uses, namely limited residential as long a minimum area is set aside for productive uses. Hybrid Industrial and Markets designations would allow for a greater variety of industrial, and employment uses such as office, heavy commercial, and light industrial, and limited residential uses would be permitted only when a minimum area is reserved for productive uses. The higher development potential permitted under the Proposed Project will enable higher intensity of employment uses within these areas, while accommodating limited residential uses in proximity to job-generating uses.

These designations are being applied in areas with an existing mix of light industrial, wholesale, and limited residential activities. One example is the Arts District, which is designated Heavy Manufacturing in the existing Central City North Community Plan, and contains a variety of housing types, including adaptive reuse and live/work, as well as office, commercial, light industrial and assembly, and light manufacturing uses. The Hybrid Industrial and Markets designations would allow for a limited amount of residential and live/work use not previously allowed by-right in the industrial designated areas.

This approach would help transition the existing employment emphasis areas to the surrounding mixed-use neighborhoods. The changes in designations, zoning, and associated increase in allowable floor area would allow a greater range of uses and higher development potential within the Hybrid Industrial and Markets area, and promote reuse of existing structures, creating more vibrant neighborhoods that link surrounding areas to transit resources. These changes would allow the intensification of land uses in an urbanized area of the city, promote a greater mix of uses that would foster more walkable and compact development patterns, and allow the City to meet growth demands for jobs and housing in the area.

| Land Use Categories with Proposed General Plan Designations | Downtown Plan (Acres) | Percentage of Plan Area |
|---|---|---|
| **Residential** | **100** | **3%** |
| **Neighborhood Medium Residential** | 100 | 3% |
| **Commercial** | **923** | **29%** |
| Villages | 85 | 3% |
| Community Center | 195 | 6% |
| Traditional Core | 127 | 4% |
| Transit Core | 516 | 16% |
| **Industrial** | **1,372** | **42%** |
| Production | 557 | 17% |
| Hybrid Industrial | 426 | 13% |
| Markets | 389 | 12% |
| **Public Facilities** | **625** | **19%** |
| Public Facilities | 428 | 13% |
| Public Facilities Freeways | 197 | 6% |
| **Open Space** | **214** | **7%** |
| Open Space | 214 | 7% |
| | **3,234**/a/ | |
| /a/ Total acreage for each land use designation and proposed designation reflects rounding to the nearest whole number, which results in a slight difference from 3,238 acres under existing land uses.<br><br>**SOURCE:** City of Los Angeles Department of City Planning, 2018 | | |

*Table A-3, Land Use Categories with Proposed General Plan Designations*

## Measure JJJ Assessment

**Section 11.5.8** – In November 2016 Measure JJJ passed and it was certified by the County Clerk on December 13, 2016. Measure JJJ requires, in accordance with Charter Section 555, that the Planning Department complete a comprehensive assessment for any amendment to a Community Plan to ensure that proposed changes do not:

1. Reduce the capacity for creation and preservation of affordable housing and access to local jobs; or

2. Undermine California Government Code Section 65915 or any other affordable housing incentive program.

**The Proposed Plan does not reduce the capacity for creation and preservation of affordable housing.**

The Proposed Plan includes land use policies that support the preservation and creation of affordable housing through equitable housing distribution, including the following:

*LU 2.1: Foster an equitable and inclusive Downtown, with housing options that can accommodate the fullest range of economic and social needs.*

*LU 2.2: Provide incentives and simplify zoning regulations where possible to expedite the production of housing.*

*LU 2.3: Expand the areas where housing is permitted to meet projected housing needs.*

*LU 2.4: Encourage a mix of rental and ownership housing and facilitate the development of affordable housing and permanent supportive housing.*

*LU 2.5: Expand the areas where the Adaptive Reuse Ordinance can be utilized.*

*LU 2.6: Develop further incentives and simplify zoning regulations to expedite the rehabilitation and conversion of buildings 25 years or older into a variety of housing types including, live/work units, micro-units, and multi-bedroom units for larger households.*

*LU 2.7: Promote preservation and maintenance of existing housing stock at the foundation of the community's affordable housing supply.*

*LU 2.9 Prioritize use of surplus public land for development of housing that is predominantly affordable, except where surplus land is not suitable for residential uses.*

*LU 3.2: Facilitate the preservation of existing residential units, and avoid displacement of current Downtown residents.*

*LU 3.8 Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.*

*LU 3.9: Facilitate the renewal of existing affordable housing covenants and promote opportunities for acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to preserve affordability.*

The Proposed Project applies land use designation and zoning districts that expand the area where housing may be built and introduces zoning districts and incentive tools that prioritize affordable housing. The Proposed Project increases maximum development capacity in several areas, allowing for more housing to be built. Furthermore, the Proposed Plan's Community Benefits Program introduces a mechanism to incentivize the inclusion of affordable units in development projects. The Community Benefits Program includes incentives for preserving existing affordable units through the extension of covenants and opportunities for community ownership of housing units.

**The Proposed Plan does not reduce access to local jobs.**

The Proposed Plan seeks to create flexibility to respond to changing economic conditions and reinforce micro-economies with the following policies:

*LU 6.1: Promote Downtown as the primary regional center for employment by dedicating and prioritizing space for jobs across a variety of enterprises.*

*LU 6.2: Promote a pluralistic economy by supporting dynamic partnerships among local academic institutions, government, businesses, and nonprofit organizations.*

*LU 6.3: Make Downtown economically competitive through improvements to the public realm.*

*LU 7.1: Promote Downtown as a destination for entrepreneurship, research and development, and creativity.*

*LU 7.2: Support Downtown's existing and emerging innovation community, by encouraging synergy and collaboration between businesses and educational institutions.*

*LU 7.3: Recognize creative arts, culture, neighborhood character, dynamic public spaces, and diverse populations as significant components of Downtown's economic ecosystem, and support programs and developments that seek to enhance these resources.*

*LU 7.4: Reinforce Downtown as a location that leverages the physical concentration of businesses, knowledge, technological advances, and social capital to foster diversity and inclusion.*

*LU 7.5: Create flexible zoning tools that can respond to future innovation, while supporting communities' current needs.*

*LU 8.1: Ensure Downtown's built environment welcomes a range of industry and business types as market needs evolve over time, while supporting existing community serving small businesses*

*LU 8.2: Facilitate the widest array of land uses and activities, with the ability to generate and support regional levels of commerce and tourism.*

*LU 8.3: Foster long-term success with an ecosystem that accommodates both industrial and professional office sectors for future generations.*

*LU 8.4: Engage and support small businesses so that they may remain resilient through market evolution, contributing to business continuity.*

The Proposed Project applies land use designations and zoning districts that reinforce Downtown as a regional jobs center by increasing the geographic area where a variety of employment uses may occur and increasing the development capacity in many areas, especially near transit and other infrastructure. The Proposed Project increases access to jobs by facilitating the co-location of a variety of employment opportunities near housing, institutions, and services and by focusing the largest increases in development capacity in areas that are walkable and well-served by transit. The proposed zoning districts would allow for a flexible mix of uses, reducing prescriptive regulations in mixed-use areas and allowing for flexibility to adapt to a changing economy over time.

The Proposed Project introduces zoning tools that support historic cultural neighborhoods and encourage the clustering of community and visitor serving uses. Proposed zoning tools prioritize space for small businesses in certain areas, streamlining alcohol process for small businesses, and facilitating entertainment and tourism focused uses along Downtown's entertainment corridors.

The Proposed Project includes new zoning tools for transitioning industrial areas that support a dynamic economy by facilitating a broad range of industries, ensuring a focus on employment uses while allowing for the careful introduction of compatible residential uses and amenities, and encouraging flexible and durable building design. These tools facilitate adaptation over time and foster agglomeration to support micro-economies across the Downtown Plan Area. Additionally, the Proposed Project protects industrial uses through tools that limit residential and commercial uses in appropriate areas, safeguarding land for heavy industrial use and buffering sensitive uses from heavy industry.

**The Proposed Plan does not undermine California Government Code Section 65915 or any other affordable housing program.**

The Proposed Plan introduces a Community Benefits Program that aligns with other affordable housing programs. The Proposed Community Benefits Program prioritizes the provision of affordable housing, requiring that housing development projects participate in the Local Affordable Housing Incentive Program, which requires affordable housing units consistent with California Government Code Section 65915, before offering incentives for other public benefits. Furthermore, the Local Affordable Housing Incentive Program requires the provision of a higher amount of affordable housing units than is currently required under 65915, in exchange for greater incentives, while the provisions and incentives of 65915 would remain available.

# FINDINGS

## Project Location

The Project Location consists of:

1. the Downtown Community Plan Project Area; and
2. the New Zoning Code Project Area.

The Downtown Community Plan Project Area: The Project Area for the Proposed Plan includes the current Central City Community Plan Area and the current Central City North Community Plan Area. The Central City Community Plan Area encompasses approximately 2,161 acres and is generally bounded on the north by Sunset Boulevard/Cesar Chavez Avenue, on the south by the Santa Monica Freeway (Interstate 10), on the west by the Harbor Freeway (Interstate 110), and on the east by Alameda Street. Immediately to the east of Alameda Street is the Central City North Community Plan Area, which encompasses approximately 2,005 acres and is generally bounded on the north by Stadium Way, Lilac Terrace, and North Broadway, on the south by the City of Vernon, on the west by Alameda Street, and on the east by the Los Angeles River. The Downtown Plan Area is bordered by the communities of Boyle Heights, Silver Lake-Echo Park, Westlake, Southeast and South Los Angeles, and the City of Vernon.

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

## I. Finding Requirements for General Plan Amendments and Zoning Ordinances

### City Charter Findings

**Charter Section 555 –** Charter Section 555 provides that the City Council may amend the General Plan in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic, or physical identity. No legislative findings are required to amend the General Plan. The Proposed Project proposes amendments to three elements of the General Plan: (1) updating the Central City and Central City North Community Plans by consolidating their boundaries and adopting the Downtown Community Plan, including a new policy document and amendments to the General Plan Land Use Map for the Downtown Community Plan area, (2) amendments to the Mobility Element 2035, and (3) amendments to the Framework Element. All the amendments to the City's General Plan are related to areas of the City within the Downtown Community Plan boundaries, an area which has significant social, economic, and physical identity as reflected in this report and the Attachments and the whole of the record on the Proposed Plan Update.

**Charter Section 556 and 558** – Charter Section 556 and 558 require the City Planning Commission and the City Council to adopt the following findings when taking any action to (i) create or change a zone or zoning district created for the purpose of regulating the use of land,

or (ii) zoning the permissible uses, height, density, bulk, location or use of buildings or structures, size of yards, open space, setbacks, building line requirements, and other similar requirements, including specific plan ordinances (collectively zoning ordinances):

(1) The zoning ordinance is in substantial conformance with the purposes, intent, and provisions of the General Plan.
(2) The zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice

Based upon this, the above findings are required for all of the following ordinances which are part of the Proposed Project: adoption of the New Zoning Code, the amendments to the City's Zoning Map for the zone changes, the adoption of the Downtown CPIO District, amendments to the River Improvement Overlay (RIO), amendments to the Greater Downtown Housing Incentive Ordinance, rescission of the Downtown Design Guide and Bunker Hill Specific Plan Ordinance, the Community Plan Consolidation Ordinance, and the Pipeline Parking Ordinance (collectively, "Implementing Zoning Ordinances").

**Los Angeles Municipal Code (LAMC) Section 12.32 C Findings**

All the Implementing Zoning Ordinances must also comply with the procedures in LAMC Section 12.32 C, which provides procedures for zoning ordinances. Section 12.32 C incorporates the Charter findings in Section 556 and 558. It requires the CPC to adopt a finding that a proposed zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice. The City Council is required to make the same finding before adopting the zoning ordinance, as well as a finding that the zoning ordinance is consistent with the General Plan.

**State General Plan Consistency Requirement**

In addition to the requirement for zoning ordinances to be consistent with the General Plan (vertical consistency), state law also requires that the General Plan must have internal consistency among its elements (horizontal consistency). The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Community Plans comprise the Land Use Element of the City's General Plan and are the final determination of land use categories, zoning, development requirements, and consistency findings. The updated Community Plan(s) and amended Mobility Plan and Framework Element must be consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise, Safety, and Health Element. In addition to the eight mandated elements, the City's General Plan includes, a Framework Element, a Cultural Element, a Public Facilities and Services Element, and an Air Quality Element.

State law does not require the City to adopt consistency findings or any other findings to amend a Land Use element. The findings below for Section 556 and 558 and LAMC Section 12.32, also discuss internal consistency of the Proposed Plan, the amended Mobility Plan, and the amended Framework Element with each other and with the rest of the City's General Plan. This consistency discussion is provided for the City Planning Commissions consideration in approving and recommending the Proposed Plan and its implementing Zoning Actions and its determination that the Proposed Plan is consistent with the City's General Plan.

## II. Findings for the Implementing Zoning Ordinances Under Charter Section 556 and 558 and LAMC Section 12.32

For all of the reasons provided below and based on the whole of the record of proceedings, the adoption of the New Zoning Code, the amendments to the City's Zoning Map for the zone changes, the adoption of the proposed CPIO District, amendments to the River Improvement

Overlay (RIO), amendments to the Greater Downtown Housing Incentive Ordinance, rescission of the Downtown Design Guide and Bunker Hill Specific Plan Ordinance, the Community Plan Consolidation Ordinance, and the Pipeline Parking Ordinance are:

(1) in substantial conformance with the purposes, intent, and provisions of the General Plan.
(2) in conformity with public necessity, convenience, general welfare, and good zoning practice.

The findings for the adoption of the New Zoning Code, amendments to the City's Zoning Map for the zone changes and the findings for the adoption of the CPIO District are discussed together in one section. The findings for each of the other remaining ordinances mentioned above are discussed in individual sections.

**A. Findings for Adoption of the New Zoning Code, Zone Changes, and the Adoption of the CPIO District**

**Charter and Code Findings**

The following "findings" are listed under categories similar to the categories found in the Framework Element:

***Distribution of Land Use***

With respect to ***distribution of land use***, the General Plan Framework Element states the following:

> *Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing future residents, businesses, and visitors.*
>
> *Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the Community Plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.*
>
> *Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*

The New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO provide for a variety of land uses to meet the diverse needs of the community, including housing for a projected increase in population, and commercial and industrial businesses that contribute to the economy of the communities as well as the Los Angeles region. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in Downtown Los Angeles through the year 2040. The New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO includes a recommended pattern of land use that directs future growth to areas of the Downtown Plan Area where new development can be supported by transportation infrastructure and different types of land uses can be mixed. Mixed-use development in Transit Core, Traditional Core, Community Center, Hybrid Industrial, Markets, and Village areas would give residents, employees, and visitors mobility choices that would enable reduction in the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with local trip generation in accordance with recent legislation (Senate Bill 375).

With respect to ***walkable environments***, the General Plan Framework states the following:

> *Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles's neighborhoods.*
>
> *Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide for Los Angeles's communities.*
>
> *Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.*
>
> *Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.*
>
> *Goal 3L: Districts that promote pedestrian activity and provide a quality experience for the City's residents.*
>
> *Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.*

The Proposed Plan includes policies aimed at making streets more walkable, encouraging engaging and human-scaled ground floor uses and an enhanced public realm including ample sidewalks, street trees, and street furniture. The New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO, implementing those policies, introduce land use designations and zoning districts that promote accessible and lively pedestrian environments, supporting the establishment of commercial and mixed-use districts. New zoning districts apply development standards regulating the design and orientation of buildings adjacent to sidewalks, alleys, and public spaces that promote activation of the ground floor in the mixed-use neighborhoods of the Transit Core, Traditional Core, Community Center, Hybrid Industrial, Markets, and Village designations and in the multi-family neighborhoods of the Neighborhood Residential designation to encourage pedestrian activity. In particular, new zoning districts include Use Districts that allow for a variety of activities near transit stops; new Frontage Districts and Development Standards requiring design features such as multiple pedestrian entrances, paseos, and parking setbacks that improve connectivity between buildings/properties and adjacent transit stops; and new Form Districts that encourage higher-intensity development near transit.

With respect to ***urban form***, the Framework Element states the following:

> *Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.*
>
> *Objective 5.1: Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.*
>
> *Policy 5.1.1: Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.*

*Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.*

*Policy 5.2.1: Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be, provided.*

*Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*

*Objective 5.6: Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.*

*Objective 5.7: Provide a transition between conservation neighborhoods and their centers.*

*Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus of investment in the community.*

The Proposed Plan is consistent with the City's goals, policies, and objectives for urban form and neighborhood design in that they concentrate new growth in designated centers and in locations with access to public transportation. The New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO implement the policies of the Proposed Plan and the Framework Element by introducing zoning districts that increase capacity for housing and employment near transit and promote the development of complete communities. Additionally, policies and zoning tools of the Proposed Plan, New Zoning Code, the Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO facilitate connections between Downtown districts and aim to increase access to housing and employment opportunities, services, and amenities. The Proposed Plan, the New Zoning Code, the Zone Changes, and the proposed CPIO include policies and zoning tools that reinforce the character of historic and cultural neighborhoods, offering tailored regulations that promote contextual infill development.

In accordance with the Framework Element, the Long-Range Land Use Diagram is flexible and suggests a range of uses within its land use definitions. Precise determinations are made in the Proposed Plan. Findings for each commercial area are provided below.

With respect to ***the Downtown Center***, the Framework Element states the following:

Goal 3G: A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.

Objective 3.11: Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.

In accordance with the Framework Element, the Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO reinforce Downtown as the civic, cultural, and economic heart of the region by concentrating growth in the Downtown center and increasing capacity for housing, jobs, and visitor-serving uses.

The Proposed Project promotes a mix of uses to serve the Downtown community and the wider region.

With respect to a ***Regional Center***, the Framework Element states the following:

> *Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.*
>
> *Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve residents, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.*

A Regional Center is a hub of regional commerce and activity that serves a large area and contains a diversity of uses such as retail, commercial, government buildings, major entertainment and cultural facilities, and professional offices. The Framework Element identifies a Regional Center within the Chinatown neighborhood of the Downtown Plan Area. The Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO introduce land use designations and zoning districts that support housing and employment opportunities, promote a diverse mix of uses, and increase accessibility in the Regional Center.

With respect to ***Industrial Lands***, the General Plan Framework Element states the following:

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

*d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;*

*e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;*

*f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses;*

*g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or*

*h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.*

The Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO introduce land use designations and zoning districts that support job opportunities by establishing land use regulations that allow the City to prioritize and retain land for light industrial, live/work, and supporting uses in the Production, Hybrid Industrial, and Markets areas of the Downtown Plan Area. The application of these land use designations and zoning tools would support the clustering of industries in areas that have been recognized as viable locations for light and heavy industrial uses, as well as other supporting activities. The proposed development standards regulating building form promote durable and flexible structures that can accommodate a variety of uses over time and can respond to the evolution of the local and regional economy.

The Proposed Plan introduces the Production designation, which creates a sanctuary for heavy and light industrial uses, in areas with viable industry clusters to safeguard land for these uses and support the City’s industrial ecosystem. Zoning districts applied within the Production areas would prohibit residential uses and limit commercial uses to activities that are compatible with and support industrial uses. Application of these zoning districts would support the objective, stated above, of supporting and reinforcing existing industrial uses as well as offering flexibility to accommodate new industrial uses. Furthermore, this would support the economic development policies of the Framework Element, discussed below, which seek to ensure that there is land designated for industrial uses to accommodate an evolving economy. The Proposed Plan applies the Production designation in areas with existing industrial uses, large parcels suitable for a range of industrial activities, and access to regional transportation facilities.

The Proposed Plan introduces the Hybrid Industrial and Markets designations, which promote the development of employment-focused districts, in formerly and transitioning industrial areas of the Downtown Plan Area. The Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO include policies and zoning tools for these areas that allow for a flexible mix of uses to support economic development including light industrial, commercial, live/work, and limited residential uses consistent with the policies above to providing land for the retention and attraction of new industries. Allowing for the introduction of commercial and limited residential uses in these areas would support the development of new industry clusters and retain existing employment uses.

The Proposed Plan would add the following policies to Chapter 3 of the Framework Element:

> *Policy 3.14.10: Within the Downtown Community Plan Area, promote the development of a mix of uses to facilitate innovation, development of new markets, and accommodate evolving industries over time, including clean technology, creative office uses, and other emerging industries that create new jobs.*
>
> *Policy 3.14.11: Promote the development of hybrid industrial uses in the Downtown Plan Area that provide an opportunity for local employees to live and work in close proximity and thereby further the sustainability goals of the City, while safeguarding space for employment, including light industrial, commercial, manufacturing, and creative office uses.*

These policies support the designation of land as Hybrid Industrial and Markets in areas where heavy industrial uses are no longer viable, consistent with other policies under Objective 3.14, and there are emerging light industrial, commercial, and creative industry clusters. Framework Policy 3.14.6, shown above, further supports the application of the Hybrid Industrial and Markets designations in portions of the Plan Area where the existing pattern of smaller size lots, narrower streets, and adjacency to mixed use areas do not support heavy industrial uses. While the Proposed Plan would reduce the amount of land designated for heavy industrial uses, zoning districts applied in Hybrid Industrial and Markets areas would sustain viable existing light industrial uses and encourage new employment uses that are supported by a more mixed-use environment. These zoning districts would accommodate an evolving economy and attract a variety of employment opportunities.

With respect to ***transit stations***, the General Plan Framework Element states the following:

> Goal 3K: Transit stations to function as a primary focal point of the City's development.
>
> Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.
>
> Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.
>
> Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.
>
> Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

The Proposed Plan, New Zoning Code, and Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO include policies and implementation tools that concentrate the highest development potential near transit stations and promote a mix of uses that are accessible to transit. Increasing capacity for both jobs and housing near transit, the Proposed Project aims to provide opportunities for people to live and work in the Downtown Plan Area and rely on transit as a primary means of travel. The New Zoning Code and the proposed CPIO together include tools, which comprise the Community Benefits Program, to incentivize the provision of affordable housing near transit to ensure that transit dependent populations have

access to housing and employment opportunities. The New Zoning Code establishes incentives and eligibility criteria for Citywide and local affordable housing incentive programs, while the proposed CPIO applies the local affordable housing incentives to specific parts of the Downtown Plan Area and contains additional incentives and eligibility criteria. Proposed zoning districts in the New Zoning Code and their implementation through Zoning Changes in the Downtown Plan area introduce development regulations to ensure that new development is pedestrian friendly and well-connected to adjacent transit. Proposed policies and implementation tools promote a world class public realm in Downtown, supporting investments in streetscape improvements and public open space.

With respect to ***community facilities and services***, the General Plan Framework Element states the following:

> *Objective 5.4: Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they serve.*

Consistent with the above-referenced objectives, the Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO encourages the provision of community facilities that provide services and amenities to support residents, workers, and visitors in Downtown. The Proposed Plan, New Zoning Code, and Zone Changes to apply the New Zoning Code to the Downtown Plan Area, introduce land use designations and zoning districts that allow for a wide variety of uses, including public facilities, social services, and cultural institutions that complement and support mixed-use development. Zoning tools in the New Zoning Code aim to promote equitable access to these resources by facilitating walkable complete neighborhoods and incentivizing the inclusion of community facilities in new development.

The Proposed Plan and Zoning Changes designate and zone land for public facilities, such as schools and libraries, and open space to serve the Downtown community. Additionally, the Proposed Plan and Zone Changes apply the New Zoning Code to the Downtown Plan Area, promote the integration of community facilities and public space in new development to enhance the livability of all neighborhoods within the Downtown Plan Area.

With respect to ***livable neighborhoods***, the Framework Element states the following:

> *Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.*
>
> *Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.*
>
> *Policy 5.8.3: Revise parking requirements in appropriate locations to reduce costs and permit pedestrian-oriented building design:*
>
> > *a. Modify parking standards and trip generation factors based on proximity to transit and provision of mixed-use and affordable housing.*
> >
> > *b. Provide centralized and shared parking facilities as needed by establishing parking districts or business improvement districts and permit in-lieu parking fees*

*in selected locations to further reduce on-site parking and make mixed-use development economically feasible.*

Consistent with the above-referenced Framework policies, the Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO include requirements to support livable neighborhoods and the use of alternative modes of transportation. Proposed Plan policies promote development that is pedestrian-oriented and connected to the public realm, as well as encouraging public realm investment. New zoning tools in the New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area regulate the relationship of private development and the public realm to ensure a walkable urban environment. The New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area, and the Pipeline Parking Ordinance eliminate minimum parking requirements and introduce standards for the design of parking structures to reduce single-occupancy vehicle use, reduce housing costs, and improve the pedestrian environment. The Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area includes policies that support shared parking facilities and the efficient use of existing parking within the Downtown Plan Area.

***Population and Employment Growth***

With respect to population and employment growth, the General Plan Framework Element states the following:

*Objective 3.3: Accommodate projected population and employment growth within the City and each Community Plan Area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.*

The State of California requires that cities plan for changes in population, housing demand and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. These projections are developed by the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization for the six-county region. SCAG is mandated by federal and state governments to prepare the Regional Transportation Plan (RTP), a long-range regional transportation plan that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends. The RTP informs SCAG's projection of growth for the region. State and federal regulations require that local plans be consistent with the Regional Air Quality Plan and the Regional Mobility Plan.

Consistent with the above objective contained in the Framework Element, the Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO accommodates projected population and employment growth within the Downtown Plan Area and includes policies and programs that are aimed at providing adequate transportation, utility infrastructure and public services. The Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area and the proposed CPIO, are estimated to reasonably accommodate approximately 252,000 residents and 133,000 housing units by 2040, providing enough capacity to accommodate the SCAG 2040 forecasts of 189,000 residents and 96,000 housing units for the Downtown Plan Area. The Proposed Plan accommodates 305,000 jobs in Downtown Los Angeles which meets the SCAG forecast of 257,000 jobs. The Framework Element includes a 2010 population plan forecast of 65,870 for Downtown Plan Area. The Framework forecasts best estimates since the adoption of the Framework in 1996 and 2001, and as implementation proceeds, the "population forecasts may be revised based upon specific land use actions adopted through the Community Plan update process." The Framework Element expressly does not provide caps on development based on its population forecast. Consistent with the Framework strategy, the Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area, and the

CPIO accommodate projected growth that reflects forecasts from SCAG and the Community Plan update process.

In addition, the Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO meet the requirements of the Sustainable Communities Strategy adopted by SCAG as part of the latest update to the Regional Transportation Plan (RTP) in accordance with Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 375. These legislative acts require that California cities lay out a vision for regional growth that considers the relationship of land use to transportation in reducing vehicle trips to achieve greenhouse gas emission reduction targets. Since SCAG anticipates this level of growth in Downtown, along with other transit-served communities in the City, the Proposed Plan's increases in development potential are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework. The Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO accommodates population and employment growth in the Transit Core and along major commercial transit corridors, consistent with the Framework Element's policies.

***Economic Development***

With respect to economic development, the Framework Element states the following:

> *Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.*
>
> *Policy 7.2.8: Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.*
>
> *Policy 7.2.9: Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: Land Use.*
>
> *Policy 7.2.11: Ensure that the City has sufficient quantities of land suitable to accommodate existing, new and relocating industrial firms, whose operations are appropriate to a specific location in Los Angeles.*
>
> *Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.*
>
> *Policy 7.5: Identify emerging and pro-actively clean industries to specifically attract to the City of Los Angeles.*
>
> *Objective 7.6: Maintain a viable retail base in the City to address changing resident and business shopping needs.*
>
> *Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.*
>
> *Policy 7.10.1: Focus available implementation resources in centers, districts, and mixed-use boulevards or "communities of need."*

*Policy 7.10.2: Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.*

Consistent with the above policies, the Proposed Plan supports sustainable development principles to promote economic development throughout the Downtown Plan Area. The goals and policies of the Proposed Plan seek to promote jobs, housing, and visitor serving uses in Downtown and enhance commercial districts with a diversity of uses that serve the needs of the community. The Proposed Plan encourages development that enhances commercial areas by supporting industry clusters, neighborhood retail, and local employment, including provisions to support small businesses in historic and cultural neighborhoods, agglomeration of existing industry clusters, and new industries.

The Proposed Plan supports a strong economic employment base by preserving viable existing industrial uses as well as promoting new industry, and complementary uses such as live/work housing. The Proposed Plan delineates Plan Areas reserved for industrial use in the Production land use designation, as well as industrial mixed-use areas in the Hybrid Industrial and Markets land use designations to preserve the land for productive uses and generate jobs within the Downtown Plan Area. While the Proposed Plan would reduce the amount of land designated for heavy industrial uses, it would introduce new designations, Hybrid Industrial and Markets, that would support a range of light industrial and commercial uses, reflecting emerging economic trends. Furthermore, these the Proposed Plan would apply these designations to areas where heavy industrial uses are no longer viable, consistent with Framework Policy 3.14.6, discussed above.

The New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area introduce zoning districts intended to facilitate the creation of new live/work units and productive space in industrial mixed-use areas in a manner that preserves the surrounding industrial and artistic character, supports enhanced street level activity, maintains a consistent urban streetwall, minimizes conflicts between cars and pedestrians, and orients buildings and pedestrians toward public streets. These standards are meant to create a mix of productive and industrial spaces and encourage the reuse of existing structures.

The Proposed Project is consistent with the Framework Element in that it concentrates future growth around transit stations and encourages the development of complete communities with a range of employment and housing opportunities supported by services and amenities. The Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO accommodate population and employment growth in the Transit Core and along major commercial transit corridors, consistent with the Framework Element's policies. Furthermore, the Proposed Project encourages the development of educational institutions and job training facilities within the Downtown Plan Area to increase access to employment opportunities.

***Housing***

With respect to housing, the Framework Element states the following:

Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

Objective 4.4: Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations.

The Proposed Project supports the provision of an adequate supply of housing by increasing capacity for a range of housing types and incentivizing the provision of housing for the full range of household incomes. The Proposed Plan and Zone Changes applying the New Zoning Code to the Downtown Plan Area introduce land use designations and zoning districts that increase the amount of housing that can be built in the Downtown Plan Area and encourage the co-location of jobs, services, and amenities with housing. The Proposed Plan and Zone Changes applying the New Zoning Code to the Downtown Plan Area focus the highest intensities of residential development near transit stations, employment opportunities, and other public resources and promote the development of walkable residential neighborhoods. New zoning tools in the New Zoning Code reduce barriers to housing production and reduce housing cost through provisions such as the elimination of parking minimums, removal of density limitations, and restructuring of open space requirements. New zoning tools in the New Zoning Code also include regulations that help to provide buffers and ease transitions between adjacent uses and between differing scales of development.

***Historic and Cultural Resources***

With respect to historic districts, the General Plan Framework Element states the following:

*Goal 3M: A City where significant historic and architectural districts are valued.*

*Objective 3.17: Maintain significant historic and architectural districts while allowing for the development of economically viable uses.*

The Proposed Project seeks to maintain and protect important cultural and historic resources while allowing for the development of economically viable uses. The Proposed Plan, CPIO, New Zoning Code, and Zone Changes applying the New Zoning Code to the Downtown Plan Area introduce policies and zoning tools that incentivize the preservation and reuse of historic structures and apply standards for contextual and sensitive infill development. The Proposed CPIO and New Zoning Code would offer incentives in certain parts of the Plan Area, such as the Arts District, for the retention of historic building through the proposed Transfer of Development Rights system and the expansion of the Adaptive Reuse Ordinance to the entire Plan Area. The New Zoning Code also includes expanded floor area incentives for Adaptive Reuse projects and permits adaptive reuse to a broader range of uses than the current Adaptive Reuse Ordinance permits. Additionally, the Proposed CPIO applies new restrictions on the demolition of historic structures in certain parts of the Plan Area. New form and frontage districts would introduce development standards to limit the scale and mass of new development in historic districts and frontage standards regulate building façade and entrance design for compatible development.

**Other General Plan Elements**

The Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO are in substantial conformance with the purpose, intent, and provisions of the General Plan in that they help to implement policies contained in a number of other General Plan Elements in addition to the Framework Element discussed above, including the Conservation Element, the Housing Element, the Mobility Plan, and the Plan for a Healthy Los Angeles.

***Conservation Element***

With respect to cultural and historic resources, the Conservation Element states the following:

> *Conservation Element Objective: protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.*
>
> *Conservation Element Policy: continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.*

The Proposed Project seeks to tailor citywide preservation policies established through the General Plan, by creating goals, policies and programs to further promote neighborhood conservation and historic preservation. In conformance with the Conservation Element, the proposed zoning districts and CPIO include standards for preservation of historic cultural neighborhoods and historic resources. The Proposed Plan, New Zoning Code, and Zone Changes applying the New Zoning Code to the Downtown Plan Area increase opportunities for adaptive reuse, incentivize preservation of historic resources, and introduce development standards for compatible infill development.

***Housing Element***

With respect to housing, the Housing Element states the following:

> *Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.*
>
> *Policy 1.1.2 Expand affordable rental housing for all income groups that need assistance.*
>
> *Policy 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.*
>
> *Policy 1.1.4 Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.*
>
> *Objective 1.2 Preserve quality rental and ownership housing for households of all income levels and special needs.*
>
> *Policy 1.2.2 Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City's stock of decent, safe, healthy or affordable housing.*
>
> *Policy 1.2.8 Preserve the existing stock of affordable housing near transit stations and transit corridors. Encourage one-to-one replacement of demolished units.*
>
> *Objective 1.3 Forecast and plan for changing housing needs over time in relation to production and preservation needs.*
>
> *Policy 1.3.5 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.*
>
> *Objective 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.*

*Policy 2.2.3 Promote and facilitate a jobs/housing balance at a citywide level.*

*Objective 2.4 Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.*

*Policy 2.4.1 Promote preservation of neighborhood character in balance with facilitating new development.*

*Policy 2.4.2 Develop and implement design standards that promote quality residential development.*

*Objective 2.5 Promote a more equitable distribution of affordable housing opportunities throughout the City.*

*Policy 2.5.1 Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers.*

The Citywide Housing Element (2013 – 2021) sets forth a blueprint of City policies that promote housing supply, affordability, accessibility, and design that will accommodate the projected needs of the City's population. Consistent with the above-referenced policies of the Housing Element, The Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO include policies, implementation programs, and zoning tools that increase housing capacity, direct residential growth near jobs and transit, and incentivize the provision of affordable units. The Proposed Plan, New Zoning Code, and Zone Changes applying the New Zoning Code to the Downtown Plan Area introduce land use designations and zoning districts that provide opportunities for a variety of housing types including rental and for sale units, family-size units, micro-units, and live/work units. Additionally, the Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO seek to increase the supply of affordable housing through incentives that prioritize affordable housing and development standards that streamline the production of housing.

The Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO include policies and zoning tools to ensure a mix of housing, jobs, services, and amenities to support the development of complete communities within a pedestrian friendly environment. Furthermore, development standards promote infill development that enhances the character of historic and cultural neighborhoods, while allowing for increased housing capacity.

***Mobility Plan 2035***

The City's Mobility Plan 2035 (Circulation Element) contains a number of important policies related to the Proposed Plan, including:

*Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels and bridges using complete streets principles to ensure the safety and mobility of all users.*

*Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

*Policy 2.14 Street Design: Designate a street's functional classification based upon its current dimensions, land use context, and role.*

*Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.*

*Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

*Policy 4.13 Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

*Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.*

The Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area, and amendments to the Mobility Plan networks are consistent with the Mobility Plan in that they improve mobility and access by directing future employment and housing in locations near transit stations and promoting the development of mixed-use neighborhoods, thereby helping to reduce vehicle trip generation and improve air quality. The Proposed Plan includes policies and implementation programs that would reduce VMT and increase the mode share of transit, walking, and bicycling in the Downtown Plan Area.

The Proposed Plan includes policies and implementation programs that support increased investment in bicycle, pedestrian, and transit infrastructure to improve accessibility and connectivity throughout the Downtown Plan Area, but especially in underserved areas. To promote more sustainability principles in the Downtown Plan Area, and to be in compliance with Senate Bill 375, the Proposed Plan supports a complete street system that allows for multi-modal transportation options to enhance mobility through various land uses and neighborhoods efficiently and effectively. The Proposed Plan would amend the classification of several collector streets to local streets to reflect existing conditions and support a more pedestrian friendly environment by maintaining narrower roadways and promoting wider sidewalks. The Proposed Plan would amend the Mobility Plan's enhanced networks to identify priority corridors for transit and bicycles that support the Mobility Plan's vision of a system of complete streets. The Proposed modifications to the Mobility Plan's enhanced networks refine application of the Transit Enhanced Network and Bicycle Enhanced Network to reflect existing and planned land uses, infrastructure projects, and transit service.

The Proposed Project supports land uses that promote a pedestrian-oriented environment and utilize the public right-of-way for pedestrian-oriented uses as well as projects that expand the public realm. The Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area introduce new zoning tools that require pedestrian friendly building design, eliminate minimum parking requirements, and incentivize inclusion of public spaces within new development.

Policies and programs included in the Proposed Plan are also aimed at preserving and maintaining the existing alley network, which can enhance both pedestrian and bicycle circulation within the Downtown Plan Area.

***Plan for a Healthy Los Angeles***

With respect to livable neighborhoods, the Plan for a Healthy Los Angeles (Health Element) states the following:

> *Policy 1.5 Plan for Health: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.*
>
> *Policy 1.6 Poverty and Health: Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.*
>
> *Policy 2.1 Access to Goods and Services: Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.*
>
> *Policy 2.7 Access to Health Services: Encourage the equitable distribution of health service providers: including federally qualified health centers, hospitals, pharmacies, urgent care, and mental health services, to ensure that every Angeleno has access to preventive care and medical treatment.*
>
> *Policy 4.4 Equitable Access to Healthy Food Outlets: Pursue funding, public, private, and nonprofit partnerships, and develop financial, land use and similar incentives and programs to encourage the equitable availability of healthy, affordable food outlets within close proximity of all residences.*
>
> *Policy 5.1 Air Pollution and Respiratory Health: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.*
>
> *Policy 5.2 People: Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.*
>
> *Policy 5.4 Noxious Activities: Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.*
>
> *Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.*

The Proposed Project includes policies such as:

> *LU 16.1: Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.*

that accommodate and direct future growth near transit to promote a better jobs-housing balance as well as support walkability and transit ridership to reduce greenhouse gas emissions and improve air quality, as well as Policies that improve air quality and reduce urban heat island effects by planting, preserving, and protecting trees for optimum canopy cover. New land use

designations and zoning districts promote the development of complete communities, where residents and workers have access to healthy, fresh food and health services.

The Proposed Project further includes land use and mobility strategies that encourage a transportation system that provides safe, accessible, and convenient mobility options for users of all ages and abilities and promotes the development of public spaces that provide opportunities for rest and recreation.

Recognizing the impact of access to housing on community and individual health, the Proposed Project introduces tailored incentives that facilitate the production of mixed income and 100 Percent Affordable Housing and requirements to maintain rent stabilized units and existing affordable housing stock. Additionally, the Proposed Project incentivizes the provision of public open space, social services, health clinics, and other community facilities that support emotional, mental, physical, and social wellbeing.

In summary, the Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO are in substantial conformance with purpose, intent, and provisions of the General Plan in that they would implement significant goals and policies relating to the concentration of growth in the Downtown Center, Regional Centers, and near transit. The Proposed Project would support a sustainable land use pattern consistent with the objectives of the General Plan and would expand opportunities for employment and housing.

The Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO will be in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. The Proposed Plan includes goals and policies that promote sustainability goals by planning for population growth around sustainable transportation infrastructure; prioritize and encourage affordable housing under a community benefits program; preserve industrial areas; foster continued investment in Downtown while supporting strategies to minimize displacement, and uplift communities that have often been overlooked or marginalized. The New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO will be in conformity with public necessity, convenience, general welfare and good zoning practice in implementing such the policies of the Proposed Plan in that they include development restrictions such as height limitations in low-scale neighborhoods and historic districts; restrictions on incompatible uses; and focusing development potential in strategic areas around transit-accessible infrastructure, including rail stations and bus-served corridors. The CPIO District implements the policies of the Proposed Plan by establishing a permanent affordable housing incentive system, a clear review procedure involving designated and many eligible historical resources, and regulating urban design with pedestrian-oriented standards.

The New Zoning Code furthermore will be in conformity with public necessity, convenience, general welfare and good zoning practice because it provides a comprehensive regulatory system with a full range of options for addressing every aspect of the built environment and the activities that may take place on each lot, including but not limited to height; massing; amenity space; building setbacks; parking setbacks; facade design; vehicle and bicycle parking; vehicle and pedestrian access; allowed uses; use standards and limitations; and residential density. These zoning tools may be applied as needed to address the previously described goals and policies of the Proposed Plan as well as those of the Framework Element, other General Plan elements, and other adopted plans.

### B. Findings for Amendments to the River Implementation Overlay Amendment

The Proposed Project will amend the River Improvement Overlay maps to remove the Downtown Plan Area. The RIO is a special use district that requires new development projects to achieve requirements and guidelines along the Los Angeles River. Applicable development regulations and measures to protect sensitive biological resources in the existing Los Angeles River Implementation Overlay (RIO) will be incorporated into Frontage Districts and General Development Standards of the New Zoning Code and be applied through the proposed zoning districts. Additional standards outlined in the RIO Ordinance are incorporated into the Proposed Draft of the Zoning Code to avoid redundancy.

**Charter and Code Findings**

With respect to the conservation of habitat, the Conservation Element of the General Plan states:

> *Objective: preserve, protect, restore, and enhance natural plant and wildlife diversity, habitats, corridors, and linkages so as to enable the healthy propagation and survival of native species, especially those species that are endangered, sensitive, threatened or species of special concern.*

The River Implementation Overlay Amendment is in substantial conformance with the purpose, intent, and provisions of the General Plan because it continues to support the General Plan's objective of protecting the Los Angeles River habitat. The Proposed Project incorporates existing RIO provisions that aim to preserve and restore the riparian habitat, continuing existing policy.

The River Implementation Overlay Amendment is in conformity with public necessity, convenience, general welfare, and good zoning practice because it incorporates existing conservation measures intended to support the City's riparian habitat into the regulatory system of the new Zoning Code.

### C. Findings for the Rescission of Downtown Design Guidelines and Bunker Hill Specific Plan

The Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide") applies to a majority of the Central City Community Plan Area, excluding the central industrial area. The Downtown Design Guide is a set of urban design standards and guidelines to enhance building design and create a high-quality and consistent public realm that emphasizes walkability, sustainability, and transit use in Downtown.

The Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide" or "Design Guide") will be rescinded as part of the Proposed Plan. Standards within the existing Design Guide have been incorporated into the New Zoning Code provisions, such as Form District, Frontage, or Development Standards. Remaining guidelines regarding public realm improvements have been memorialized as best practices in the CPIO appendix.

The Downtown Street Standards will be moved to an appendix to the Downtown CPIO, and will still be applicable to any Downtown development project or City-initiated project with a modified street designation.

The Bunker Hill Specific Plan will be rescinded as part of the Proposed Plan. The purpose and provisions of the Bunker Hill Specific Plan will be implemented through the Proposed Draft of the Zoning Code and the application of zoning districts in the Plan Area. Additionally, provisions requiring the maintenance of the Bunker Hill pedestrian walkway system have been included in Subarea B of the proposed CPIO.

**Charter and Code Findings**

With respect to Economic Development, the General Plan Framework Element states the following:

> *Objective 7.4: Improve the provision of governmental services, expedite the administrative processing of development applications, and minimize public and private development application costs.*

The Rescission of Downtown Design Guidelines and Bunker Hill Specific Plan is in substantial conformance with the purpose, intent, and provisions of the General Plan because it would streamline and simplify the development review process. Consolidating regulations in the zoning districts applied to properties within the Plan Area will help to make the provisions contained within these two documents more transparent and accessible. Furthermore, the Proposed Plan would ensure the continuation of the intent of these documents through policies and the application of zoning districts as part of a comprehensive and contemporary planning process. In the case of the Downtown Design Guide, incorporating provisions such as standards for pedestrian friendly façade design into base zoning regulations will strengthen the original policy intent while simplifying the review process.

The Rescission of Downtown Design Guidelines and Bunker Hill Specific Plan is in conformity with public necessity, convenience, general welfare, and good zoning practice because it streamlines and consolidates design standards and zoning tools, building upon previous efforts, to institute a modern and transparent regulatory environment. Incorporating provisions previously found in separate documents and zoning districts into base zoning will ensure consistency of implementation and reduce development application processing times and costs.

### D. Findings for the Adoption of the Pipeline Parking Alignment Ordinance

The Pipeline Parking Ordinance would remove minimum parking requirements for Projects within the Downtown Community Plan Area and seeking development entitlements utilizing Chapter 1 of the LAMC.

**Charter and Code Findings**

With respect to parking, the General Plan Framework Element states the following:

> *P69: Modify parking requirements and trip generation factors (or apply credits), based on reduced demand, for development projects in the following locations:*
>
> > *a. Center, district, or mixed-use boulevard (consistent with the Transportation Improvement and Mitigation Program for each center, district, or mixed-use boulevard).*
> >
> > *b. Projects within 1,500 feet of fixed rail transit stations.*
> >
> > *c. Projects within 750 feet of major bus route intersections.*
> >
> > *d. Vertical mixed development projects regardless of location.*
> >
> > *e. Affordable housing projects in appropriate locations.*

With respect to parking and reducing Vehicle Miles Traveled, the Mobility Plan states the following:

> *Policy 4.13 Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*
>
> *Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.*

In summary, the Pipeline Parking Alignment Ordinance is in substantial conformance with the purpose, intent, and provisions of the General Plan because it would enable Pipeline projects to provide no or reduced parking, in alignment with the goals and policies of the Proposed Plan. Eliminating parking requirements supports a multi-modal environment and reduces development costs associated with the provision of parking. The Plan Area is a mixed-use environment with a high level of transit accessibility and is therefore an appropriate location for reduced parking, reflecting lower demand. Facilitating reduced parking for Pipeline projects would potentially allow affordable housing and other development projects to reduce the cost of constructing housing units and incorporate more pedestrian friendly building design elements.

The Pipeline Parking Alignment Ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice because it would offer consistency in the application of regulation and would align Pipeline projects with Proposed Plan policies that seek to reduce vehicle trips and limit the impact of parking on housing costs and the pedestrian environment. These policies support public necessity and general welfare by facilitating a healthier and more sustainable environment. Furthermore, it is good zoning practice to consistently apply standards and regulations.

### E. Findings for the Adoption of the Community Plan Consolidation Ordinance

The Community Plan Consolidation Ordinance allows for the update of Community Plan Area name and number references. These amendments ensure consistency and accuracy within city documents.

**Charter and Code Findings**

With respect to updating Community Plans, the General Plan Framework Element states the following:

> *P1: Comprehensively review and amend the community plans as guided by the citywide policies and standards of the General Plan Framework Element. The Framework Element Long-Range Diagram may be amended to reflect the final determinations made through the Community Plan Update process, should the determinations be different from the adopted Framework Element.*
>
> *Objective 7.4: Improve the provision of governmental services, expedite the administrative processing of development applications, and minimize public and private development application costs.*

The Community Plan Consolidation Ordinance is in substantial conformance with the purpose, intent, and provisions of the General Plan because it implements portions of the Community Plan Updates and ensures accurate public documents. The proposed ordinance would ensure consistency between planning documents and would assure access to transparent and clear information for members of the public.

The Community Plan Consolidation Ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice because it would ensure accuracy and clarity in regulatory documents.

## III. Other Findings

**LAMC 13.14 C.5**

In addition to the findings in 12.32 C, the adoption of a CPIO District also requires a finding that the supplemental development regulations of the CPIO District are consistent with, and necessary to implement, the programs, policies, or urban design guidelines of the Community Plan for that area.

The supplemental development regulations of the proposed Downtown CPIO District are consistent with and necessary to implement the programs, policies, and goals of the Proposed Plan. The CPIO regulations set forth affordable housing incentives to encourage mixed-income affordable housing and 100 percent affordable housing projects, incentives for the provision of public benefits such as privately owned public open space and community facilities, standards to maintain the pedestrian walkway system in Bunker Hill, transfer of development rights provisions for the Civic Center, and historic review procedures to protect historic resources consistent with the following goals and policies of the proposed Downtown Community Plan:

> *LU Goal 2: Housing production and preservation through public and private action that results in a housing supply to meet projected growth in a manner that is safe, livable, and affordable to a full range of income levels; reinforces the character of neighborhoods; and adds to the vitality of Downtown.*
>
> *LU Goal 3: Accessible, healthy, and safe housing opportunities affordable to lower income households.*
>
> *LU 13.1: Protect and support the rehabilitation of historic resources designated at the local, state, or national level.*
>
> *LU 13.3: Prevent the unnecessary loss of resources of historic significance, special character, cultural, or social significance.*
>
> *LU 22.6: Encourage new developments to contribute to the pedestrian and open space network with publicly accessible plazas and paseos. Design these spaces with appropriate shade and landscaping.*
>
> *LU 50.1: Promote Downtown as an attractive home for civic, cultural, and other institutional uses to reinforce the area's identity.*
>
> *PO Goal 1: A well maintained, accessible, and highly utilized open space system and public realm network that serves the growing population of Downtown residents, workers, and visitors.*
>
> *PO Goal 4: Public spaces that help create and maintain community.*

The CPIO supports the Proposed Plan's intent to facilitate a mixed income community in Downtown, where residents, workers, and visitors have access to open space, community services, and cultural amenities. Furthermore, the CPIO includes standards to reinforce Downtown's unique character by applying review procedures to historic resources and maintenance standards for Bunker Hill's system of pedestrian walkways. The CPIO also includes provisions that support an active, twenty-four-hour Civic Center that will meet the future needs of the City.

**State Law Restrictions on Zoning Actions under Housing Crisis Act SB 330**

On October 9, 2019, Governor Newsom signed into law SB 330, the Housing Crisis Act of 2019. The act amends existing state laws and creates new regulations around the production, preservation and planning of housing. The bill has been in effect since January 1, 2020 and sunsets on January 1, 2025. The goal of SB 330 is to create certainty in the development of housing projects, speeding up the review of these projects. The bill requires that the historic status or designation of any site be determined at the time an application for a discretionary action is deemed complete. Non-objective design review standards established after January 1, 2020, cannot be imposed or enforced. The Proposed CPIO District includes only objective design standards that comply with the SB 330 requirement and are implemented through a ministerial process. SB 330 also prevents zoning actions that reduce the capacity of housing. Plans that result in a net downzoning or otherwise reduce housing and population (except for specified reasons involving health and safety, affordable housing and voter initiatives) are prohibited. Moratoriums on housing development, or limits on approval, permits, or housing units cannot not be imposed by local jurisdictions. This does not apply to zoning efforts that reduce intensity for certain parcels as long as density is increased on other parcels and therefore results in no net loss in zoned housing capacity or intensity. The Zoning Actions allows for the net increase of 99,000 housing units and therefore the Plan complies with this requirement.

## IV. Summary of CEQA Findings

The Proposed Project is designed to provide guidance and regulations regarding the ultimate development of the Downtown Plan Area over an approximately 20-year period and its adoption would not constitute a commitment to any specific project or development. Therefore, the EIR considered issues at a broader Community Plan-level. Any future discretionary projects would need to be approved individually in compliance with CEQA. The Draft EIR found that the environmental impacts of most of the issue areas were either less than significant without mitigation measures or less than significant with mitigation. Based on the analysis contained in the Draft EIR, the Proposed Plan would result in unavoidable significant environmental impacts with regard to: Air Quality (Exceedance of Criteria Pollutants—Construction and Operations, and Exposure of Sensitive Receptors to Toxic Air Contaminants–Operations), Cultural Resources, Noise – Temporary Noise and Groundborne Vibration, Recreation and Transportation.

**Recommended Project**

The Proposed Project, inclusive of the Proposed Plan and the New Zoning Code (referred to as the Proposed Project in this staff report) is the same as the Proposed Project as described and analyzed in the Draft EIR. As discussed above, some changes have been made to the Proposed Project since the Draft EIR was published. However, these changes do not result in new significant impacts. As such, the changes do not result in significant new information requiring new impact analysis or recirculation.

**Final EIR**

Section 15088 of the CEQA Guidelines requires the lead agency, Department of City Planning, to evaluate comments on environmental issues received from public agencies and interested parties who review the Draft EIR and provide written responses. The lead agency received written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period are included in the Final EIR.

Pursuant to Section 15025(c) of the CEQA Guidelines, the City Planning Commission as a recommending body on the Proposed Project, is required to consider the Draft EIR and make a recommendation to the City Council.

The Final EIR and associated CEQA Findings and Statement of Overriding Consideration will be considered by the City Council prior to adoption of the Proposed Project and certification of the EIR.

# PUBLIC HEARING AND COMMUNICATIONS

## Outreach

The Department of City Planning launched the Downtown Community Plan update in 2014 and has held, participated in, and attended hundreds of community events to garner feedback on the Proposed Project. 2014-2015 marked the "Listen" or Phase One of the plan. In this phase City Planning held conversations with property owners, community stakeholders and representatives throughout the Downtown Plan Area to inform draft Proposed Plan concepts. During the "Share" or Phase Two in 2016 and 2017, City Planning released the initial Draft Proposed Plan components including the vision, guiding principles, and initial zoning concepts and held several public outreach events including a weeklong public open studio. Engagement continued through attendance and presentations at community events, neighborhood council meetings, meetings of community-based organizations and meetings at the request of stakeholders. The Plan entered the "Consult" or Phase Three as outreach continued into 2018, as City Planning staff further developed the plan policy text, new zones, and drafted the Draft EIR (DEIR). The "Refine" or Phase Four included the release of the July 2019 Draft Plan, including a draft policy document and land use changes, and the release of a draft zoning map and Downtown zones in October 2019. City Planning held public open house events and office hours across the Downtown Plan Area in 2019 and early 2020. City Planning released in August 2020 alongside the Preliminary Draft of the New Zoning Code and the Preliminary Draft Proposed Plan (policy document, zoning map, and General Plan Land Use map, CPIO). In advance of the public hearing, City Planning released revised Preliminary Drafts of the Downtown Plan and new Zoning Code in November 2020.

During the "Refine" phase, City Planning staff provided multiple opportunities for the public to review and learn more about the Preliminary Draft Plan. Prior to the official Public Hearing, City Planning staff facilitated events including virtual Office Hours, several informational webinars, and two virtual Open Houses. The outreach materials and events included training on the foundation of Community Plan updates in addition to an overview on the policies within the Downtown Community Plan. An e-blast promoting the engagement opportunities was sent to the interested parties including mayor and council office representatives, individual stakeholders, and community groups that are active in the Downtown Plan Area. Hard copies of plan materials were made available for viewing by appointment for those with limited internet access. A Notice of Public Hearing was mailed on November 12, 2020, to affected and interested parties.

### Proposed Plan Virtual Office Hours, Webinars and Open House

Prior to the Public Hearing, the City Planning staff held virtual office hours, open houses, and hosted webinars in September, November, and December 2020 to provide community members an opportunity to hear about the latest updates and ask questions. Following public health guidance, public outreach leading up to the public hearing was conducted online or by telephone as it was not possible to hold in person meetings due to physical distancing measures necessary due to the COVID-19 pandemic.

The Department of City Planning released the Preliminary Draft of the Proposed Plan, Community Plan Implementation Overlay (CPIO) District, and Proposed Draft of the Zoning Code on the website in early November 2020 to provide community members with an opportunity to review all of the information ahead of the virtual meetings. Stakeholders who signed up to receive email notifications about the Proposed Plan update received eblasts about the release and availability of the updated drafts and the virtual meetings, and it was publicized on the department's social

media platforms. Hard copies of the materials were made available for viewing by appointment to ensure those without computer or internet access could review the materials.

Stakeholders were able to engage with staff in virtual one-on-one settings, or by telephone, during the office hours, in groups during the virtual open houses, and more broadly during the general webinars. A variety of time slots between lunchtime and early evening hours was chosen to maximize participation.

The virtual Office Hours were as follows:

- Wednesday, September 16, 2020
    - 9:00 a.m. – 10:00 a.m. (3 sessions)
    - 12:00 p.m. – 1:00 p.m. (3 sessions)
    - 5:00 p.m. – 6:00 p.m. (3 sessions)

- Thursday, September 17, 2020
    - 12:00p.m. – 1:00 p.m. (3 Sessions)
    - 3:00 p.m. – 4:00 p.m. (3 Sessions)

- Friday, September 18, 2020
    - 12:00 p.m. – 1:00 p.m. (3 Sessions)

- Saturday, September 19, 2020
    - 10:00 a.m. – 11:00 a.m. (3 Sessions)
    - 11:00 a.m. – 12:00 p.m. (3 Sessions)
    - 1:00 p.m. – 2:00 p.m. (3 Sessions)

Three separate Community Planning 101 webinars were also held for community stakeholders, including Neighborhood Council representatives. Two Downtown Community Plan Open Houses, and three webinars were offered in English and in Spanish. About 871 participants in total attended the online meetings; recordings of the webinars were then shared on the project website under Past Outreach Materials and the Translated Materials page. Key project outreach and educational materials were translated into Spanish, Chinese, Japanese, and Vietnamese and made available on the Proposed Project website throughout 2019 and 2020.

The Community Planning 101 webinars were as follows:

- Thursday, November 17, 2020 1:00 p.m. - 2:30 p.m.
- Thursday, November 19, 2020 5:00 p.m. - 6:30 p.m.
- Saturday, November 21, 2020 11:00 a.m. - 12:30 p.m.

The virtual Open Houses were as follows:

- Wednesday, December 2, 2020 1:00 p.m. - 2:30 p.m.
- Saturday, December 5, 2020 1:00 p.m. - 2:30 p.m.

***Website/Interactive Storymap***

In addition to providing updated drafts of the Proposed Plan, proposed CPIO, and Proposed Draft of the New Zoning Code, and proposed Zone Changes for public information and review on the project website, the Department of City Planning staff released an updated interactive and a

printable version of the Storymap online in August 2020 to provide more information on the zoning regulations. The interactive Draft Zoning Map on the website allows users to search a specific address and locate it on the map. The existing Storymap for the proposed zoning throughout the Downtown Plan Area has been available since 2017 with regular maintenance as updates became available.

### *Public Hearing*

In conformity with the Governor's Executive Order N-28-20 (March 17, 2020) and due to concerns over the COVID-19 pandemic, City Planning staff held a virtual and telephonic Public Hearing using Zoom [https://zoom.us/] on Tuesday, December 8, 2020. The Public Hearing was held from 4:00 p.m. to 7:00 p.m. and offered participants a formal opportunity to provide public comment on the Proposed Project Update. Approximately 259 unique visitors logged into the event. Simultaneous interpretation for the proceedings and consecutive interpretation for public comment were available in both Spanish and Chinese.

City Planning mailed Public Hearing notices to approximately 85,000 addresses within the Downtown Plan Area and 500-foot radius surrounding the Proposed Plan boundary. City Planning further included the public hearing notice on the Los Angeles City Planning Downtown Community Project website, planning.lacity.org/dtla2040, published a newspaper advertisement in the Daily Journal on November 12, 2020, and emailed the notice to the interested parties list. City Planning translated the Public Hearing notice into Spanish, Vietnamese, Chinese, and Japanese. The Public Hearing Officer kept the public comment period open approximately one month after the public hearing. City Planning received approximately 176 additional comments through January 13, 2021.

A summary of the public testimony received and written correspondence received by City Planning Staff by the end of the public comment period can be found in section Summary of Public Hearing Testimony and Written Communications.

## New Zoning Code Communications and Outreach

The effort to prepare the New Zoning Code has been informed and shaped by multiple rounds of outreach over a timeline spanning more than eight years. Outreach for the New Zoning Code has been conducted alongside the Proposed Plan as described in the section for Public Hearing and Communications, Outreach. Additionally, stand-alone outreach was conducted for the New Zoning Code.

Through preliminary listening sessions, in-person and virtual public forums, two advisory committees, a dedicated website, email, and social media, City Planning staff and consultants have engaged meaningfully with stakeholders from across the City, gaining valuable insight into how the current Zoning Code produces specific outcomes and integrating that knowledge into the New Zoning Code. Over the course of preparing the New Zoning Code, City Planning participated in over 200 outreach events on the New Zoning Code, together reaching an audience of over 6,500 people.

### *Listening Sessions & Draft Evaluation Report*

In summer 2013, City Planning kicked off the Zoning Code revision effort with five in-person listening sessions held in various locations across the City. City Planning staff and consultants introduced the project, answered questions, and heard comments and input regarding zoning-related issues. In fall 2013, a sixth event, billed as a "virtual listening session" and conducted via webinar, provided an additional opportunity for participants to provide feedback.

Listening sessions were held in the San Fernando Valley, Central Los Angeles, Harbor Area, West Los Angeles, and within South Los Angeles. Nearly 400 people participated in the listening sessions.

City Planning staff and consultants used the input gathered during the listening sessions to prepare the *Zoning Code Evaluation Report*, which discusses specific challenges and lays out objectives for the New Zoning Code. A draft of the *Zoning Code Evaluation Report* was released in March 2014.

***Public Forums & Final Evaluation Report***

In March of 2014, City Planning held a round of Public Forums across the City, inviting participants to share their thoughts and feedback on the draft *Zoning Code Evaluation Report*. The forums were structured as open houses in which members of the public could stop by anytime during a three-hour window to discuss the draft and the preliminary objectives of the New Zoning Code with City Planning staff. City Planning staff were stationed at information booths to greet members of the public, guide them through the material, and collect feedback. Approximately 600 participants attended over the course of the forums, which were held in the North San Fernando Valley, South San Fernando Valley, Central Los Angeles, South Los Angeles, East Los Angeles, West Los Angeles, and the Harbor Area. Additionally, a virtual online forum was held for participants who could not attend in person. City Planning staff and consultants used the input gathered during the public forums to prepare the final *Zoning Code Evaluation Report* (Exhibit C.4), which was released in December 2014.

***Second Round of Public Forums***

In March and April of 2016, City Planning held a second round of public forums across the City to share the first components of the New Zoning Code. In particular, this round of forums introduced a preliminary version of the modular zone string and concepts for specific topic areas, including regulatory tools for the Downtown Community Plan as well as options for neighborhood conservation. As with the 2014 round, the forums were structured as open houses and took place over a three-hour window. City Planning staff gave two presentations on the components of the New Zoning Code—once at the beginning of the open house and once at the midpoint. The forums also featured information booths similar to the first round of forums. Nearly 400 people participated in the forums, which were held in the North San Fernando Valley, South San Fernando Valley, Central Los Angeles, South Los Angeles, East Los Angeles, West Los Angeles, and the Harbor Area. Additionally, a virtual online forum was held for participants who could not attend in person.

***Advisory Committees***

In November of 2013, City Planning announced the formation of a Zoning Advisory Committee (ZAC) composed of 21 members representing neighborhood groups, businesses, nonprofits, and academia. Over the course of the effort to update the Zoning Code, the ZAC has served as an important community forum to highlight issues for City Planning to consider, as well as a sounding board to provide feedback on New Zoning Code concepts developed by City Planning staff and consultants. A total of 45 ZAC meetings have been held, which were open for the public to attend.

City Planning also formed a Technical Advisory Committee (TAC), composed of interdepartmental representatives from Los Angeles Building & Safety, Los Angeles Fire Department, Los Angeles Department of Water and Power, Los Angeles Department of Transportation, Los Angeles Department of Public Works, Los Angeles Housing and Community Investment Department, Los Angeles Department of Recreation and Parks, Los Angeles Department of Cultural Affairs, LA

Sanitation, Los Angeles Bureau of Engineering, and the Los Angeles Police Department. Over the course of the effort to update the New Zoning Code, the TAC has provided invaluable input to shape the New Zoning Code.

***Website and Interactive Feedback Tools***

City Planning consistently shared concepts, drafts, and updates related to the New Zoning Code on a dedicated website. The project website was designed to be a 24/7 outreach and participation tool that ensured that people could be engaged based on their own schedule as well as through our more traditional in-person sessions.

At last count, the dedicated site had approximately 31,500 pageviews over a six-month time-frame, averaging 5,250 pageviews per month. All official drafts of the New Zoning Code have been released on the main City Planning website as well. City Planning also invited the public to comment on the *Zoning Code Evaluation Report* through first-of-their-kind online feedback tools MarkUp, which allowed commenters to see the feedback provided by others, and MapIt, which provided an opportunity early in the project for the public to share input on zoning issues in their community by annotating a map with location-specific comments and photos.

***Email & Social Media***

Over the course of the effort to update the New Zoning Code, interested members of the public could sign up for email notifications and follow the progress of the New Zoning Code via dedicated Facebook and Twitter accounts. City Planning used these channels to promote in-person outreach events, highlight updates posted to the *recode.la* website, and engage followers by sharing news articles relating to zoning and land use. The two social media accounts cumulatively garnered thousands of followers—including more than 1,900 on Twitter—and were retired as part of an agency-wide digital transition effort completed in 2020, with the main City Planning social media channels continuing to share relevant information. Over 2,000 people signed up for email notification on the recode.la website and those subscribers will continue to receive updates on the New Zoning Code through the City Planning External Affairs Division.

**Summary of Public Hearing Testimony and Written Communications**

At the virtual Public Hearing, approximately 71 testimony (verbal comment) comments were received on a range of topics addressed by the Proposed Project. After the Public Hearing, additional comments, including 150 written comments and 26 video comments, were received via email.

The majority of the comments received during Public Hearing testimony and written public comment are consistent with the comments received through the outreach phases of the Proposed Project update process. Written comment and video testimony from stakeholders expressed concerns related to potential displacement and the need for more affordable housing, concerns seeking a bolstering of affordable housing preservation and protections, and the need to limit hotel developments. Additionally, stakeholders expressed a need for flexibility and facilitation of projects without discretionary review. The written comments were similar to the verbal comments and raised concerns about affordable housing, allowing a broader mix of housing types, concerns related to historic cultural communities, preservation and protections of affordable housing, services, and small and legacy businesses, aligning development potential with transportation improvements, comments on specific sites within the Downtown Plan Area, and how the proposed plan interacts with the proposed zoning code. There were also a few general comments. The comments on the Proposed Plans include topics of:

**Housing**

- Concern regarding gentrification of low-income neighborhoods and displacement of existing residents.
- Concern regarding lack of protections to prevent the loss of affordable rental units, such as loss of RSO units through new development.
- Need to address the homelessness crisis, and directly house people experiencing homelessness within their community.
- Need to build more affordable housing, and expand and deepen affordability throughout the Downtown Plan Area, including requiring higher percentages of deeply low and low-income affordability levels.
- Desire to Increase the minimum unit size, allowable construction types, and allow non live/work housing types in areas where housing is newly permitted.

**Neighborhood Identity**

- Desire for community improvement without displacement.
- Need for both new design regulations and allowance of architectural innovation.
- Concerns regarding prescriptive height limits in historic areas.
- Need for protections for small and legacy businesses in Downtown and Historic Cultural areas in the Downtown Plan Area.
- Need for protection of historic and culturally important buildings and neighborhoods especially in historic, and ethnic and cultural neighborhoods such as Little Tokyo, Chinatown, Historic Core, and Skid Row.

**Employment/Economic Development**

- Need for more flexibility of uses in jobs producing and hybrid industrial areas of the Downtown Plan Area.
- Need for community serving small and legacy businesses protections.
- No need to build more hotels in the Downtown Plan Area.
- Request for removal of limitations on the number of hotel rooms and allowance of kitchenettes in hotel uses.
- Request for conditional use permit requirement when hotel developments are proposed to ensure public participation in the approval process.

**Open Space**

- Identified lack of parks and recreational space Downtown.
- Need for open space throughout the Downtown Plan Area. Requests to prioritize park space in areas with the highest need. The current downtown context has a large number of urban heat islands, a lack of open space, and a lack of tree canopy.
- Need for resiliency stations and cooling stations in the Downtown Plan Area.
- Request for clarification on publicly accessible open space provision, expand from the ground floor and available to the public provision, to broader “clearly accessible” to the public.

**Mobility & Connectivity**

- Desire to impose parking maximums or other similar measures to prevent excessive vehicle parking in areas that are well served by transit.
- Desire to expand transit core designation in all areas near transit, including areas of Historic Core, Little Tokyo, Chinatown, and Skid Row.

- Desire to align development potential near proposed, and approved transportation improvements and infrastructure projects throughout Downtown.
- Discourage buildings turning their back to the LA river and create frontages that encourage activation, mobility, and connectivity along the river.
- Support of safe pedestrian experience and safe multimodal experience for all in the Downtown Plan Area.
- Continue the tradition of walkability in Little Tokyo, and increase walkability by providing a comfortable, safe, pedestrian experience in Chinatown, Skid Row, and the Downtown Plan Area.

**Community Benefits**

- Desire to adjust proposed Base and Bonus FAR in relation to Community Benefits Program. Design and development stakeholders cite challenging feasibility of high rise development in neighborhoods such as Chinatown, Little Tokyo, and Historic Core.
- Desire for more substantial FAR benefits for affordable housing and provision of additional community benefits.
- Support of lowering of base FARs throughout the Downtown Plan Area to capture more affordable housing units and community benefits.
- Support for creation of new Community Benefit Fund and removal of the TFAR program.
- Support for expansion of community benefits such as reduced rent for community-serving businesses, sidewalk vendors, hygiene stations, and resiliency centers.

**General Comments/Other**

- Ensure presence of equity and racial justice in current planning and development practices and community reparations.
- Discourage alcohol uses in predominantly residential and recovery communities.
- Ensure oversight and accountability on the use of city funds.
- Comment regarding lack of City Services such as street and tree maintenance.
- Concerns about the outreach, plan update process, timeline, and the digital divide in the context of COVID-19.

## Central Los Angeles Area Planning Commission Comments

A briefing on the proposed Downtown Community Plan and New Zoning Code was presented to the Central Los Angeles Area Planning Commission (APC) on Tuesday, April 13, 2021. Following staff's presentation, there were no comments provided by the Commission or members of the public.

# DEPARTMENT OF CITY PLANNING

## SUPPLEMENTAL RECOMMENDATION REPORT

## City Planning Commission

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

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

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

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

First City Planning Commission meeting held on June 17, 2021

**Appeal Status:** Not Applicable

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

**CEQA No.:** ENV-2017-433-EIR

**Incidental Cases:** None

**Related Cases:** None

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

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

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

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

**GPLU:** Various
**Zone:** Various

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

**PROJECT LOCATION:**

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

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

**PROPOSED PROJECT:**

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

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

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

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

**RECOMMENDED ACTIONS[1]:**

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

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

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

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CPC-2017-432-CPU
CPC-2014-1582-CA

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# Table of Contents

**DISCUSSION OF KEY TOPICS** **1**

**Approaches for Industrial Areas** 1
Industrial Land 1
Arts District 3
Alameda Street 6

**HR&A Study and Calibration of Base Floor Area Rights (FAR)** 11

**Community Benefits Program** 14
Community Benefits Fund 15
Moderate & Above Moderate 16
Deeply-Low Income 17

**Housing Stability** 18

**Chinatown** 20
FAR and Development Potential 20
Transfer of Development Rights in Chinatown 23
Subarea A.3 Requirement for Multi-bedroom Units 24

**Skid Row Zoning & History** 25

**Childcare & Schools** 29

**Adaptive Reuse** 30

**Character Frontages** 43

**Electric Vehicle Parking** 45

**Los Angeles River Zoning Strategies** 46

**Public Open Space and Parks** 50

**Mobility** 54

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

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

# DISCUSSION OF KEY TOPICS

## Approaches for Industrial Areas

### *Industrial Land*

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

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

| **TABLE 1: FRAMEWORK ELEMENT GOALS AND POLICIES FOR INDUSTRIAL LAND USES** | |
|---|---|
| LAND USE POLICIES | |
| Goal 3J | Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability. |
| Objective 3.14: | Provide land and supporting services for the retention of existing and attraction of new industries. |
| Policy 3.14.2 | Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.). |
| Policy 3.14.3 | Promote the re-use of industrial corridors for small scale incubator industries. |
| Policy 3.14.6 | Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria: |
| | a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development; |
| | b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development; |
| | c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods; |
| | d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses; |

| | |
|---|---|
| | e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas; |
| | f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses; |
| | g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or |
| | h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas. |
| ECONOMIC DEVELOPMENT POLICIES | |
| 7.2.8 | Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors. (P1,P18) |
| 7.2.9 | Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: *Land Use*. (P18) |
| 7.2.10 | Ensure that the City's industrial sites are regionally competitive to maintain and enhance a core manufacturing base. (P37, P38, P39) |
| 7.2.11 | Ensure that the City has sufficient quantities of land suitable to accommodate existing, new and relocating industrial firms, whose operations are appropriate to a specific location in Los Angeles. (P18, P26, P38) |
| 7.2.12 | Establish, as shown in Figure 7-1, the area adjacent to the Port of Los Angeles, the rail corridor bisecting the San Fernando Valley, and the South Central/Southeast industrial area as market-linked targeted industrial areas (market-linked areas are described on page 7-4). (P1, P18) |
| 7.2.13 | Facilitate environmentally sound operations and expansion of the Port of Los Angeles and the Los Angeles International Airport as major drivers of the local and regional economy. (P3, P5, P6, P42) |
| 7.2.14 | Take steps to assure that new industries developed are sensitive to environmental and conservation issues, and that cumulative environmental impacts are addressed. |

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

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

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

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

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

***Arts District***

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

*See also:*



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

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

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

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

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

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

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

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

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

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

| **TABLE 3. ZONING USE DISTRICT: INDUSTRIAL MIXED 4 FOR ARTS DISTRICT LIVE/WORK REQUIREMENTS** | |
|---|---|
| **Unit Size** (Minimum Avg. size) | 1,000 sf |
| **Designated Workspace** | |
| Work Space Area | Minimum 40% / Maximum 50% |
| Work Space Dimensions | Minimum 10' X 15' |
| Work Space Uses | • Office<br>• Personal Services: General<br>• Manufacturing, Light: General<br>• Manufacturing, Light: Artistic & Artisanal |
| **Open Plan Area** | Minimum 70% |
| **In conjunction with:** | • Office<br>• Manufacturing, Light: General<br>• Manufacturing, Light: Artistic & Artisanal |
| Floor Area | Minimum of 1.5 FAR |

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

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

**Live/work Units and Affordable Housing**

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

***Alameda Street***

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

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

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

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




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

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

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

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

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

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

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

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

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

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

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

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

> ***Facilitating Growth and Value Capture,*** *Floor Area Ratio (Page A-31):*
> *In determining the Base FARs, the Proposed Project seeks to balance its two important objectives: 1) to promote substantial growth in areas close to transit, promote infill development and contribute to the sustainability goals of the City; and 2) ensure an incentive system that generates affordable housing in parts of Downtown where it is most needed and minimize the displacement of low-income residents. Therefore, the Proposed Project proposes higher Base FARs in areas that are in proximity to transit and are primarily existing large-scale commercial uses. Additional information regarding FARs can be found in the discussion under the Key Issue, Land Use, Zoning and Transit Infrastructure (Page A-33 of the June 2021 Staff Report). Conversely, the Proposed Project does not offer the same level of FAR increase in the Industrial and Industrial Mixed-Use Districts to the south and eastern portions of the Downtown Plan Area, which are generally not as well served by transit, and in areas that house a large number of low-income households with increased displacement risk, to facilitate more community benefits. In areas such as Little Tokyo and Chinatown where existing residential density limitations are being removed (i.e., the Proposed Project now envisions unlimited residential unit density) and stakeholders have expressed concerns about displacement of residents and small businesses, the by-right FAR has been reduced from the currently adopted by-right FAR of 6:1 to a proposed by-right FAR of 2:1. These are generally areas with a range of building scales today; the maximum Bonus FAR of 6:1 will remain available for projects that provide community benefits and in some locations projects can reach up to 8.5:1 Bonus FAR.*
>
> ***Land Use, Zoning and Transit Infrastructure*** *(Page A-33):*
> *Under the Proposed Plan's General Plan land use map, areas with highest concentration of bus and rail infrastructure are designated as Transit Core. Out of the eight fixed rail stations within the Downtown Plan Area (five existing and three under construction), six of the stations are surrounded by the Transit Core designation. The remaining two stations located in Chinatown and Little Tokyo are designated as either Community Center or Village, designations that promote growth and housing opportunity, but seek to preserve the identity of these cultural neighborhoods in strategic ways. The core of these areas that house a large number of cultural institutions and legacy businesses are zoned to allow for up to 6:1 FAR and five stories, while allowing for up to 8.5:1 FAR in the surrounding blocks. The areas around the future rail stations being considered along Alameda Street are designated Hybrid Industrial and allow up to 4.5:1 to 6:1 FAR with a targeted 15 story height limit along the Los Angeles River. It is worth noting that all of the FARs proposed throughout the Community Center or Village areas are higher than those available in most parts of the City. For example, a 6:1 FAR, when not encumbered by a height limitation, can facilitate high-rise building typologies in the realm of 30 to 40 stories on average.*

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

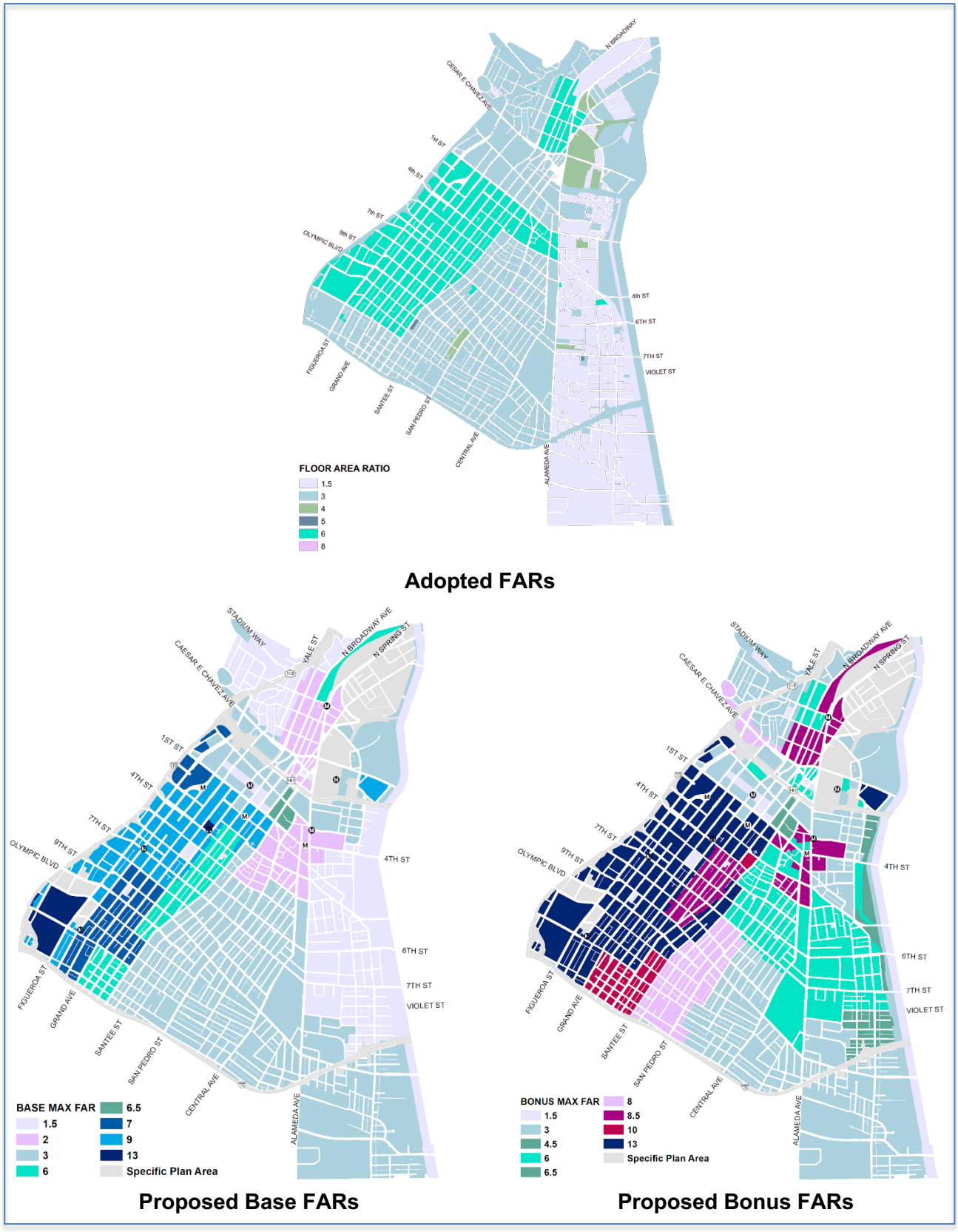



*Figure 2. Map Showing Adopted FARs, and Proposed Base and Bonus FARs*

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

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

**Community Benefits Program**

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

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

See also: ☞

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

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

***Community Benefits Fund***

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

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

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

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

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

See also: *Community Benefit Fee Ordinance, Exhibit B.4*

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

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

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

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

***Moderate & Above Moderate***

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

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

Demographics and the need for affordable housing in the Downtown community reflect these Citywide trends. In 2019, the median annual household income[2] in Central City was $38,353 and was $40,254 in Central City North, as compared to a Citywide median household income of $62,142. These households would qualify for a very low-income restricted unit.

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

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

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

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

Source: Permit Data Department of City Planning

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

Existing incentive programs, such as the Transit Oriented Communities (TOC) and the Density Bonus Program, do not include incentives for for-rent moderate and above moderate income units, and moderate-income units are only included as an option for for-sale projects in the Density Bonus program. The proposed Downtown Community Benefits Program continues the policy of prioritizing units for lower-income households, offering incentives for deeply-low through low-income units in the first level of the program, with the inclusion of moderate-income units in for-sale projects only. Projects may include a limited amount of moderate and above moderate income rental units to receive additional bonus development rights in the second level of the program, only after providing a minimum amount (matching TOC Tier 1) of units for lower-incomes. Furthermore, economic analysis[3] indicated that developers most often select the lowest-income category units (i.e., deeply-low or extremely-low income) when participating in incentive programs like Density Bonus and TOC, because they are more cost effective. Existing incentive programs, as well as the proposed Downtown Community Benefits Programs, are weighted towards lower-income categories, prioritizing housing that is affordable to households with the lowest incomes and who are at the greatest risk of displacement while also ensuring opportunities for moderate housing when feasible.

### *Deeply-Low Income*

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

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

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

**Housing Stability**

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

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

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

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

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

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

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

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

| TABLE 6. GOALS AND POLICIES FOR HOUSING STABILITY AND DISPLACEMENT | |
|---|---|
| LU 2.7 | Promote preservation and maintenance of existing housing stock at the foundation of the community's affordable housing supply. |
| LU 3.2 | Facilitate the preservation of existing residential units and avoid displacement of current Downtown residents. |
| LU 3.8 | Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies. |
| LU 3.9 | Facilitate the renewal of existing affordable housing covenants and promote opportunities for acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to preserve Affordability. |

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

**Replacement Requirements**

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

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

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

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

### Covenant Length

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

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

## Chinatown

### *FAR and Development Potential*

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

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

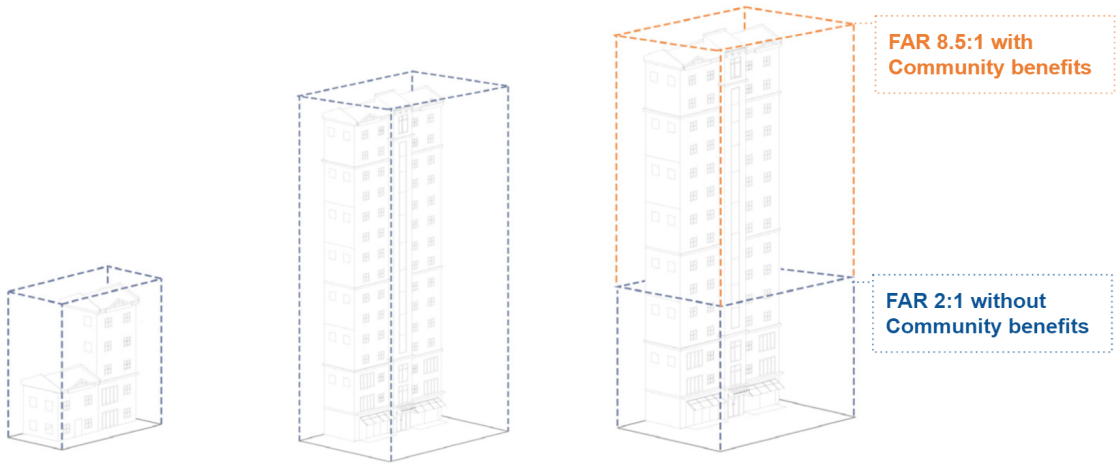



*Figure 3: Graphic Showing Adopted and Proposed FARs in portions of Chinatown Commercial areas*

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

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

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

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

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




*Figure 4: Chinatown Central Plaza*

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

| **TABLE 7. DEVELOPMENT OPTIONS UNDER THE ADOPTED ZONING** | |
|---|---|
| **Adopted Zoning Project Option A: Base FAR** | **Adopted Zoning Project Option B: Bonus FAR** |
| Allows up to 6:1 FAR, no affordable housing required | Allows up to 9.3:1 FAR using TOC, affordable housing required (11% extremely-low income) |

| **TABLE 8. DEVELOPMENT OPTIONS UNDER THE PROPOSED ZONING** | |
|---|---|
| **Proposed Zoning Project Option A: Base FAR** | **Proposed Zoning Project Option B: Bonus FAR** |
| Allows up to 2:1 FAR, no affordable housing required | Allows up to 8.5:1 FAR using CBP, affordable housing required (17% extremely-low income)*<br>*Assumes the project chooses to provide only affordable housing vs public open space or community facility |

***Transfer of Development Rights in Chinatown***

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

See also:
*Downtown Community Plan Implementation Overlay, Exhibit B.1, Pages 19-21*

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

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

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

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

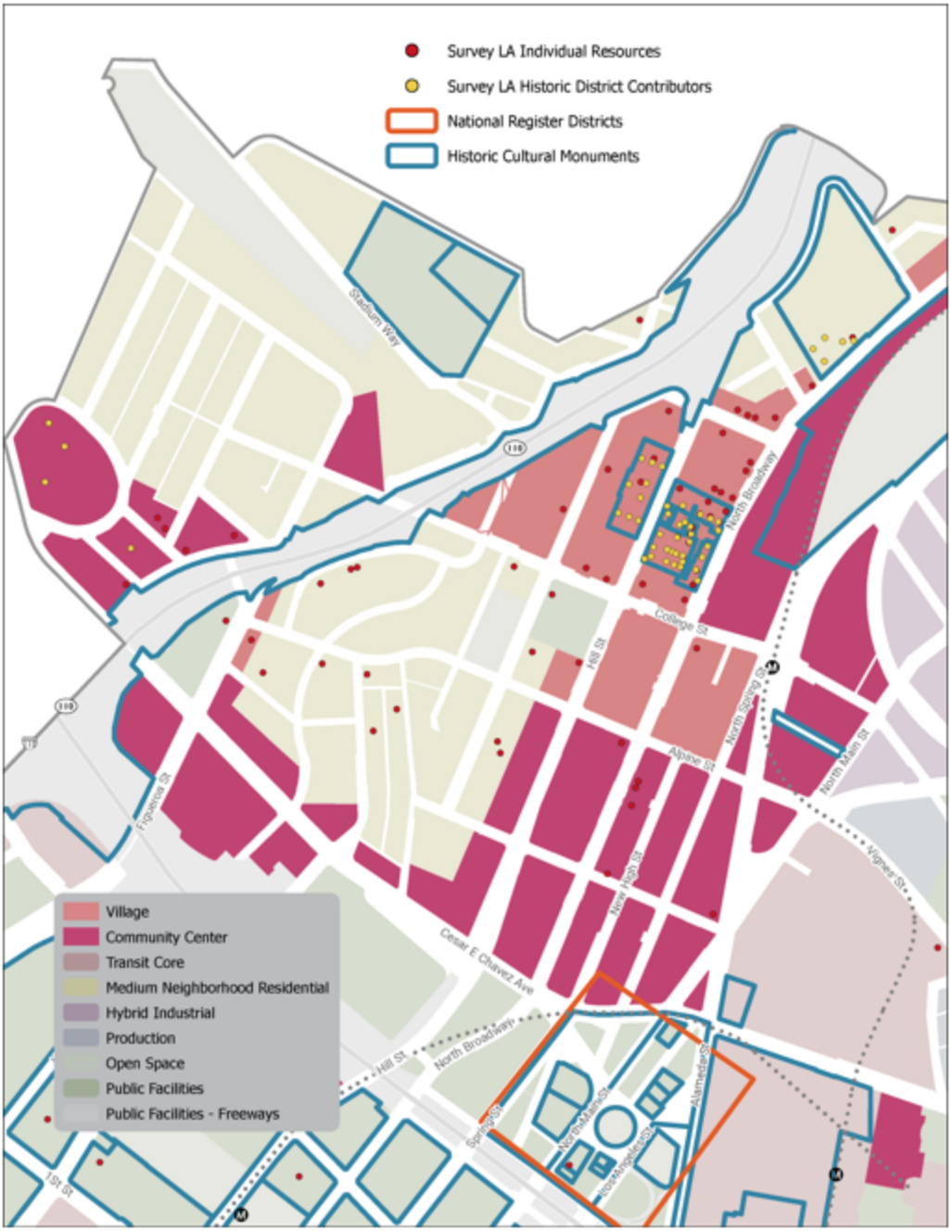



*Figure 5: Historic Resources and Proposed General Plan Land Use Designations*

***Subarea A.3 Requirement for Multi-bedroom Units***

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

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

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

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

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

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

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

## Skid Row Zoning & History

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

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

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

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

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

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

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

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

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

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

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




*Figure 6. Proposed IX1 Limits*

The following considerations informed the proposed zoning and its boundaries:

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

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

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

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

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

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

**Childcare & Schools**

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

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

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

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

| TABLE 9. REGULATONS IN ZONING USE DISTRICTS: RX, CX, and IX | | | |
|---|---|---|---|
| **Use** | **Permission** | **Use Standard** | **Specification** |
| Family Child Care | P* | In conjunction with: | Dwelling |
| Preschool/Daycare | P* | | |

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

| TABLE 10. REGULATIONS IN ZONING USE DISTRICTS: A1 and RG1 (2% of DTLA) | | | |
|---|---|---|---|
| **Use** | **Permission** | **Use Standard** | **Specification** |
| Family Child Care | P* | In conjunction with: | Dwelling |
| | | Persons in care (max) | 20 |
| | | Relief | *C2* |
| Preschool/Daycare | P* | Persons in care (max) | 20 |
| | | Relief | *C2* |

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

**Adaptive Reuse**

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

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

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

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

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

A study performed by the Central City Association[7] estimates that between 1999 and 2020 over 12,000 new housing units were provided in Downtown LA using the provisions of the Adaptive Reuse Ordinance, which accounts for more than 30% of the total number of new housing units in Downtown. However, due to the fixed date for eligibility (buildings built before 1974), the number of potential buildings that can utilize the ARO incentives is limited. The results of a review by City Planning staff of permit information for the last 10 years show that this factor may have led to a diminishing rate of utilization of the program over time.

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

In more recent years, there have been calls from multiple organizations and stakeholders, such as the Central City Association[8], to consider modernizing and improving the ARO provisions. The Downtown Community Plan Update and the New Zoning Code efforts are responsive to these recommendations. The Proposed Draft of the New Zoning Code includes many improvements intended to build upon the original Downtown program's success and expands upon the program's existing benefits for Downtown; these same improvements are also carried over to the proposed Citywide Adaptive Reuse program that are also established within the New Zoning Code.

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

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

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

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

[8] Ibid.

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

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

**TABLE 11. DOWNTOWN ADAPTIVE REUSE – CURRENTLY ADOPTED VS NEW ZONING CODE**

| | ***Current Zoning Code*** (Sec. 12.22.A.26.) | ***New Zoning Code*** (Sec. 9.4.5.) |
|---|---|---|
| **Purpose** | Purpose statement identifies the area of eligibility as the "Greater Downtown Los Angeles Area" and limits the list of uses for conversion to residential. | Purpose statement is generally the same as the Current Zoning Code except that it identifies the area of eligibility as the "Downtown Community Plan Area," and updates the list of uses to facilitate conversion to any permitted use in the applied Use District. |
| **Eligibility** | Buildings in the CR, C1, C1.5, C2, C4, C5, CM and R5 Zones within the "Downtown Project Area":<br>• ~~Buildings built prior to July 1, 1974~~<br>• ~~Buildings built in accordance with building and zoning codes in effect on or after July 1, 1974 (with Class 1 CUP); at least 5 years after Certificates of Occupancy~~<br>• Designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ).<br><br>Buildings in the M Zones in the Downtown Project Area ~~(with Class 1 CUP)~~:<br>• ~~Built prior to July 1, 1974~~<br>• ~~Built in accordance with building and zoning codes in effect on or after July 1, 1974 (with Class 1 CUP); at least 5 years after Certificates of Occupancy~~ | Buildings within the Downtown Community Plan Area:<br>• That are at least 25 years old<br>• That are at least 10 years old (with Class 1 CUP)<br>• That are historic (Listed in or formally determined eligible for the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments, as well as Contributing Features in Historic Preservation Districts and Contributors to National Register or California Register Historic Districts; or identified through a historic resources survey as potentially eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or City of Los Angeles List of Historic-Cultural Monuments)<br>• That are parking structures, and are at least 10 years old. |

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| | • Designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ). | |
| **Standards** | **Unit Size**<br>• ~~Dwelling Units and Joint Living and Work Quarters must have an average floor area of 750 sq ft, with a minimum floor area of 450 sq ft.~~<br>  ○ ~~Floor area does not include hallways or other common areas.~~<br><br>**Guest Rooms**<br>• ~~Guest rooms must include a toilet and bathing facilities.~~<br><br>**Loading Spaces**<br>• Existing loading spaces must be maintained. | **Loading Spaces**<br>• <u>Loading spaces which are part of a street-facing facade on lots with a Character Frontage District must be maintained. Otherwise, it may be removed.</u><br><br>**Linkage Fee**<br>• Linkage Fee continues to apply. |
| **Incentives** | **Floor Area**<br>• Existing floor area is considered allowed even if larger than FAR allows.<br>• Floor area averaging is permitted with a Class 1 CUP in a unified development project.<br>• Mezzanines in existing buildings ~~not exceeding 33% of the floor below it~~ are not considered new floor area; not applicable in new construction.<br><br>**Height**<br>• Existing height is considered allowed even if taller than height limit allows. | **Floor Area**<br>• Existing floor area is considered allowed even if larger than FAR allows.<br>• <u>New floor area within existing building envelope not counted (example: mezzanines)</u><br>• <u>Changes of use in previously exempted floor area not counted (example: conversion of basements to active uses).</u><br>• <u>New one-story rooftop structures exempt from floor area.</u><br>• <u>Up to 50,000 sq-ft of existing floor area of designated historic resources or surveyed historic resources is exempt from floor area calculations on unified development sites.</u><br>• Unified development may average floor area across multiple lots.<br><br>**Height**<br>• Existing height is considered allowed even if taller than height limit allows. |

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| | | • One additional story on existing buildings permitted without counting towards height in stories limit. |
| | **Yards**<br>• Existing yards are considered allowed even if beyond yard limitations. | **Yards**<br>• Existing yards are considered allowed even if beyond yard limitations. |
| | **Uses**<br>• ~~Dwelling units, guest rooms, and joint living and work quarters shall be permitted in Adaptive Reuse Projects, so long as the use is permitted by the zone.~~ | **Uses**<br>• Any change of use is permitted as long as the use is permitted by the zone. |
| | **Parking**<br>• ~~No new parking required for changes of use, but existing parking must be maintained.~~ | **Parking**<br>• [No parking required per Downtown proposed zoning.]<br>• Retention of existing parking is not required. |
| | **Mini-Shopping Center & Commercial Corner**<br>• ~~Exempt from the mini-shopping center and commercial corner development regulations.~~ | **Lot Amenity Space & Residential Amenity Space**<br>• Adaptive reuse projects are not required to provide additional lot amenity space or residential amenity space as a result of a change of use. |
| | | **Upper-Story Bulk**<br>• Existing buildings are exempt from upper-story bulk provisions. |
| | | Building Mass<br>• Existing buildings are exempt from building mass provisions. |
| | | **Frontage District Standards**<br>• Existing buildings are not required to be brought into conformance with Frontage District standards, but may not be made non-conforming. |
| | | **Project Review**<br>• Exempt from Project Review. |

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| | **Site Plan Review (Project Review)**<br>• Exempt from Site Plan Review.<br><br>**Loading Space**<br>• Loading space is not required.<br><br>**Density**<br>• Dwelling units and joint living and work quarters are not subject to density limits. | **Loading Space**<br>• Loading space is not required.<br><br>**Density**<br>• Dwelling units and joint living and work quarters are not subject to density limits. |
| **Process** | **Administrative Review**<br>• [No language on administrative review, but implied in the provision's location in the current Zoning Code]<br><br>**Class 1 CUP**<br>• Buildings in M Zones in the Downtown Project Area.<br>o ~~Supplemental Findings: safety signs; limit to specific types of uses; complies with unit sizes; surrounding uses are compatible; not detrimental to safety & welfare of new residents; will not displace viable industrial uses.~~<br>• Buildings built in accordance with building and zoning codes in effect on or after July 1, 1974.<br>o ~~Supplemental Findings: the building is no longer economically viable in its current use or uses.~~ | **Administrative Review**<br>• <u>Buildings that are at least 25 years old.</u><br>• <u>Parking structures that are at least 10 years old.</u><br><br>**Class 1 CUP**<br>• <u>Buildings that are at least 10 years old.</u><br><br>**Relief**<br>• Zoning Administrator may:<br>o Grant, modify or deny some or all of the incentives.<br>o Grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects. |

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

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

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

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

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

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

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

**TABLE 12. CITYWIDE ADAPTIVE REUSE – CURRENTLY ADOPTED VS NEW ZONING CODE**

| | ***Current Zoning Code*** (Sec. 12.24.X.1.) | ***New Zoning Code*** (Sec. 9.4.6.) |
|---|---|---|
| **Purpose** | [No purpose statement provided.] | <u>Establishing a purpose statement focusing on conversion and retention of existing buildings for historic and sustainable reasons.</u> |
| **Eligibility** | Buildings in the CR, C1, C1.5, C2, C4, C5, CM and R5 Zones outside of the "Downtown Project Area":<br>• ~~Buildings built prior to July 1, 1974~~<br>• ~~Buildings built in accordance with building and zoning codes in effect on or after July 1, 1974 (with Class 1 CUP); at least 5 years after Certificates of Occupancy~~<br>• Designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ).<br><br>~~Buildings in the Adaptive Reuse Incentive Areas Specific Plan, Ordinance No. 175,038.~~ | Buildings outside the Downtown Community Plan Area, in any Commercial or Commercial-Mixed Use District, or on any lot in Density District 2 or FA, regardless of Use District:<br>• **That are at least 25 years old**<br>• **That are at least 10 years old (with Class 1 CUP)**<br>• That are historic (Listed in or formally determined eligible for the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments, as well as Contributing Features in Historic Preservation Districts and Contributors to National Register or California Register Historic Districts; or identified through a historic resources survey as potentially eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or City of Los Angeles List of Historic-Cultural Monuments)<br>• <u>Parking structures that are at least 10 years old; limited to the area in excess of the minimum parking requirements.</u> |
| **Standards** | **Unit Size**<br>• ~~Dwelling Units and Joint Living and Work Quarters must have an average~~ | **Affordable Housing Requirement**<br>• <u>Project involving 10 or more new dwelling units:</u> |

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| | ~~floor area of 750 sq-ft, with a minimum floor area of 450 sq-ft.~~<br>~~○ Floor area does not include hallways or other common areas.~~<br><br>**Guest Rooms**<br>• ~~Guest rooms must include a toilet and bathing facilities.~~<br><br>**Loading Spaces**<br>• ~~Existing loading spaces must be maintained.~~ | ○ 10 to 13 new dwelling units - at least 1 unit for very-low income households<br>○ 14 to 17 new dwelling units - at least 1 unit for moderate income households and at least 1 unit affordable for very-low income households<br>○ 18 or more new dwelling units - at least 10% of its units for moderate income households and at least 5% of its units for very-low income households<br>• Affordable Housing Covenant |
| **Incentives** | **Floor Area**<br>• Existing floor area is considered allowed even if larger than FAR allows.<br>• Floor area averaging is permitted with a Class 1 CUP in a unified development project.<br>• Mezzanines in existing buildings ~~not exceeding 33% of the floor below it~~ are not considered new floor area; not applicable in new construction.<br><br>**Height**<br>• Existing height is considered allowed even if taller than height limit allows.<br><br>**Yards**<br>• Existing yards are considered allowed even if beyond yard limitations.<br><br>**Uses**<br>• ~~Dwelling units, guest rooms, and joint living and work quarters shall be permitted in Adaptive Reuse Projects, so long as the use is permitted by the zone.~~ | **Floor Area**<br>• Existing floor area is considered allowed even if larger than FAR allows.<br>• New floor area within existing building envelope not counted (example: mezzanines)<br>• Changes of use in previously exempted floor area not counted (example: conversion of basements to active uses).<br>• New one-story rooftop structures exempt from floor area.<br>• Up to 50,000 sq-ft of existing floor area of designated historic resources or surveyed historic resources is exempt from floor area calculations on unified development sites.<br>• Unified development may average floor area across multiple lots.<br><br>**Height**<br>• Existing height is considered allowed even if taller than height limit allows.<br>• One additional story on existing buildings permitted without counting towards height in stories limit.<br><br>**Yards**<br>• Existing yards are considered allowed even if beyond yard limitations.<br><br>**Uses**<br>• Any change of use is permitted as long as the use is permitted by the zone. |

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| | **Parking**<br>• No new parking required for changes of use, but existing parking must be maintained.<br><br>**Mini-Shopping Center & Commercial Corner**<br>• ~~Exempt from the mini-shopping center and commercial corner development regulations.~~ | **Parking**<br>• No new parking required for changes of use, but existing parking must be maintained.<br><br>**Lot Amenity Space & Residential Amenity Space**<br>• Adaptive reuse projects are not required to provide additional lot amenity space or residential amenity space as a result of a change of use.<br><br>**Upper-Story Bulk**<br>• Existing buildings are exempt from upper-story bulk provisions.<br><br>**Building Mass**<br>• Existing buildings are exempt from building mass provisions.<br><br>**Frontage District Standards**<br>• Existing buildings are not required to be brought into conformance with Frontage District standards, but may not be made non-conforming. |
| | **Site Plan Review (Project Review)**<br><br>• Exempt from Site Plan Review.<br><br>**Loading Space**<br>• Loading space is not required.<br><br>**Density**<br>• Dwelling units and joint living and work quarters are not subject to density limits. | **Project Review**<br>• Exempt from Project Review.<br><br>**Loading Space**<br>• Loading space is not required.<br><br>**Density**<br>• Dwelling units and joint living and work quarters are not subject to density limits.<br><br>**Linkage Fee**<br>• Linkage fee waived if 10 or more restricted affordable housing units are provided. |
| **Process** | **Administrative Review**<br>• ~~Buildings in the Adaptive Reuse Incentive Areas Specific Plan, Ordinance No. 175,038.~~<br><br>**Class 1 CUP** | **Administrative Review**<br>• Buildings that are at least 25 years old<br>• Parking structures that are at least 10 years old.<br><br>**Class 1 CUP** |

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| | • Supplemental Findings:<br>  ○ Building is no longer economically viable.<br>  ○ The surrounding area will not be adversely affected by overflow parking or traffic congestion.<br><br>**Relief**<br>• Zoning Administrator may:<br>  ○ Grant, modify or deny some or all of the incentives.<br>  ○ Grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects. | • <u>Buildings that are at least 10 years old</u><br>• Supplemental Findings:<br>  ○ Building is no longer economically viable.<br>  ○ The surrounding area will not be adversely affected by overflow parking or traffic congestion.<br><br>**Relief**<br>• Zoning Administrator may:<br>  ○ Grant, modify or deny some or all of the incentives.<br>  ○ Grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects. |

**Downtown vs Citywide in the New Zoning Code**

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

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

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

**TABLE 13. DOWNTOWN VS CITYWIDE ADAPTIVE REUSE**

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

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| **Eligibility** | Buildings within the Downtown Community Plan Area:<br>• That are at least 25 years old<br>• That are at least 10 years old (with Class 1 CUP)<br>• That are historic (Listed in or formally determined eligible for the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments, as well as Contributing Features in Historic Preservation Districts and Contributors to National Register or California Register Historic Districts; or identified through a historic resources survey as potentially eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or City of Los Angeles List of Historic-Cultural Monuments)<br>• That are parking structures, and are at least 10 years old | Buildings *outside the Downtown Community Plan Area, in any Commercial or Commercial-Mixed Use District, or on any lot in Density District 2 or FA, regardless of Use District*:<br>• That are at least 25 years old<br>• That are at least 10 years old (with Class 1 CUP)<br>• That are historic (Listed in or formally determined eligible for the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments, as well as Contributing Features in Historic Preservation Districts and Contributors to National Register or California Register Historic Districts; or identified through a historic resources survey as potentially eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or City of Los Angeles List of Historic-Cultural Monuments)<br>• That are parking structures, and are at least 10 years old*; limited to the area in excess of the minimum parking requirements*. |
| **Standards** | **Loading Spaces**<br>• *Loading spaces which are part of a street-facing facade on lots with a Character Frontage District must be maintained. Otherwise, it may be removed.*<br><br>**Linkage Fee**<br>• *Linkage Fee continues to apply.* | **Affordable Housing Requirement**<br>• *Project involving 10 or more new dwelling units:*<br>  ○ *10 to 13 new dwelling units - at least 1 unit for very-low income households*<br>  ○ *14 to 17 new dwelling units - at least 1 unit for moderate income households and at least 1 unit affordable for very-low income households*<br>  ○ *18 or more new dwelling units - at least 10% of its units for moderate income households and at least 5% of its units for very-low income households*<br>• *Affordable Housing Covenant* |
| **Incentives** | **Floor Area**<br>• Existing floor area is considered allowed even if larger than FAR allows.<br>• New floor area within existing building envelope not counted (example: mezzanines)<br>• Changes of use in previously exempted floor area not counted | **Floor Area**<br>• Existing floor area is considered allowed even if larger than FAR allows.<br>• New floor area within existing building envelope not counted (example: mezzanines)<br>• Changes of use in previously exempted floor area not counted (example: conversion of basements to active uses) |

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|---|---|---|
| | (example: conversion of basements to active uses)<br>• New one-story rooftop structures exempt from floor area.<br>• Up to 50,000 sq-ft of existing floor area of designated historic resources or surveyed historic resources is exempt from floor area calculations on unified development sites.<br>• Unified development may average floor area across multiple lots.<br><br>**Height**<br>• Existing height is considered allowed even if taller than height limit allows.<br>• One additional story on existing buildings permitted without counting towards height in stories limit.<br><br>**Yards**<br>• Existing yards are considered allowed even if beyond yard limitations.<br><br>**Uses**<br>• Any change of use is permitted as long as the use is permitted by the zone.<br><br>**Parking**<br>• [No parking required per Downtown proposed zoning.]<br>• *Retention of existing parking is not required*<br><br>**Lot Amenity Space & Residential Amenity Space**<br>• Adaptive reuse projects are not required to provide additional lot amenity space or residential amenity space as a result of a change of use.<br><br>**Upper-Story Bulk**<br>• Existing buildings are exempt from upper-story bulk provisions.<br><br>**Building Mass**<br>• Existing buildings are exempt from building mass provisions.<br><br>**Frontage District Standards**<br>• Existing buildings are not required to be brought into conformance with Frontage District standards, but may not be made non-conforming. | • New one-story rooftop structures exempt from floor area.<br>• Up to 50,000 sq-ft of existing floor area of designated historic resources or surveyed historic resources is exempt from floor area calculations on unified development sites.<br>• Unified development may average floor area across multiple lots.<br><br>**Height**<br>• Existing height is considered allowed even if taller than height limit allows.<br>• One additional story on existing buildings permitted without counting towards height in stories limit.<br><br>**Yards**<br>• Existing yards are considered allowed even if beyond yard limitations.<br><br>**Uses**<br>• Any change of use is permitted as long as the use is permitted by the zone.<br><br>**Parking**<br>• *No new parking required for changes of use, but existing parking must be maintained.*<br><br>**Lot Amenity Space & Residential Amenity Space**<br>• Adaptive reuse projects are not required to provide additional lot amenity space or residential amenity space as a result of a change of use.<br><br>**Upper-Story Bulk**<br>• Existing buildings are exempt from upper-story bulk provisions.<br><br>**Building Mass**<br>• Existing buildings are exempt from building mass provisions.<br><br>**Frontage District Standards**<br>• Existing buildings are not required to be brought into conformance with Frontage District standards, but may not be made non-conforming. |

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| | **Project Review**<br>• Exempt from Project Review.<br><br>**Loading Space**<br>• Loading space is not required.<br><br>**Density**<br>• Dwelling units and joint living and work quarters are not subject to density limits. | **Project Review**<br>• Exempt from Project Review.<br><br>**Loading Space**<br>• Loading space is not required.<br><br>**Density**<br>• Dwelling units and joint living and work quarters are not subject to density limits.<br><br>**Linkage Fee**<br>• Linkage fee waived if 10 or more restricted affordable housing units are provided. |
| **Process** | **Administrative Review**<br>• Buildings that are at least 25 years old<br>• Parking structures that are at least 10 years old.<br><br>**Class 1 CUP**<br>• Buildings that are at least 10 years old<br><br>**Relief**<br>• Zoning Administrator may:<br>  ○ Grant, modify or deny some or all of the incentives.<br>  ○ Grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects. | **Administrative Review**<br>• Buildings that are at least 25 years old<br>• Parking structures that are at least 10 years old.<br><br>**Class 1 CUP**<br>• Buildings that are at least 10 years old<br>• *Supplemental Findings:*<br>  ○ *Building is no longer economically viable.*<br>  ○ *The surrounding area will not be adversely affected by overflow parking or traffic congestion.*<br><br>**Relief**<br>• Zoning Administrator may:<br>  ○ Grant, modify or deny some or all of the incentives.<br>  ○ Grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects. |

**Character Frontages**

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

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

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

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

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

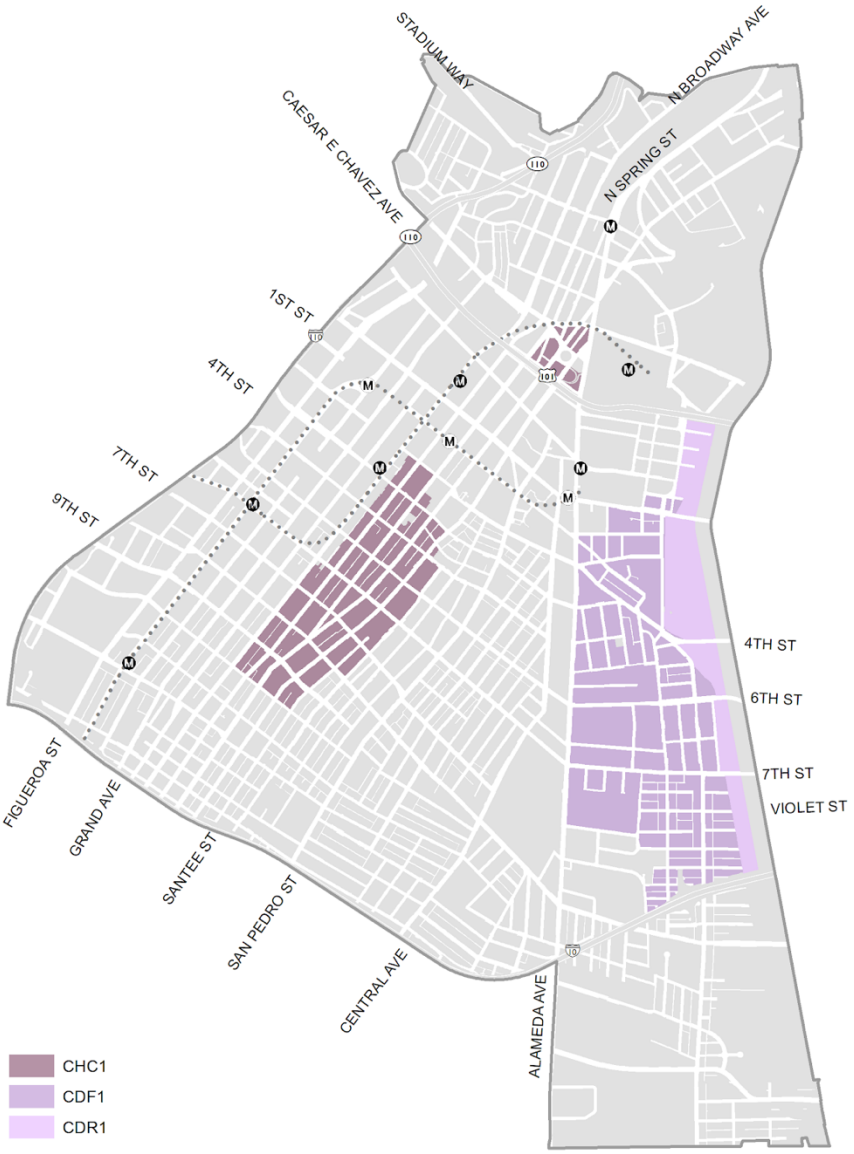



Figure 7. Character Frontage Proposed Boundaries

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

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

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

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

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

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

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

**Electric Vehicle Parking**

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

In 2019, L.A.'s Green New Deal set the goal of installing 10,000 publicly available EV chargers by 2022 and 28,000 by 2028.[9] As of January 6, 2021, there were over 11,000 commercial charging stations on local streets and the City announced it was two years ahead of schedule in meeting its goal. The Los Angeles Department of Water and Power (LADWP) has funded a large portion of charging stations through its Commercial EV Charging Station Rebate Program. The Bureau of Street Lighting, the Department of Transportation, and the Department of General

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

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

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

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

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

## Los Angeles River Zoning Strategies

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

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

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

| TABLE 14. GOALS AND POLICIES FOR THE LOS ANGELES RIVER | |
|---|---|
| PO Goal 10 | A corridor that supports a functional habitat and supports groundwater recharge where appropriate. |
| PO 10.1 | Support the implementation of the Los Angeles River Revitalization Master Plan and the Los Angeles River Ecosystem Restoration Project. |
| PO 10.2 | Emphasize multiple-benefit approaches that simultaneously incorporate flood storage, water quality treatment, habitat improvement, and increasing native vegetation biodiversity. |
| PO 10.3 | Encourage the use of native plants in landscaping design near the River. |
| PO 10.4 | Encourage the use of native and drought tolerant plants in landscaping near the River, to support the habitat and migration of local species. |

| TABLE 15. GOALS AND POLICIES PROMOTING CONNECTIONS TO THE LOS ANGELES RIVER | |
|---|---|
| LU 34.5 | Promote an enhanced public realm and network of pedestrian paths that connect neighboring resources, such as parks to the Los Angeles River. |
| LU 34.10 | Identify key public access points to the Los Angeles River and support improved connections between the Arts District and recreation opportunities. |
| MC 2.10 | Strengthen pedestrian and bicycle connections to the river to provide access to open space and recreation. |
| PO Goal 8 | Connected infrastructure that respects and preserves diversified economic activities while enhancing recreational opportunities. |

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

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

**Form**

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

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

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

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

**Frontage**

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

See also: *New Zoning Code, Exhibit C.1, Article 3 Frontage, page 3-44*

**Development Standards**

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

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

**Arts Districts Design Best Practices**

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

See also:
*Downtown Community Plan Implementation Overlay, Exhibit B.1, document page 50*

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

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

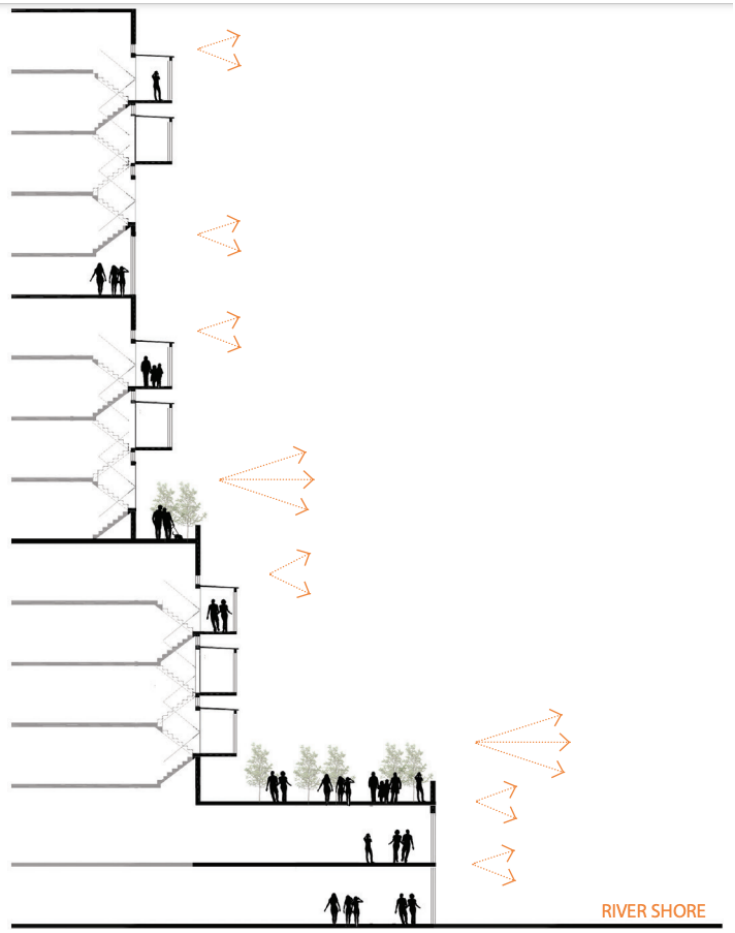



*Figure 8. Tall buildings' visual access to the Los Angeles River can be maximized through innovative massing techniques, higher levels of transparency, or commonly accessible patios*




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

## Public Open Space and Parks

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

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

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

### Parks Under Development

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



*Figure 10. Yale and Ord Street Park*

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

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

**Downtown Policies for Open Space**

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

| TABLE 16. POLICIES FOR HIGH-QUALITY OPEN SPACE | |
|---|---|
| LU 1.3 | Establish an incentive zoning system that delivers public benefits such as affordable housing, public open space, historic preservation, and community facilities to Downtown communities. |
| LU 4.3 | Promote shared on-site amenities, including usable open space in new development projects. |
| LU 22.6 | Encourage new developments to contribute to the pedestrian and open space network with publicly accessible plazas and paseos. Design these spaces with appropriate shade and landscaping. |
| LU 25.2 | Encourage usable outdoor open space that is accessible to the public as part of new development. |

| | |
|---|---|
| LU 42.5 | Support an improved public realm, including a range of open space types that can offer opportunities for culturally relevant and multi-generational recreation, rest, and social interaction. |

Chapter 4 of the Draft Plan for the Downtown Community Plan examines in further detail how the Downtown Plan supports public realm and open space, as detailed in Table 17.

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

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

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

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

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

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

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

**Park Mitigation Fees**

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

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

See also: Los Angeles Municipal Code Section 12.33

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

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

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



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

### Tree Canopy

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

| TABLE 18. PLAN POLICIES SUPPORTING TREES | |
|---|---|
| LU 16.3 | Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees, eco-roofs, vertical gardens, stormwater facilities, and landscaped amenity areas. |
| LU 18.2 | Maintain and expand the tree canopy to provide shade, improve air and water quality, reduce heat-island effect, and create habitat for birds and pollinators |
| LU 18.5 | Encourage trees and architectural elements that provide shade; cooling stations; and seating areas for pedestrians along primary corridors in Downtown. |
| LU 49.5 | Encourage tree planting and landscaped screening in areas with industrial uses to improve air quality. |

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

## Mobility

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

**Strategies for People Walking, Bicycling, and Taking Transit**

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

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

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

**TABLE 19. DOWNTOWN PLAN TRANSPORTATION IMPROVEMENT PROJECT LIST**

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

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

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

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

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

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

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



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




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

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



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



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



*Figure 16. Broadway Dress Rehersal*
*Photo by LADOT/Jim Simmons*



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



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



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

**Vehicles Miles Traveled (VMT)**

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

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

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

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

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

**New Mobility and Curbside Management**

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

- **EV Carshare (BlueLA)** - With the Mayor's office, LADOT launched the Blue LA car share program, the largest city-funded electric vehicle car share program in the country. Blue LA brings 200 EV chargers and 100 cars to pilot locations in Westlake, Pico Union, Hollywood, and Koreatown. Equity was at the forefront in developing this program. A steering committee made up of community-based organizations provided input on pricing, outreach, and local hiring. Discounts are available for low-income users, and the program provides equitable access to environmentally-friendly cars without the need to worry about insurance, maintenance, or gas costs.

- **"Code the Curb"** - LADOT is in the process of creating and demonstrating a digital curb zone inventory that represents the physical location of curb zone assets and policies to enable the department to digitally and dynamically manage curb zones. The digital curb asset inventory will enable the department to pilot and scale curb management strategies that optimize commercial loading activities of people and goods, including existing commercial uses but also new and evolving technologies like transportation network companies (TNCs), electric scooters, and autonomous vehicles. Advancing the City of Los Angeles Roadmap to Digital Curb Management is in line with the principles of the LADOT Transportation Technology Action Plan. LADOT was recently awarded a SCAG Smart Cities & Mobility Innovations Grant to create a curb zone data inventory for an initial focus area and demonstrate a solution of integrated technologies that provide the city with capabilities to optimize the use of curb zones based on community and regional priorities. Project goals are to:
    - Enhance the city's capabilities to allocate and manage curb spaces
    - Develop solutions to organize the rising competition for curb space
    - Measure local impacts of growing commercial loading activities

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

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

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

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

**Mobility Equity and Connecting Communities of Color**

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

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



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

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

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

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

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

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

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

## GENERAL INFORMATION ABOUT THE CONTENTS OF THIS FILE

Submissions by the public in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3, are distributed to the Commission and uploaded online. Please note that "compliance" means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. Please review the Commission ROPs to ensure that you meet the submission requirements. The ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions & Hearings" and selecting the specific Commission.

All compliant submissions may be accessed as follows:

- **"Initial Submissions"**: Compliant submissions received no later than by end of day Monday of the week prior to the meeting, which are not integrated by reference or exhibit in the Staff Report, will be appended at the end of the Staff Report. The Staff Report is linked to the case number on the specific meeting agenda.

- **"Secondary Submissions"**: Submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.

- **"Day of Hearing Submissions"**: Submissions after the Secondary Submission deadline up to and including the day of the Commission meeting will be uploaded to this file within two business days after the Commission meeting.

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If you have any questions, please contact the Commission Office at (213) 978-1300.

# SECONDARY SUBMISSIONS

**Item No. 6**

# Department of City Planning

City Hall, 200 N. Spring Street, Room 272, Los Angeles, CA 90012

June 15, 2021

TO: City Planning Commission

FROM: Craig Weber, Principal City Planner

**TECHNICAL MODIFICATIONS/ CORRECTIONS TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2017-432-CPU; CPC-2014-1582-CA; CEQA: ENV-2017-433-EIR**

The following technical modifications/corrections are to be incorporated into the staff recommendation report to be considered at the City Planning Commission meeting of Thursday, June 17th, 2021 related to Item No. 6 on the meeting agenda.

Deleted text is shown in ~~strikethrough~~ and added text is shown in underline.

## A. Exhibit B.3 (Community Benefit Trust Fund)

1. Edit of responsible department:
   Section K. The ~~City Administrative Officer~~ Department of City Planning shall be responsible for preparing the annual budget for the Fund and is authorized to establish appropriate procedures to carry out the provisions of this chapter.

2. Edit of responsible department:
   Section N. The ~~City Administrative Officer~~ Department of City Planning shall maintain appropriate accounting records of the actual costs of the services rendered pursuant to the Fund. The ~~City Administrative Officer~~ Department of City Planning shall report annually to the Chief Legislative Analyst regarding and identifying all receipts into and all expenditures out of the Fund, as well as the

purpose for which each expenditure was made. Each report shall cover a fiscal year and shall be submitted within 90 days after the close of that fiscal year.

**B. Community Benefits Fee Ordinance (Exhibit B.4):**

1. Clarification of eligible organizations for affordable housing programs:
   SECTION. X.9. ELIGIBLE COMMUNITY BENEFITS
   1. Programs to support affordable housing
      - **a.** Land acquisition ~~by Community Land Trusts,~~ for the purposes of establishing permanent, community-controlled affordable housing by organizations such as Community Land Trusts or other similar groups.
      - **b.** Acquisition of buildings in default or facing expiring affordability covenants in the next 10 years in order to preserve and extend housing affordability. ~~by Organized Tenant Groups, Community Based Organizations, or the Los Angeles Housing and Community Investment Department (HCID).~~ Qualifying applicants include but are not limited to: owners of the said project; developers; non-profit organizations; Organized Tenant Groups; Community Based Organizations; or the Los Angeles Housing and Community Investment Department (HCID).
      - **c.** Time extension for buildings facing expiring affordability covenants in the next 10 years ~~by organized tenant groups and/or Community Based Organizations.~~ Qualifying applicants include but are not limited to: non-profit organizations; owners of the said project; developers; Organized Tenant Groups; Community Based Organizations; or the Los Angeles Housing and Community Investment Department (HCID).

**C. Exhibit C.1 (Proposed Zoning Code)**

1. Edits to add provisions governing signs for pedestrian passageways:
   Sec. 4C.1.1.C.3.a.xi. (p 4-21)

   Shall be made permanently available to the general public, at no cost, between sunrise and sunset daily, or during the operating hours of the building, whichever would result in a longer period of time. No gates or other barriers may block any portion of a pedestrian passageway from pedestrian access during the required available hours, and a sign shall be posted at every public entrance to the pedestrian passageway in accordance with the standards in Sec. 2C.3.3.D.10.b.ii.

2. Inclusion of provisions to address Shopping Cart Containment:
   [ADDED] Add Sec. 4C.12.7 (Shopping Cart Containment) into Division 4C.12 (Site Elements) with the text included below in Technical Modification Exhibit 1.

3. Addition of an allowance for Family Child Care to the Agriculture 1 (A1) Use District:
   Sec. 5B.2.1. (p. 5-18)
   Add “persons in care (max): 20” standard.

| | | | |
|---|---|---|---|
| Family Child Care | P* | In conjunction with: | Dwelling |
| | | Persons in care (max) | 20 |
| | | Relief | *C2* |

4. Clarifications as to the process and limitations for Preschool/Daycare uses in the Agriculture 1 (A1) Use District:
   Sec. 5B.2.1. (p. 5-19)
   a. Delete “50 person max”
   b. Add “persons in care (max): 20” standard

| | | | |
|---|---|---|---|
| Preschool/Daycare | P | Persons in care (max) | ~~50~~ 20 |
| | | Relief | *C2* |

5. Clarifications as to the process and limitations for Family Child Care to the Residential 1 (RG1) Use District:
   Sec. 5B.3.1. (p. 5-25)
   Add “persons in care (max): 20” standard

| | | | |
|---|---|---|---|
| | | In conjunction with: | Dwelling |

| | | | |
|---|---|---|---|
| Family Child Care | P* | Persons in care (max) | 20 |
| | | Relief | *C2* |

6. Clarifications as to the process and limitations for Preschool/Daycare to the Residential 1 (RG1) Use District:
   Sec. 5B.3.1. (p. 5-26)
   Add "persons in care (max): 20" standard

| | | | |
|---|---|---|---|
| Preschool/Daycare | ~~--~~ P | Persons in care (max) | 20 |
| | | Relief | *C2* |

7. Removal of the limitations on number of persons in care for Preschool/Daycare in the Residential-Mixed 1 (RX1) Use District:
   Sec. 5B.4.1. (p. 5-33)
   Delete "persons in care (max): 20" standard

| | | | |
|---|---|---|---|
| Preschool/Daycare | P | ~~Persons in care (max)~~ | ~~20~~ |
| | | ~~Relief~~ | ~~*C2*~~ |

8. Removal of the limitations on number of persons in care for Preschool/Daycare to the following Use Districts: Commercial-Mixed 1 (CX1), Commercial-Mixed 2 (CX2), Commercial-Mixed 3 (CX3), Commercial-Mixed 4 (CX4), Industrial-Mixed 1 (IX1), Industrial-Mixed 2 (IX2), Industrial-Mixed 3 (IX3), Industrial-Mixed 4 (IX4), Public 1 (P1), Public 2 (P2):
   Sec. 5B.5.1. (p. 5-41), Sec. 5B.5.2. (p. 5-53), Sec. 5B.5.3. (p. 5-64), 5B.5.4. (p. 5-76), Sec. 5B.7.1 (p. 5-89), Sec. 5B.7.2. (p. 5-101), Sec. 5B.7.3. (p. 5-115). Sec. 5B.7.4. (p. 5-129), Sec. 5B.9.1. (p. 5-180), Sec. 5B.9.2. (p. 5-186)
   Delete "persons in care (max): 50" standard

| | | | |
|---|---|---|---|
| Preschool/Daycare | P | ~~Persons in care (max)~~ | ~~50~~ |

9. An addition of Animal Services: General to all Use Districts, permitting the use with limitations in the following Use Districts: Commercial-Mixed 1 (CX1), Commercial-Mixed 2 (CX2), Commercial-Mixed 3 (CX3), Commercial-Mixed 4 (CX4), Industrial-Mixed 1 (IX1), Industrial-Mixed 2 (IX2), Industrial-Mixed 3 (IX3), Industrial-Mixed 4 (IX4), Industrial 1 (I1), and Industrial (I2):

Sec. 5B.5.1. (p. 5-42), Sec. 5B.5.2. (p. 5-54), Sec. 5B.5.3. (p. 5-65), 5B.5.4. (p. 5-77), Sec. 5B.7.1 (p. 5-89), Sec. 5B.7.2. (p. 5-102), Sec. 5B.7.3. (p. 5-116). Sec. 5B.7.4. (p. 5-130), Sec. 5B.8.1. (p. 5-143), Sec. 5B.8.2. (p. 5-161)

| | | | |
|---|---|---|---|
| Animal Services: | | | |
| General | P* | Use enclosure | Fully Indoor |

Prohibit use in the following use districts: Open Space 1 (OS1), Agricultural 1 (A1), Residential 1 (RG1), and Residential-Mixed (RX1).

Sec. 5B.1.1. (p 5-14), Sec. 5B.2.1. (p 5-27), Sec. 5B.3.1. (5-34)

| | | | |
|---|---|---|---|
| Animal Services: | | | |
| General | -- | | |

Permit use with an A- permission level in the Public 1 (P1) use district.

Sec. 5B.9.1. (p. 5-180)

| | | | |
|---|---|---|---|
| Animal Services: | | | |
| General | A- | | |

Permit use with an A+ permission level in the Public 2 (P2) use district.

Sec. 5B.9.2. (p. 5-186)

| | | | |
|---|---|---|---|
| Animal Services: | | | |
| General | A+ | | |

10. Removal of a limitation on the number of beds for lodging uses in the Commercial-Mixed 1 (CX1) Use District:
Sec. 5B.5.1. (p 5-40)

| | | | |
|---|---|---|---|
| Lodging | P* | ~~Beds (max)~~ | ~~49~~ |
| | | Use separation | |

| | | | |
|---|---|---|---|
| | | Agricultural, Residential, or Residential Mixed Use District (min) | 500’ |
| | | Supplemental standards | *Sec. 5B.5.1.C.3.* |
| | | Relief | *C2* |

11. A modification of the Animal Services definition:
    Sec. 5C.1.5.A (p. 5-203)
    Animal Services:
    A ~~commercial~~ use involving the provision of services related primarily to domestic animal care and keeping.

12. An addition of the Animal Services: General use definition:
    Sec. 5C.1.5.A.1. (p. 5-203)
    [ADDED] 1. General
    Any use in which domestic dogs or cats are provided non-medical care, grooming, training, or supervision. The maximum number of adult dogs or cats is limited to no more than 20, or 1 for every 60 square feet of floor area of the facility rounded up to the nearest whole number, whichever results in the greater number of animals. No more than thirty percent 30% of the floor area of the facility shall be used for overnight boarding. Animal boarding areas shall not occupy the area within the first twenty 20 feet, as measured from the storefront of the facility, and shall be separated from retail, grooming, or food storage areas. For uses where the overnight boarding of dogs or cats exceeds 30% of the floor area of a facility, see (Sec.5C.1.5.A.2.). For the medical treatment of animals, see Animal Sales and Services, Veterinary (Sec.5C.1.5.A.3.).

13. A clarification to the Kennel definition:
    Sec. 5C.1.5.A.2. (p. 5-203)
    Any use in which 4 or more dogs <u>or cats</u>, at least 4 months of age, are ~~kept~~ <u>sheltered for periods beyond 24 hours per day</u>. This definition does not include animal retail uses. For animal retail use, see ~~animal sales and services~~ Retail, Pet Shop. (Sec.5C.1.5.L.8.). For uses where the sheltering dogs or cats beyond 24 hours per day occupies less than 30% of the floor area of a facility, see Animal Services, General (Sec.5C.1.5.A.1.).

14. A clarification to the Veterinary definition:
    Sec. 5C.1.5.A.3. (p. 5-203)

Any use in which animals or pets are given medical or surgical treatment and care. For the non-medical treatment and care of dogs and cats, see Animal Services, General (Sec.5C.1.5.A.1.).

15. Modifications to the commissary kitchen definition:
    Sec. 5C.1.5. (p 5-203)
    B. Commissary Kitchen
    A ~~commercial~~ kitchen facility used for cooking and preparing food to be primarily ~~sold~~ served and consumed off-site. Research, design, and processing are allowed as an incidental use. Includes multi-tenant, incubator, preparatory kitchen, and catering kitchen.

16. A correction to a citation internal to the New Zoning Code involving Records and Agreements:
    Sec. 9.3.2.E.1 (p 9-26)
    Housing development projects requesting only the incentives outlined in Sec. 9.3.2.C. (Base Incentives), without requesting any additional incentives outlined in applicable CPIO or Specific Plan, shall be considered ministerial and no application to the Department of City Planning is required.
    Housing development projects shall comply with the records and agreements requirements of Sec. 9.2.1.~~I~~H. (Records and Agreements).

17. A clarification to the rules of measurement pertaining to “uncovered” space:
    a. Sec.14.1.2.A.2. (p. 14-5)
       Add text from Sec. 14.1.2.B.2.
       A space or structure is considered uncovered if 25% of more of its area is open to the sky. Areas containing overhead, non-solid structures, such as lattice and pergolas, may be considered uncovered provided that 25% or more of their area is open to the sky.
    b. Sec. 14.1.2.B.2. (p. 14-5)
       [DELETED] Areas containing overhead, non-solid structures, such as lattice and pergolas, may be considered uncovered provided they meet the standard in Sec. 14.1.1.A.2. (Uncovered).

18. Clarifications of the definitions of Mechanical Equipment:
    a. Sec. 14.1.5.A.1.f. (p. 14-8)
       Mechanical Equipment (Ground Mounted)
       Equipment whose weight is primarily supported by the ground and that is related to privately operated systems, including related wires, conduits, and pipes.

Includes gas meter, water softener, pool equipment, HVAC equipment, gas tank, cistern, wind turbine, and solar panel.

b. Sec. 14.1.5.A.1.g. (p. 14-9)
Mechanical Equipment (Wall Mounted)
Equipment attached to and primarily supported by a wall and that is related to privately operated systems, including related wires, conduits, and pipes. Includes gas meter, electric meter, electrical panel, water heater, HVAC equipment, and gas tank.

19. A clarification of the definition of Vertical Barriers:
Sec. 14.1.5.B.1.e. (p. 14-11)
Vertical barriers, 45 inches in height or less, provided to protect occupants from falling from walking surfaces ~~required for safety and protection~~. Includes ~~fence, wall,~~ parapet, ~~and~~ railing, and bannister.

20. A correction to a provision pertaining to Street Facing Facade determination:
Sec. 14.1.6.D.b.
For building elevations along curved or complex ~~frontage~~ street lot lines, see Sec. 14.1.14. (Parallel or Perpendicular to Irregular Lot line).

21. A clarification to provisions addressing Lot Ties:
a. Sec. 4C.1.11.D. (p. 14-30)
For the purpose of meeting standards associated with ~~an applied zone string~~ the applied zoning districts, a lot composed of multiple parcels ~~may meet all applicable standards independently for each parcel or the lot may meet the standards treating the collection of contiguous parcels as a single parcel.~~ grouped together as a single lot through a lot tie affidavit filed and approved with the Department of Building and Safety shall be considered a single lot. When the involved parcels have different and conflicting applied zoning districts, each individual parcel must meet the standards associated with the applied zoning districts as individual lots.
b. Sec. 2C.1.1.C.2. (p. 2-60)
[DELETED] For the purpose of meeting minimum lot size standards, multiple lots may be grouped together as a lot when a lot tie affidavit is filed and approved by the Department of Building and Safety.
c. Sec. 2C.1.2.C.2. (p. 2-61)
[DELETED] For the purpose of meeting minimum lot width standards, multiple lots may be grouped together as a lot when a lot tie affidavit is filed and approved by the Department of Building and Safety.

22. A removal of a provision pertaining to Primary Street determination:
    Sec. 14.1.12.C.1.d.
    [DELETED] Where determining the primary street using the above criteria is unclear, primary street lot line may be determined by the Director of Planning according to Sec. 13B.3.1. (Administrative Review).

23. A clarification to the definition of Site Modification:
    Sec. 14.1.15.C.4. (p. 14-37)
    Work including modifications to horizontal site improvements, pedestrian accessways, motor vehicle use areas, bicycle parking ~~and~~ landscaping, ~~including~~ trees, required screens, outdoor storage areas, signs, mechanical equipment, wireless and broadcasting facilities, waste receptacles, and other site elements. Site modifications also include planting or removing vegetation, fencing or walls, street furniture, lighting fixtures, grading, flatwork, and parking lot resurfacing and restriping. Site modifications, such as grading, that expose additional foundation wall or facade areas are considered to be both a site modification and a facade modification.

24. A clarification to the Yard designation provisions:
    Sec. 14.1.16.A. (p. 14-39)
    1.All portions of a lot between exterior walls of a building and a property line shall be designated as one of the following yard designations, and no portion of a lot shall have more than one of the following designations:
    ~~2. Either a front yard, special yard, side street yard, side yard, or rear yard~~
        a. Front yard (Sec. 14.1.6.B.1.)
        b. Special yard (Sec.14.1.6.B.2.)
        c. Sie street yard (Sec.14.1.6.B.3.)
        d. Side yard (Sec. 14.1.6.B.4.)
        e. Rear yard (Sec.14.1.6.B.5.)

25. A clarification pertaining to Special Yard determination:
    Sec. 14.1.16.B.2. (p. 14-40)
    No less than 80% of the ~~width~~ length of each special lot line-facing principal structure shall abut the special yard. Only portions of a building set back at least 15 feet behind the facade nearest the special lot line are not required to abut the special yard.

26. An addition of terms related to Shopping Cart provisions to the Glossary:
    Div. 14.2. (p. 14-44)

[ADDED] Abandoned Shopping Cart. A shopping cart located outside of the lot where the establishment that furnishes shopping carts for use by its patrons is located.
Bollard. An upright post consisting of a piece of timber, concrete, metal or similar material fixed firmly in an upright position intended to impede various forms of traffic or circulation.

[ADDED] Shopping Cart. A basket of any size, mounted on wheels, rollers or a similar device, including parts, provided by a retail establishment for the purpose of transporting groceries or merchandise of any kind within a retail establishment or associated parking area.

[ADDED] Shopping Cart Containment Plan. A plan sheet that includes a specific written plan with a corresponding site plan that identifies areas of shopping cart containment to prevent customers from removing shopping carts from the premises.
Shopping Cart Corral. A stable structure that provides an enclosure for the collection of shopping carts on a lot.

27. A clarification to the definition of Dwelling Unit:
    Div. 14.2 (p. 14-58)
    a. [ADDED] Dwelling (Use). See *Sec. 5C.1.1.A. (Dwelling)*
    b. ~~Dwelling or~~ Dwelling Unit. A habitable residential unit serving as a primary residency or having a tenancy of 30 days or greater. Includes household dwelling unit and efficiency dwelling unit. ~~accessory dwelling unit, and junior accessory dwelling unit~~.

28. A clarification to the Parking Bay definition:
    Div. 14.2. (p. 14-76)
    For a double-loaded aisle, the width of two rows of parking stalls including the width of the access drive aisle in between~~, or for~~. For a single-loaded aisle, the width of a single row of parking stalls including the width of the access drive aisle.

# TECHNICAL MODIFICATION EXHIBIT 1

### Sec. 4C.12.7 Shopping Cart Containment

#### A. Intent

To prevent or reduce the accumulation of abandoned shopping carts in the City, which may obstruct pedestrian and vehicular traffic, and constitute a hazard to the health, safety, and general welfare of the public.

#### B. Applicability

Shopping cart containment requirements apply to projects involving new construction, site modification, use modification, and major renovation for commercial uses established in *Sec. 5C.1.5. (General Commercial Uses)* that provide six or more shopping carts.

#### C. Standards

##### 1. General

###### a. Shopping Cart Noticing

Every shopping cart owned or provided by any business establishment in the City must have a notice permanently affixed to it that:

i. Identifies the owner of the cart or the name of the business establishment, or both.

ii. Notifies the public of the procedure to be utilized for authorized removal of the cart from the business premises.

iii. Notifies the public that the unauthorized removal of the cart from the premises or parking area of the business establishment is a violation of State and City law.

iv. Lists a telephone number to contact to report the location of the abandoned cart.

ii. Lists an address for returning the cart to the owner or business establishment.

###### b. Shopping Cart Collection Areas

Shopping cart corrals and/or storage areas shall be provided with a minimum width of 5 feet and minimum depth of 15 feet, but shall not be located within a required frontage yard.

**c. Signs**

Signs that warn customers that shopping cart removal is prohibited and constitutes a violation of Sec. 22435.1. of the California Business and Professions Code and Sec. 41.45. of Chapter 4 (Public Welfare) of the LAMC shall be installed and maintained at exits, shopping cart collection areas, and any vehicular or pedestrian accessways. Signs shall be no less than 16 inches by 20 inches, and placed at a minimum height of 3 feet and a maximum height of 6 feet.

**2. Containment Methods**

A project shall include a practical containment approach with one or more of the following containment methods to ensure that shopping carts remain on the premises.

**a. Wheel Locking or Stopping Mechanisms**

Shopping carts shall be equipped with a wheel locking or stopping mechanism that is used in conjunction with an electronic magnetic barrier along the perimeter of the commercial use or lot, including customer entrances, loading areas, basements, landscaped areas, along crossings and access points required for driveways, drive aisles, pedestrian accessways, and pedestrian passageways, or any other perimeter identified on a shopping cart containment plan. The wheel locking or stopping mechanism must activate when the shopping cart crosses the electronic or magnetic barrier.

**b. Screening Plants**

A type F1 frontage screen, in accordance with *Sec. 4C.8.1.C.2.a. (F-Screen 1)*, shall be provided along the perimeter of the commercial use or lot, or any other perimeter identified on a shopping cart containment plan.

**c. Bollards**

Bollards shall be installed at customer entrances, or within 10 feet of the entrances, and shall be spaced at a maximum distance of 17 inches from each other or nearby enclosed space.

**d. Other Methods**

Other methods for shopping cart containment so long as the Department of Public Works, Bureau of Sanitation, or its successor agency, has approved the system or method which would effectively contain or control shopping carts on the premises.

**3. Performance Standards**

Applicants shall execute and record a covenant and agreement to the satisfaction of the Department of Public Works, Bureau of Sanitation, meeting the following standards:

**a. Daily After Hours Cart Containment**

A plan for securing shopping carts whenever the store is not open for business shall be provided.

**b. Shopping Cart Retrieval**

The owner shall be responsible for retrieving their own carts or provide evidence of a contract with a shopping cart retrieval service with terms requiring collection of abandoned shopping carts within 24 hours of notification of an abandoned shopping cart.

**c. Employee Training**

The owner of the retail establishment shall implement and maintain a periodic training program for its new and existing employees designed to educate employees about the abandonment and retrieval of shopping carts from the premises of the retail establishment.

**D. Measurement**

**1. Shopping Cart Containment Plan**

A shopping cart containment plan shall be prepared that identifies areas on a lot where shopping carts can be removed from the lot and identifies the proposed containment method for each area.

**2. Recorded Agreement**

Prior to issuance of a Building Permit, a covenant acceptable to the Department of Public Works, Bureau of Sanitation and consistent with *Sec. 1.3.2.C.6. (Recorded Agreements)* shall be recorded with the Los Angeles County Recorder, guaranteeing that the contaminants methods, general requirements, and performance standards established in this Section are met.

**E. Relief**

1. A deviation from shopping cart containment standards established in this Section may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. A deviation from any shopping cart containment dimensional standard of up to 10% may be requested in accordance with Sec. 13B.5.2 (Adjustment).

3. A deviation from any shopping cart containment standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).

**F. Enforcement**

Regardless of *Div. 13B.10. (Department of Building and Safety)*, the Department of Public Works, Bureau of Sanitation shall have the authority and responsibility to enforce the provisions of this Section.

## GENERAL INFORMATION ABOUT THE CONTENTS OF THIS FILE

Submissions by the public in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3, are distributed to the Commission and uploaded online. Please note that "compliance" means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. Please review the Commission ROPs to ensure that you meet the submission requirements. The ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions & Hearings" and selecting the specific Commission.

All compliant submissions may be accessed as follows:

- **"Initial Submissions"**: Compliant submissions received no later than by end of day Monday of the week prior to the meeting, which are not integrated by reference or exhibit in the Staff Report, will be appended at the end of the Staff Report. The Staff Report is linked to the case number on the specific meeting agenda.

- **"Secondary Submissions"**: Submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.

- **"Day of Hearing Submissions"**: Submissions after the Secondary Submission deadline up to and including the day of the Commission meeting will be uploaded to this file within two business days after the Commission meeting.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARS ONLINE:

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If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

# SECONDARY SUBMISSIONS

**Item No. 7**

## Department of City Planning

City Hall, 200 N. Spring Street, Room 272, Los Angeles, CA 90012

September 21, 2021

TO: City Planning Commission

FROM: Craig Weber, Principal City Planner

**TECHNICAL MODIFICATIONS/CORRECTIONS TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2017-432-CPU; CPC-2014-1582-CA; CEQA: ENV-2017-433-EIR**

The following technical modifications/corrections are to be incorporated into the staff recommendation report to be considered at the City Planning Commission meeting of Thursday, September 23rd, 2021 related to Item No. 07 on the meeting agenda.

Deleted text is shown in ~~strikethrough~~ and added text is shown in underline. All modifications are recommended for adoption unless marked as "[OPTIONAL]", in which case the item is recommended for deliberation.

Table of Contents

Modifications to Staff Report Exhibit A.1 (Community Plan Text) 2

Modifications to Staff Report Exhibit B.1 (Downtown Community Plan Implementation Overlay (CPIO)) 2

Modifications to Staff Report Exhibit B.3 (Community Benefit Trust Fund) 4

Modifications to Staff Report Exhibit B.4 (Community Benefits Fee Ordinance) 4

Modifications to Staff Report Exhibit C.1 (Proposed Zoning Code) 6

Technical Modifications Exhibit 1: Temporary Regulatory Relief During a local Emergency 57

Technical Modification Exhibit 2: District Boundary Height Transition 62

Technical Modification Exhibit 3: Exterior Materials 68

Technical Modification Exhibit 4: Automobile Access 77

Technical Modification Exhibit 5: Change of Use Parking Exemption 85

Technical Modification Exhibit 6: Ground-Mounted Equipment 87

Technical Modification Exhibit 7: Waste Receptacles 91

Technical Modification Exhibit 8: Shopping Cart Containment 94

Technical Modification Exhibit 9: Lot Eligibility 98

Technical Modification Exhibit 10: Public Nuisance Abatement Program 100

Technical Modification Exhibit 11: Article 12 (Nonconformities) 110

Technical Modifications Exhibit 12: Project Activities 132

# A. Modifications to Staff Report Exhibit A.1 (Community Plan Text)

1. Addition of a policy in Chapter 3 Mobility & Connectivity to the Downtown Community Plan Proposed Draft Plan in order to incorporate the following language:
    c. [ADDED] MC 5.9 Metro Review. Development within 100 feet of a Metro facility should be reviewed and approved by Metro, including for compliance with the Metro Adjacent Development Handbook.

# B. Modifications to Staff Report Exhibit B.1 (Downtown Community Plan Implementation Overlay (CPIO))

**1. Edit of Subarea Description:**

Section I-3

Civic Center Subarea C

~~The purpose of Subarea C is to regulate the amount of development across the district and allow for floor area to be transferred between City-owned properties in the Civic Center Master Plan Area to support an active and world-class Civic Center environment.~~

The purpose of Subarea C is to introduce affordable housing, ensure active frontages for commercial uses, and regulate the amount of development across the district and allow for floor area to be transferred between City-owned properties in the Civic Center Master Plan Area to support an active and world-class Civic Center environment.

**2. Edit of Linkage Fee Exemption:**

**Section I-5. RELATIONSHIP TO OTHER ZONING REGULATIONS**

**c.** Projects providing Restricted Affordable Units to fully utilize the Affordable Housing Local Incentive Program pursuant to Chapter II, Section 2 or pursuant to the requirements of Chapter IV, Section I shall be considered exempt from the Affordable Housing Linkage Fee.

**3. Addition of Subarea Standards:**

**CIVIC CENTER DEVELOPMENT STANDARDS SUBAREA**

C – CIVIC CENTER DEVELOPMENT STANDARDS SUBAREA C

**OVERVIEW**

The purpose of Subarea C is to introduce affordable housing, ensure active frontages for commercial uses, and regulate the amount of development across the district and allow for floor area to be transferred between City-owned properties in the Civic Center Master Plan Area to support an active and world-class Civic Center environment.

**V – I.** **On-Site Restricted Affordable Units**. Within the boundaries of this CPIO Subarea, a minimum of fifty percent of all permitted and constructed residential units shall be on-site Restricted Affordable Units in the Deeply Low, Extremely Low, Very Low, Low, Moderate, or Above-Moderate income categories.

- **A.** Of these Restricted Affordable Units, a minimum of fifty percent shall be restricted to lower income households, in the Deeply Low, Extremely Low, Very Low, or Low income categories.
- **B.** The minimum percentage of Restricted Affordable Units shall be maintained across all residential development of this CPIO Subarea and shall be calculated based on the total number of dwelling units permitted within this Subarea.
- **C.** Any individual Housing Development shall provide on-site Restricted Affordable Units greater than or equal to the rates outlined in Set G of LAMC Chapter 1A Section 9.3.2.B. The minimum number of Restricted Affordable Units shall be calculated based on the total final project dwelling unit count. Projects developed in accordance with this section shall be eligible for the Project Review thresholds established under II-VIII.8

**V – II.** **Frontage Standards.** Within the boundaries of this CPIO Subarea, any development including uses specified as General Commercial Uses, pursuant to LAMC Chapter 1A Section 5C.1.5, located on the ground floor shall adhere to the Transparency and Entrances standards of the General 1 Frontage, pursuant to LAMC Chapter 1A Section 3B.3.1.

~~**V – I.**~~

**V – III.** **Transfer of Floor Area.** Any owner(s) of a legally defined lot located within Subarea C may transfer unused permitted floor area to another legally defined lot within Subarea C, pursuant to the procedures of this section.

- **A. Floor Area.** Total floor area in the Civic Center Subarea shall not exceed a ratio of 6.5:1. Individual sites within the Subarea may exceed a floor area ratio of 6.5:1 through a transfer of floor area.
- **B. Limitation.** Any project constructed with transferred floor area must comply with all regulations set forth in this Subarea.

**C. Procedures.** Projects seeking the transfer of unused permitted floor area, within the floor area cap, shall apply for an Administrative Clearance pursuant to the provisions of Section I-6 C.2 of this CPIO.

## C. Modifications to Staff Report Exhibit B.3 (Community Benefit Trust Fund)

1. Edit of responsible department:
   Section K. The ~~City Administrative Officer~~ Department of City Planning shall be responsible for preparing the annual budget for the Fund and is authorized to establish appropriate procedures to carry out the provisions of this chapter.

2. Edit of responsible department:
   Section N. The ~~City Administrative Officer~~ Department of City Planning shall maintain appropriate accounting records of the actual costs of the services rendered pursuant to the Fund. The ~~City Administrative Officer~~ Department of City Planning shall report annually to the Chief Legislative Analyst regarding and identifying all receipts into and all expenditures out of the Fund, as well as the purpose for which each expenditure was made. Each report shall cover a fiscal year and shall be submitted within 90 days after the close of that fiscal year.

## D. Modifications to Staff Report Exhibit B.4 (Community Benefits Fee Ordinance)

1. Clarification of eligible organizations for affordable housing programs:
   SECTION. X.9. ELIGIBLE COMMUNITY BENEFITS
   **1.** Programs to support affordable housing
      **a.** Land acquisition ~~by Community Land Trusts,~~ for the purposes of establishing permanent, community-controlled affordable housing by organizations such as Community Land Trusts or other similar groups.
      **b.** Acquisition of buildings in default or facing expiring affordability covenants in the next 10 years in order to preserve and extend housing affordability. ~~by Organized Tenant Groups, Community Based Organizations, or the Los Angeles Housing and Community~~

~~Investment Department (HCID).~~ Qualifying applicants include but are not limited to: owners of the said project; developers; non-profit organizations; Organized Tenant Groups; Community Based Organizations; or the Los Angeles Housing and Community Investment Department (HCID).

**c.** Time extension for buildings facing expiring affordability covenants in the next 10 years ~~by organized tenant groups and/or Community Based Organizations.~~ Qualifying applicants include but are not limited to: non-profit organizations; owners of the said project; developers; Organized Tenant Groups; Community Based Organizations; or the Los Angeles Housing and Community Investment Department (HCID).

# E. Modifications to Staff Report Exhibit C.1 (Proposed Zoning Code)

**1. Div. 1.6. (Emergency Provisions)**
To incorporate the provisions of Ordinance No. 187,096 (Council File 20-0380-S1) a new Section 1.6.5 (Temporary Regulatory Relief During a Local Emergency) shall be added to Div. 1.6. (Emergency Provisions) as it reads in *Technical Modification Exhibit 1 - Temporary Regulatory Relief During A Local Emergency*.

**2. Sec. 2A.2.2.B. Project Activities [p. 2-12]**
To provide further clarity on the applicability of each form rule category, the following Project Activities table in Sec. 2A.2.2.B. (Project Activities) shall be amended to read as follows:

| | **Applicability** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | New Construction | Major Demolition | Lot Modification | Site Modification | Facade Modification | Use Modification | Temporary Use | Renovation | Maintenance & Repair |
| FORM RULES CATEGORIES | | | | | | | | | |
| Div.2C.1. Lot Size | | | ● | | | | | | |
| Div. 2C.2. Coverage | ● | | ● | | | | | | |
| Div. 2C.3. Amenity | ● | | ● | ● | | ● | | | |
| Div. 2C.4. Floor Area Ratio & Height | ● | ● | ● | | | | | | |
| Div. 2C.5. Upper-Story Bulk | ● | ● | | | | | | | |
| Div. 2C.6. Building Mass | ● | | | | | | | | |

3. **Sec. 2B.8.1.B.2. (Low-Rise Narrow 1 -LN1) [p. 2-21]**
To better align the Low-Rise Narrow 1 (LN1) Form District with the policy intent in regard to height transitions by removing the 2 story minimum from stories without a step-back, the "Stories without step-back" table row in Sec. 2B.8.1.B.2. shall be amended to read as follows:

| | |
|---|---|
| Stories without step-back (~~min/~~max) | ~~2 /~~ 4 |

4. **Sec. 2B.8.1.B.2. (Low-Rise Narrow 1 - LN1) [p. 2-21]**
To better align the Low-Rise Narrow 1 (LN1) Form District with the policy intent in regard to height transitions from adjacent lower-scaled Form Districts, the "Height transition" table rows in Sec. 2B.8.1.B.2. shall be amended to read as follows:

| ~~**Height Transition**~~ **District boundary height transition** | | |
|---|---|---|
| ~~C~~E | ~~Stories without height transition~~ Abutting district allowed height (max) | 4~~5~~' |
| ~~E~~F | ~~Side transition depth (min)~~ Stories without height transition (max) | ~~10'~~ 4 |
| | ~~Rear~~ Ttransition depth (min) | 10' |
| | ~~Alley transition depth (min)~~ | ~~n/a~~ |

5. **Sec. 2C.1.1.D.2. (Measurement) [p. 2-60]**
To ensure consistency with the definition of "Lot", a modification to the measurement language for Lot Area is required, therefore Sec. 2C.1.1.D.2. (Measurement) shall be amended as follows:

~~Lot area does not include portions of a lot required for land dedication with the exception of required street corner dedications and dedications for street widening according to Sec. 10.1.8. (Lots Affected By Street Widening).~~ For measurement on portions of a lot required for land dedication, see Sec. 14.1.11. (Lot).

6. **Sec. 2C.1.2.D. (Measurement) [p. 2-61]**
To ensure consistency with the definition of "Lot", a clarification to the measurement language for Lot Width is required, therefore a new Subdivision 3 shall be added to Sec. 2C.1.2.D. (Measurement) that reads as follows:

3. For measurement on portions of a lot required for land dedication, see Sec. 14.1.11. (Lot).

**7. Sec. 2C.2.2.D. (Measurement) [p. 2-66]**

To ensure consistency with the definition of "Lot", a clarification to the measurement language for Building Setbacks is required, therefore a new Subdivision 7 shall be added to Sec. 2C.2.2.D. (Measurement) that reads as follows:

7. For measurement on portions of a lot required for land dedication, see Sec. 14.1.11. (Lot).

**8. Sec. 2C.3.3.D.1.b. (Standards) [p. 2-76]**

To fix a typographical error, the first unnumbered paragraph of Sec. 2C.3.3.D.1.b. (Standards) shall be amended to read as follows:

To meet the requirement for outdoor space ~~seating~~, each amenity space must meet all the following criteria:

**9. Sec. 2C.5.3. (Height Transition) [p. 2-99]**

To ensure that the height transition tools established are aligned with policy objectives and provide a transition which takes into account the adjacent/surrounding Form Districts, Sec. 2C.5.3. (Height Transition) shall be amended to read as established in *Technical Modification Exhibit 2 - District Boundary Height Transition*.

**10. Sec. 3A.2.2.B. Project Activities, [p. 3-11]**

To provide further clarity on the applicability of each frontage rule category, the following Project Activities table in Sec. 3A.2.2.B. (Project Activities) shall be amended to read as follows:

| | **Applicability** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | New Construction | Major Demolition | Lot Modification | Site Modification | Facade Modification | Use Modification | Temporary Use | Renovation | Maintenance & Repair |
| GENERAL FRONTAGE RULES CATEGORIES | | | | | | | | | |
| Div. 3C.1. Build-to | ● | ● | | | | | | | |
| Div. 3C.2. Parking | ● | ● | | ● | | | | | |
| Div. 3C.3. Landscaping | ● | ● | ● | ● | | | | | |
| Div. 3C.4. Transparency | ● | ● | | | ● | | | | |
| Div. 3C.5. Entrances | ● | ● | | | ● | | | | |
| Div. 3C.6. Ground Story | ● | | | | | | | | |
| CHARACTER FRONTAGE RULES CATEGORIES | | | | | | | | | |
| Div. 3D.1. Build-to | ● | ● | | | | | | | |
| Div. 3D.2. Parking | ● | ● | | ● | | | | | |
| Div. 3D.3. Landscaping | ● | ● | ● | ● | | | | | |
| Div. 3D.4. Ground Floor Elevation | ● | | | | | | | | |
| Div. 3C.5. Story Height | ● | | | | | | | | |
| Div. 3C.6. Articulation | ● | ● | | | ● | | | | |
| Div. 3C.7. Features | ● | | | | ● | | | | |
| Div. 3C.8. Entrances | ● | ● | | | ● | | | | |
| Div. 3C.9. Transparency | ● | ● | | | ● | | | | |
| Div. 3C.10. Exterior Materials | ● | ● | | | ● | | | | |
| Div. 3C.11. Roof Design | ● | ● | | | ● | | | | |

**11. Sec. 3B.2.1. MU1 [p. 3-20], Sec. 3B.2.2. MU2 [p. 3-21], Sec. 3B.3.1. G1 [p. 3-23], Sec. 3B.4.1. SH1 [p. 3-25], Sec. 3B.4.2. SH2 [p. 3-26], Sec. 3B.7.1. WH1 [p. 3-31], Sec. 7B.1.1. Civic Institution 1 [p. 7-15]**

To provide more consistency in terminology between the Frontage districts and Alternate Typologies tables and the Entry Feature rules, the "Required entry feature" row in Sec. 3B.2.1., Sec. 3B.2.2., Sec. 3B.3.1., Sec. 3B.4.1., Sec. 3B.4.2., Sec. 3B.7.1., and Sec. 7B.1.1. shall be amended as follows:

| | |
|---|---|
| ~~Required e~~Entry feature | ~~N~~n/a |

**12. Sec. 3B.2.1. Multi-Unit 1 (MU1) [p. 3-20]**

To better align the Multi-Unit 1 (MU1) Frontage District with the policy intent in regard to the applicability of the District's standards, the "Applicable stories" table row in Sec. 3B.2.1.A. (Lot) shall be amended as follows:

| | |
|---|---|
| BUILD-TO | |
| Applicable stories (min) | ~~1~~ 2 |

**13. Sec. 3B.2.2. Multi-Unit 2 (MU2) [p. 3-21]**

To better align the Multi-Unit 2 (MU2) Frontage District with the policy intent in regard to the applicability of the District's standards, the "Applicable stories" table row in Sec. 3B.2.2.A. (Lot) shall be amended as follows:

| | |
|---|---|
| BUILD-TO | |
| Applicable stories (min) | ~~1~~ 2 |

**14. Sec. 3C.2.1. (Parking Setback) [p. 3-60, 3-61]**

To specify that parking setbacks are measured from the minimum building setback in the parking setback standard, Sec. 3C.2.1.D. (Measurement) shall be amended as follows:

D. Measurement

All parking setbacks are measured perpendicular to the frontage lot line.

1. A primary street parking setback is measured from the minimum primary street ~~lot line~~ setback and continues inward away from the frontage lot line.
2. A side street parking setback is measured from the minimum side street ~~lot line~~ setback and continues inward away from the frontage lot line.

3. A special parking setback is measured from the ~~lot line~~ minimum setback associated with a special lot line and continuing inward away from the special lot line. ~~in a Dual Frontage or Character Frontage. Special lot lines include but are not limited to "River," "Park," and "Alley."~~

**15. Sec. 3C.3.1. (Frontage Planting Area) [p.3-62]**

To clarify that Frontage planting area does not include the abutting parkway, Sec. 3C.3.1.D.1 (Measurement) shall be amended as follows:

D. Measurement

1. Frontage planting area is measured as a percentage calculated as the cumulative planting area located in a frontage yard ~~or the abutting parkway~~ divided by the total frontage yard area. ~~The area of the abutting parkway is not included in the total frontage yard area.~~
2. For frontage yard designation, see Sec. 14.1.16. (Yards).

**16. Sec. 3C.5.1.C.2.b. (Standards) [p. 3-85]**

To add additional clarification to the Street-Facing Entrance standards, a new Subparagraph iii. shall be added to Sec. 3C.5.1.C.2.b. that reads as follows:

iii. When the applied Frontage District specifies that a street-facing entrance is 'not required' but does specify a maximum entrance spacing, a street-facing entrance shall only be required if the building width along the indicated frontage lot line is greater than the specified entrance spacing. Street facing entrances shall then be required in accordance with the maximum entrance spacing requirement specified.

**17. Sec. 3D.9.1.C.5.a. (Standards) [p. 3-121]**

To add additional clarification in the applicability of the symmetrical lite pattern standards, the first unnumbered paragraph of Sec. 3D.9.1.C.5.a. (Standards) shall be amended as follows:

When listed as “required in the applied Frontage District (Part 3B), a~~A~~ll windows provided on applicable facades shall meet the following standards.

**18. Div. 3D.10. (Exterior Materials) [p. 3-125]**

To provide additional clarity and intent for Principal, Accessory and Exterior Material Options, the entirety of Div. 3D.10 (Exterior Materials) shall be replaced with the amended version as established in *Technical Modifications Exhibit 3 - Exterior Materials*.

**19. Sec. 4A.2.2.B. (Project Activities) [p. 4-7]**

To provide further clarity on the applicability of each development standard rule category, the following Project Activities table in Sec. 4A.2.2.B. (Project Activities) shall be amended to read as follows:

| | **Applicability** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | New Construction | Major Demolition | Lot Modification | Site Modification | Facade Modification | Use Modification | Temporary Use | Renovation | Maintenance & Repair |
| DEVELOPMENT STANDARD RULES CATEGORIES | | | | | | | | | |
| Div. 4C.1. Pedestrian Access | ● | ● | ● | ● | ● | | | | |
| Div. 4C.2. Automobile Access | ● | ● | ● | ● | | | | | |
| Div. 4C.3. Bicycle Parking | ● | ● | | ● | | ● | | | |
| Div. 4C.4. Automobile Parking | ● | ● | | ● | | ● | | | |
| Div. 4C.5. TDM | ● | | | ● | | ● | | | |
| Div. 4C.6. Plants | ● | | | ● | | | | | |
| Div. 4C.7. Fences & Walls | ● | ● | ● | ● | | ● | | | |
| Div. 4C.8. Screening | ● | ● | ● | ● | | ● | | | |
| Div. 4C.9. Grading | ● | ● | ● | ● | | | | | |
| Div. 4C.10. Outdoor Lighting & Glare | ● | ● | | ● | ● | | | | |
| Div. 4C.11. Signs | ● | ● | ● | ● | ● | ● | | | |
| Div. 4C.12. Site Elements | ● | ● | | ● | ● | ● | | | |
| Div. 4C.13. Environmental Protection | ● | ● | | ● | | | | | |
| Div. 4C.14. Development Review | ● | | | ● | | ● | | | |

**20. Sec. 4B.5.2. (Standards) [p. 4-11]**

To ensure consistent use of terminology, the "Exempt change of use, non residential tenant size" table rows shall be amended as follows:

| AUTOMOBILE PARKING | |
|---|---|
| ~~Exempt change of use, non residential tenant size (max)~~ | |
| Change of use parking exemption (max) | n/a |

**21. Sec. 4B.6.2. (Standards) [p. 4-12]**

To ensure consistent use of terminology, the "Exempt change of use, non residential tenant size" table rows shall be amended as follows:

| AUTOMOBILE PARKING | |
|---|---|
| ~~Exempt change of use, non residential tenant size (max)~~ | |
| Change of use parking exemption (max) | n/a |

**22. Sec. 4C.1.1.C.3.a.xi. (Pedestrian Passageway) [p. 4-21]**

To add provisions governing signs for pedestrian passageways, Sec. 4C.1.1.C.3.a.xi. shall be amended as follows:

> Shall be made permanently available to the general public, at no cost, between sunrise and sunset daily, or during the operating hours of the building, whichever would result in a longer period of time. No gates or other barriers may block any portion of a pedestrian passageway from pedestrian access during the required available hours, and a sign shall be posted at every public entrance to the pedestrian passageway in accordance with the standards in Sec. 2C.3.3.D.10.b.ii.

**23. Div. 4C.2. (Automobile Access) [p. 4-28]**

To simplify standards by regulating driveway lanes uniformly rather than distinguishing between single lane and double lane driveways, Div. 4C.2. (Automobile Access) shall be amended as established in *Technical Modification Exhibit 4 - Automobile Access*.

**24. Sec. 4C.4.1.C.2. (Required Automobile Parking Table) [p. 4-55]**

To better reflect policy goals and clarity of regulations, the following Sec. 4C.4.1.C.2. (Required Automobile Parking Table) table rows shall be amended as follows:

| | PARKING SET | | | | |
|---|---|---|---|---|---|
| | **A** | **B** | **C** | **D** | **E** |
| **RESIDENTIAL** | | | | | |
| **Dwelling Units:** | | | | | |
| ~~1-2 Habitable Rooms~~<br>1-4 Habitable Rooms | – | 0.25/du | 0.5/du | 0.75/du | 1/du |
| ~~3 Habitable Rooms~~ | ~~–~~ | ~~0.5/du~~ | ~~0.75/du~~ | ~~1/du~~ | ~~1.5/du~~ |
| ~~4+ Habitable Rooms~~<br>5+ Habitable Rooms | -- | 0.75/du | 1/du | 1.5/du | 2/du |
| Joint Live/Work Quarters | ~~See Sec.9.4.5. (Downtown Adaptive Reuse Projects) or Sec. 9.4.6. (Citywide Adaptive Reuse Projects)~~<br>Entire Unit including workspace treated as Dwelling Unit | | | | |
| Live Work | ~~See Dwelling (No additional parking required beyond Dwelling)~~<br>Entire Unit including workspace treated as Dwelling Unit | | | | |
| **OPEN SPACE AND RECREATION** | | | | | |
| **Indoor Recreation, Commercial** | ~~–~~ | ~~2.5/1,000 SF~~ | ~~5/1,000 SF~~ | ~~7.5/1,000 SF~~ | ~~10/1,000 SF~~ |
| | -- | 0.5/1,000 SF | 1/1,000 SF | 1.5/1,000 SF | 2/1,000 SF |
| **GENERAL COMMERCIAL** | | | | | |
| **Eating and Drinking:** | | | | | |
| ~~Alcohol Services~~ | ~~–~~ | ~~–~~ | ~~–~~ | ~~–~~ | ~~–~~ |
| ~~Bar~~ | ~~–~~ | ~~2/1,000 SF~~ | ~~2/1,000 SF~~ | ~~5/1,000 SF~~ | ~~10/1,000 SF~~ |
| ~~Counter Service~~ | ~~–~~ | ~~1/1,000 SF~~ | ~~2/1,000 SF~~ | ~~3/1,000 SF~~ | ~~4/1,000 SF~~ |
| ~~Restaurant~~ | ~~–~~ | ~~1/1,000 SF~~ | ~~2/1,000 SF~~ | ~~4/1,000 SF~~ | ~~5/1,000 SF~~ |
| Service floor area | -- | 1/1,000 SF | 2/1,000 SF | 4/1,000 SF | 5/1,000 SF |
| Food & drink preparation area | -- | 0.5/1,000 SF | 1/1,000 SF | 1.5/1,000 SF | 2/1,000 SF |

**25. Sec. 4C.4.1.E.4. (Electric Vehicle Charging Stations), (p 4-59)**

To clarify calculation of required automobile parking stalls, and to incorporate State incentives for accessible Electric Vehicle Charging Stations, Sec. 4C.4.1.E.4. (Electric Vehicle Charging Stations) shall be amended as follows:

4. **Electric Vehicle Stalls and Charging Stations**
   a. Each electric vehicle charging station provided above the minimum required by Article 9 (Green Building Code) of Chapter 9 (Building Regulations) of the LAMC ~~the California Green Building Standards Code~~ may be substituted for 2 required automobile parking stalls for the purpose of complying with any applicable minimum parking stall requirements of Sec. 4C.4.1 (Automobile Parking Stalls).
      i. Measurement. Where a multiport electric vehicle charger can simultaneously charge more than one vehicle, the number of electric vehicle charging stations shall be considered equivalent to the number of electric vehicles that can be simultaneously charged.

   b. An accessible parking stall with an access aisle served by electric vehicle supply equipment or an accessible parking stall with an aisle designated as a future electric vehicle charging space shall count as 2 required automobile parking stalls for the purpose of complying with any applicable minimum parking stall requirements of Sec. 4C.4.1 (Automobile Parking Stalls).

**26. Sec. 4C.4.2. (Change of Use Parking Exemption) [p. 4-62]**
To add a new section to provide clarity and details to the standards for Change of use Parking Exceptions, Sec. 4C.4.2. (Change of Use Parking Exemption) shall be added as established in *Technical Modification Exhibit 5 - Change of Use Parking Exemption*. In addition, update all subsequent section references in Article 4 accordingly.

**27. Sec. 4C.4.3.C.8. (Parking Stall Obstructions) [p. 4-68]**
To ensure consistent use of terminology, Sec. 4C.4.3.C.8. (Parking Stall Obstructions) shall be amended as follows:

No fence, wall, partition, column, post or similar obstruction may be located within 10 inches of a parking stall along its longest dimension unless the obstruction is located a minimum of 14 feet from the ~~access~~ drive aisle measured parallel to the parking stall. Parking stalls provided in 1L or 2L Density Districts are exempt from this standard.

**28. Sec. 4C.4.4.C.2.b. (Option 1: Prescriptive Standard) [p. 4-75]**
To update the number of trees required in surface parking lots to better align with current Zoning Code requirements, Subparagraphs ii. and iii. of Sec.4C.4.4.C.2.b. (Option 1: Prescriptive Standard) shall be amended as follows:

ii. Trees planted within a planting area located along a single row of parking stalls shall

be provided at a rate of 1 large species tree or 2 small species trees for every ~~3~~4 parking stalls.

iii. Trees planted between two rows of parking stalls shall be provided at a rate of 1 large species tree (Sec. 4C.6.5.C.3.a.) or 2 small species trees (Sec. 4C.6.5.C.3.a.) for every ~~6~~8 parking stalls.

**29. Sec. 4C.6.4.C.2.a. (General) [p. 4-98]**

To add a new provision limiting the allowable height for planters allowed to count toward planting area in order to avoid overly-tall planters in the frontage yard, a new Subparagraph ii. shall be added that reads as follows and the subsequent Subparagraphs shall be renumbered accordingly:

ii. Where planters are allowed to count toward planting area (See Sec. 4C.6.4.C.2.a.i.), planters shall not be more than 4 feet in height, measured from finished grade.

**30. Sec. 4C.8.1.C.1. (General) [p. 4-111]**

To ensure consistency with existing provisions established by the current Zoning Code, a new Paragraph i. shall be added to Sec. 4C.8.1.C.1. that reads as follows:

i. Walls provided to meet the standards of Frontage Screen 4 and 5 shall not include chain link, barbed wire, or concertina.

**31. Sec. 4C.8.2.C.1. (General) [p. 4-117]**

To ensure consistency with existing provisions established by the current Zoning Code, a new Paragraph i. shall be added to Sec. 4C.8.2.C.1. that reads as follows:

i. Walls provided to meet the standards of Frontage Screen 4 and 5 shall not include chain link, barbed wire, or concertina.

**32. Sec. 4C.8.2.C.1.b. (General) [p 4-116]**

To ensure consistency with City policy regarding shared walls and fences, subdivision b. shall be amended as follows:

b. Required transition screens including their sub-grade elements, such as footings or foundation, shall be located ~~either~~ entirely on-site ~~or, with written consent from the neighboring property owner, straddling the common lot line located on both lots.~~

**33. Sec. 4C.11.5.C.3 (Sign Types Allowed)**
To increase clarity in the relationship between sign types, the following provision shall be added as a new subparagraph within Sec. 4C.11.5.C.3 that reads as follows:

Where a sign meets the standards and definition of both an allowed sign type and a sign type that is not allowed per the table in this paragraph, the sign is considered to be the allowed sign type.

**34. Sec. 4C.11.6.C.2. (High-Rise Sign) [p. 4-150]**
To increase clarity in the organization of the sign types, High-Rise Sign shall be renamed as follows:

2**.** High-Rise Sign 1

**35. Sec. 4C.11.6.C.11. (Tall Building Sign) [p. 4-161)**
To increase clarity in the organization of the sign types, Tall Building Sign shall be renamed as follows:

11. ~~Tall Building~~ High-Rise Sign 2

**36. Sec. 4C.12.2. (Ground-Mounted Equipment) [p. 4-169]**
To add refinements to the Ground-Mounted Equipment applicability and location and screening standards, including new provisions for landscape screening, Sec. 4C.12.2. (Ground-Mounted Equipment) shall be amended as established in *Technical Modification Exhibit 6 - Ground-Mounted Equipment*.

**37. Sec. 4C.12.3.B. (Applicability) [p. 4-172]**
To add clarification regarding the applicability of the Wall-Mounted Equipment provisions, Sec. 4C.12.3.B. (Applicability) shall be amended as follows:

Wall mounted equipment standards apply to all mechanical or utility equipment attached to the exterior wall of a building or structure, with the exceptions of wireless telecommunication uses. Wireless telecommunication uses shall meet the screening requirements outlined in Sec. 4C.8.8. (Wireless Telecommunication Facilities). Wall-Mounted Equipment standards do not apply to fire alarms.

38. **Sec. 4C.12.5. (Waste Receptacles) [p. 4-177]**
To better align with existing City policies regarding the screening of waste receptacles, Subsection B. and C. of Sec. 4C.12.5. (Waste Receptacles) shall be amended as established in *Technical Modification Exhibit 7 – Waste Receptables*.

39. **Div. 4C.12. (Site Elements) [p. 4-167]**
To carry over the equivalent version of the shopping cart containment regulations in the current Zoning Code, a new Sec. 4C.12.7. (Shopping Cart Containment) shall be added to Div. 4C.12 (Site Elements) as established in *Technical Modification Exhibit 8 - Shopping Cart Containment*.

40. **Sec. 4C.14.1.B.1.a. (Project Review Thresholds) [p. 4-184]**
To establish a correct citation, the first unnumbered paragraph shall be amended as follows:

When the applicable Development Standards District (Part 4B) specifies development review threshold package 1, the following development projects are subject to Sec. 13B.2.4. (~~Development~~ Project Review).

41. **Sec. 4C.14.1.B.2.a. (Project Review Thresholds) [p. 4-185]**
To establish a correct citation, the first unnumbered paragraph shall be amended as follows:

When the applicable Development Standards District (Part 4B) specifies development review threshold package 2, development projects participating in the community benefits program (Div. 9.3.) having one or more of the characteristics listed below are subject to Sec. 13B.2.4. (~~Development~~ Project Review). Any development project that is not participating in the community benefits program is subject to development review threshold package 1:

42. **Sec. 5A.2.2.A.3. (Project Activities) [p. 5-8]**
To provide further clarity on the applicability of each use rule category, the following Project Activities table in Sec. 5A.2.2.A.3. (Project Activities) shall be amended to read as follows:

| | Applicability | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | New Construction | Major Demolition | Lot Modification | Site Modification | Facade Modification | Use Modification | Temporary Use | Renovation | Maintenance & Repair |
| USE RULE CATEGORIES | | | | | | | | | |
| Div. 5C.1. Use Definitions | ● | | | | | ● | ● | | |
| Div. 5C.2. Use Permissions | ● | | | | | ● | ● | | |
| Div. 5C.3. Use Standards | ● | ● | ● | ● | | ● | ● | | |

**43. Sec. 5B.2.1. (Agricultural 1 - A1) [p. 5-18]**

To align with the new policy intent regarding Family Child Care, the Family Child Care table row in Sec. 5B.2.1.B. (Allowed Use & Use Limitations) shall be amended as follows:

| | | | |
|---|---|---|---|
| Family Child Care | P* | In conjunction with: | Dwelling |
| | | Persons in care (max) | 20 |
| | | Relief | *C2* |

**44. Sec. 5B.2.1. (Agricultural 1 - A1) [p. 5-19]**

To align with the new policy intent regarding Preschool/Daycare, the Preschool/Daycare table row in Sec. 5B.2.1.B. (Allowed Use & Use Limitations) shall be amended as follows:

| | | | |
|---|---|---|---|
| Preschool/Daycare | P | Persons in care (max) | ~~50~~ 20 |
| | | Relief | *C2* |

**45. Sec. 5B.3.1. (Residential 1 - RG1) [p. 5-25]**

To align with the new policy intent regarding Family Child Care, the Family Child Care table row in Sec. 5B.3.1.B. (Allowed Use & Use Limitations) shall be amended as follows:

| | | | |
|---|---|---|---|
| Family Child Care | P* | In conjunction with: | Dwelling |
| | | Persons in care (max) | 20 |
| | | Relief | *C2* |

**46. Sec. 5B.2.1. (Residential 1 - RG1) [p. 5-26]**

To align with the new policy intent regarding Preschool/Daycare, the Preschool/Daycare table row in Sec. 5B.3.1.B. (Allowed Use & Use Limitations) shall be amended as follows:

| | | | |
|---|---|---|---|
| Preschool/Daycare | ~~–~~ P | Persons in care (max) | 20 |
| | | Relief | *C2* |

**47. Sec. 5B.4.1. (Residential-Mixed 1 - RX1) [p. 5-23]**

To align with the new policy intent regarding Preschool/Daycare, the Preschool/Daycare table row in Sec. 5B.4.1.B. (Allowed Use & Use Limitations) shall be amended as follows:

| | | | |
|---|---|---|---|
| Preschool/Daycare | P | ~~Persons in care (max)~~ | ~~20~~ |
| | | ~~Relief~~ | ~~*C2*~~ |

**48. Sec. 5B.5.1. (Commercial-Mixed 1 - CX1) [p. 5-41], Sec. 5B.5.2. (Commercial-Mixed 2 - CX2) [p. 5-53], Sec. 5B.5.3. (Commercial-Mixed 3 - CX3) [p. 5-64], 5B.5.4. (Commercial-Mixed 4 - CX4) [p. 5-76], Sec. 5B.7.1. (Industrial-Mixed 1 - IX1) [p. 5-89], Sec. 5B.7.2. (Industrial-Mixed 2 - IX2) [p. 5-101], Sec. 5B.7.3. (Industrial-Mixed 3 - IX3) [p. 5-115], Sec. 5B.7.4. (Industrial-Mixed 4 - IX4) [p. 5-129], Sec. 5B.9.1. (Public 1 - P1) [p. 5-180], Sec. 5B.9.2. (Public 2 - P2) [p. 5-186]**

To align with the new policy intent regarding Preschool/Daycare, the Preschool/Daycare table row in Sec. 5B.5.1.B. (Allowed Use & Use Limitations), Sec. 5B.5.2.B. (Allowed Use & Use Limitations), Sec. 5B.5.3.B. (Allowed Use & Use Limitations), 5B.5.4.B. (Allowed

Use & Use Limitations), Sec. 5B.7.1.B. (Allowed Use & Use Limitations), Sec. 5B.7.2.B. (Allowed Use & Use Limitations), Sec. 5B.7.3.B. (Allowed Use & Use Limitations), Sec. 5B.7.4.B. (Allowed Use & Use Limitations), Sec. 5B.9.1.B. (Allowed Use & Use Limitations), Sec. 5B.9.2.B. (Allowed Use & Use Limitations) shall be amended as follows:

| | | | |
|---|---|---|---|
| Preschool/Daycare | P | ~~Persons in care (max)~~ | ~~50~~ |

**49. Sec. 5B.5.1. (Commercial-Mixed 1 - CX1) [p. 5-42], Sec. 5B.5.2. (Commercial-Mixed 2 - CX2) [p. 5-54], Sec. 5B.5.3. (Commercial-Mixed 3 - CX3) [p. 5-65], 5B.5.4. (Commercial-Mixed 4 - CX4) [p. 5-76], Sec. 5B.7.1. (Industrial-Mixed 1 - IX1) [p. 5-89], Sec. 5B.7.2. (Industrial-Mixed 2 - IX2) [p. 5-102], Sec. 5B.7.3. (Industrial-Mixed 3 - IX3) [p. 5-116], Sec. 5B.7.4. (Industrial-Mixed 4 - IX4) [p. 5-130], Sec. 5B.8.1. (Industrial 1 - I1) [p. 5-143], Sec. 5B.8.2. (Industrial 2 - I2) [p. 5-161]**

To make the Animal Services uses clearer and more effective, add a new "General" table row under the Animal Services table row in Sec. 5B.5.1.B. (Allowed Use & Use Limitations), Sec. 5B.5.2.B. (Allowed Use & Use Limitations), Sec. 5B.5.3.B. (Allowed Use & Use Limitations), 5B.5.4.B. (Allowed Use & Use Limitations), Sec. 5B.7.1.B. (Allowed Use & Use Limitations), Sec. 5B.7.2.B. (Allowed Use & Use Limitations), Sec. 5B.7.3.B. (Allowed Use & Use Limitations), Sec. 5B.7.4.B. (Allowed Use & Use Limitations), Sec. 5B.8.1.B. (Allowed Use & Use Limitations), Sec. 5B.8.2.B. (Allowed Use & Use Limitations) that reads as follows:

| | | | |
|---|---|---|---|
| Animal Services: | | | |
| <u>General</u> | <u>P*</u> | <u>Use enclosure</u> | <u>Fully Indoor</u> |

**50. Sec. 5B.1.1. (Open Space 1 - OS1) [p. 5-14], Sec. 5B.2.1. (Agricultural 1 - A1) [p. 5-20], Sec. 5B.3.1. (Residential 1 - RG1) [p. 5-27], Sec. 5B.4.1. (Residential-Mixed - RX1) [p. 5-34]**

To make the Animal Services uses clearer and more effective, add a new "General" table row under the Animal Services table row in Sec. 5B.1.1.B. (Allowed Use & Use Limitations), Sec. 5B.2.1.B. (Allowed Use & Use Limitations), Sec. 5B.3.1.B. (Allowed Use & Use Limitations), Sec. 5B.4.1.B. (Allowed Use & Use Limitations) that reads as follows:

| | | | |
|---|---|---|---|
| Animal Services: | | | |
| General | -- | | |

**51. Sec. 5B.9.1. (Public 1 - P1) [p. 5-180]**

To make the Animal Services uses clearer and more effective, add a new "General" table row under the Animal Services table row in Sec. 5B.9.1.B. (Allowed Use & Use Limitations) that reads as follows:

| | | | |
|---|---|---|---|
| Animal Services: | | | |
| General | A- | | |

**52. Sec. 5B.9.2. (Public 2 - P2) [p. 5-186]**

To make the Animal Services uses clearer and more effective, add a new "General" table row under the Animal Services table row in Sec. 5B.9.1.B. (Allowed Use & Use Limitations) that reads as follows:

| | | | |
|---|---|---|---|
| Animal Services: | | | |
| General | A+ | | |

**53. Sec. 5B.5.1. (Commercial-Mixed 1 - CX1) [p. 5-40]**

To align with the new policy intent regarding Lodging, the Lodging table row in Sec. 5B.5.1.B. (Allowed Use & Use Limitations) shall be amended as follows:

| | | | |
|---|---|---|---|
| Lodging | P* | ~~Beds (max)~~ | ~~49~~ |
| | | Use separation | |
| | | Agricultural, Residential, or Residential Mixed Use District (min) | 500' |

| | | | |
|---|---|---|---|
| | | Supplemental standards | *Sec. 5B.5.1.C.3.* |
| | | Relief | *C2* |

**54. Sec. 5B.5.1. (Commercial-Mixed 1 - CX1) [p. 4-42]**

Update Indoor Recreation, Commercial and Outdoor Recreation, Commercial: General non-residential tenant size limitation (max) in the Commercial-Mix 1 use district to bring into consistency with non-residential tenant size max for General Commercial use.

| | | | |
|---|---|---|---|
| Indoor Recreation, Commercial | P* | Non-residential tenant (max) | ~~5,000~~ <u>10,000</u> |
| | | Relief | C2 |
| | | Upper story location | Prohibited |

| | | | |
|---|---|---|---|
| Outdoor Recreation, Commercial | | | |
| General | P* | Non-residential tenant (max) | ~~5,000~~ <u>10,000</u> |
| | | Relief | C2 |
| | | Upper story location | Prohibited |

**55. Sec. 5B.5.1. (Commercial-Mixed 2 - CX2) [p. 5-54]**

Update Eating & Drinking, Alcohol Service permission level in the Commercial-Mix 2 use district to allow for use by-right when participating in the Restaurant Beverage Special Use Program

| | | | |
|---|---|---|---|
| Alcohol Services | ~~C2*~~ P* | *(see General Commercial)* | |
| | | In conjunction with: | Restaurant |

| | | | |
|---|---|---|---|
| | | Special use program | 5C.4.2. |
| | | Relief | C2 |
| | | Supplemental procedures | Sec. 5B.5.2.D.1. |

**56. Sec. 5B.5.3. (Commercial-Mixed 3 - CX3) [p. 4-65]**
Update Eating & Drinking, Alcohol Service permission level in the Commercial-Mix 3 use district to allow for use by-right when participating in the Restaurant Beverage Special Use Program

| | | | |
|---|---|---|---|
| Alcohol Services | ~~C2*~~ P* | *(see General Commercial)* | |
| | | In conjunction with: | Restaurant |
| | | Special use program | 5C.4.2. |
| | | Relief | C2 |
| | | Supplemental procedures | Sec. 5B.5.3.D.1. |

**57. Open Space 1 (OS1) Sec. 5B.1.1.D.1. [p. 5-17], Residential-Mix 1 (RX1) Sec. 5B.5.1.D.1. [p. 5-38], Commercial-Mix 1 (CX1) Sec. 5B.6.1.D.1. [p. 5-49], Commercial-Mix 2 (CX2) Sec. 5B.6.2.D.1. [p. 5-60], Commercial-Mix 3 (CX3) Sec. 5B.6.3.D.1. [p. 5-71], Commercial-Mix 4 (CX4) Sec. 5B.6.4.D.1. [p. 5-82], Industrial-Mix 1 (IX1) Sec. 5B.7.1.D.1. [p. 5-97], Industrial-Mix 2 (IX2) Sec. 5B.7.2.D.1. [p. 5-109], Industrial-Mix 3 (IX3) Sec. 5B.7.3.D.1. [p. 5-123], Industrial-Mix 4 (IX4) Sec. 5B.7.4.D.1. [p. 5-137], Industrial 1 (I1) Sec. 5B.8.1.D.1. [p. 5-155], Industrial 2 (I2) Sec. 5B.8.2.D.1. [p. 5-173]**
Include additional supplemental procedure for Alcohol Service use to include procedures to allow for the application of multiple approvals to allow alcohol service for three or more tenant spaces.

**D. Supplemental Procedures**

**1. Alcohol Service**

a. In addition to the notification otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall also consider:
   i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guideline for undue concentration.
   ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
   iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

[ADDED]

c. <u>Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:</u>
   i. <u>Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.</u>
   ii. <u>The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by Sec. 13B.2.2. (Class 2 Conditional Use Permit).</u>
   iii. <u>Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.</u>
   iv. <u>Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.</u>
   v. <u>Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.</u>

58. **Residential-Mix 1 (RX1) Sec. 5B.5.1.D.2. [p. 5-39], Commercial-Mix 1 (RX1) Sec. 5B.6.1.D.2. [p. 5-50], Commercial-Mix 2 (CX2) Sec. 5B.6.2.D.2. [p. 5-61], Commercial-Mix 3 (CX3) Sec. 5B.6.3.D.2. [p. 5-72], Commercial-Mix 4 (CX4) Sec. 5B.6.4.D.2. [p. 5-83], Industrial-Mix 2 (IX2) Sec. 5B.7.2.D.2. [p. 5-110], Industrial-Mix 3 (IX3) Sec. 5B.7.3.D.2. [p. 5-123], Industrial-Mix 4 (IX4) Sec. 5B.7.4.D.2. [p. 5-137], Industrial 1 (I1) Sec. 5B.8.1.D.2. [p. 5-156], Industrial 2 (I2) Sec. 5B.8.2.D.2. [p. 5-174].**
Include additional supplemental procedure for Bar use to include procedures to allow for the application of multiple approvals to allow alcohol service for three or more tenant spaces.

**D. Supplemental Procedures**

**2. Bar**

a. In addition to the notification otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.

b. In addition to the findings otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall also consider:
   i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guideline for undue concentration.
   ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
   iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

[ADDED]

c. <u>Permission for multiple approvals to allow bars for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:</u>

i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by Sec. 13B.2.2. (Class 2 Conditional Use Permit).
iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project Review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

**59. Sec. 5B.5.3. Commercial-Mix 3 [p. 5-67]**
Add Service Hours 7AM/7PM standard to Fueling Station use.

| | | | |
|---|---|---|---|
| Fueling Station | P* | Use separation | |
| | | Sensitive Use | 200’ |
| | | Residential or Agricultural Use District | 200’ |
| | | Relief | C2 |
| | | Screening | |
| | | Frontage screen | F-Screen 3 |
| | | Transition screen | T-Screen 1 |
| | | Service Hours (early/late) | 7AM/7PM |

| | | | |
|---|---|---|---|
| | | Outdoor sound system | Prohibited |
| | | Supplemental standards | --- |

**60. Sec. 5B.7.2. Industrial-Mix 2 (IX2) [p. 5-104]**
Removal of Hours of Operation 7AM/7PM standard for Fueling Station in Industrial-Mix 2 (IX2) use district.

| | | | |
|---|---|---|---|
| Fueling Station | P* | Use separation | |
| | | Sensitive Use | 200’ |
| | | Residential or Agricultural Use District | 200’ |
| | | Relief | C2 |
| | | Screening | |
| | | Frontage screen | F-Screen 3 |
| | | Transition screen | T-Screen 1 |
| | | ~~Hours of operation (early/late)~~ | ~~7AM/7PM~~ |
| | | Service Hours (early/late) | 7AM/7PM |
| | | Outdoor sound system | Prohibited |
| | | Supplemental standards | --- |

**61. Sec. 5B.8.1. Industrial 1 (I1) [p. 5-146]**
Removal of Hours of Operation 7AM/7PM and Service Hours 7AM/7PM standards for Fueling Station in Industrial 1 (I1) use district.

| | | | |
|---|---|---|---|
| Fueling Station | P* | Use separation | |
| | | Sensitive Use | 200’ |
| | | Residential or Agricultural Use District | 200’ |
| | | Relief | C2 |
| | | Screening | |
| | | Frontage screen | F-Screen 3 |
| | | Transition screen | T-Screen 1 |
| | | ~~Hours of operation (early/late)~~ | ~~7AM/7PM~~ |
| | | ~~Service Hours (early/late)~~ | ~~7AM/7PM~~ |
| | | Outdoor sound system | Prohibited |
| | | Supplemental standards | --- |

**62. Sec. 5B.8.1.D.6. [p. 5-158], Sec. 5B.8.2.D.6. [p. 5-176]**
Include additional supplemental procedure for outdoor storage: cargo container use in Industrial 1 (I1) and Industrial 2 (I2) use districts.

**Supplemental Procedures**

Outdoor Storage, Cargo Container

a. <u>The stacking of cargo containers more than 20 feet high shall only be permitted if a structural analysis done by a licensed engineer or architect in the State of California is submitted to and approved by the Los Angeles Department of Building and Safety (LADBS).</u>
b. An annual site inspection shall be conducted by LADBS, pursuant to Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection

Centers or Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards).

**63. Sec. 5C.1.1.D.1. [p. 5-194]**
A modification of the Supportive Housing: General definition:

Residential use with 7 or more beds with no limit on length of stay for persons ~~with low incomes who have one or more disabilities~~ who may require frequent support from on-site or off-site supportive services for daily living. May include, among other populations, seniors ~~adults,~~ children within the foster care system, young adults aging out of the foster care system, emancipated minors, individuals exiting from institutional settings, individuals receiving rehabilitation or mental health support, veterans, and persons or families experiencing homelessness. The housing is linked to on-site or off-site supportive services, and any floor area used for the delivery of supportive services shall be considered incidental to the residential use. Full-time medical services shall not be provided on the premises. Supportive Housing, General includes all residential community care facilities and permanent supportive housing. Residential uses with 6 or fewer beds shall be classified as a dwelling rather than non-medical supportive housing. For non-residential community care facilities see Government Office, Social Services (Sec. 5C.1.2.E.2.).

**64. Sec. 5C.1.2.E.1. [p. 5-197]**
A modification to the Medical: Local definition

An inpatient or outpatient acute or sub acute care facility with a capacity of fewer than 100 beds that provides direct medical treatment to patients. ~~Including but not limited to: skilled nursing facility, rehabilitation facility, and psychiatric facility.~~ For outpatient facilities not providing acute or sub acute care, see Sec. 5C.1.5.H. (Medical Clinic).

**65. Sec. 5B.1.1. [p. 5-12], Sec. 5B.2.1. [p. 5-18], Sec. 5B.3.1. [p. 5-25], Sec. 5B.4.1. [p. 5-32], Sec. 5B.5.1. [p. 5-40], Sec. 5B.5.2. [p. 5-52], Sec. 5B.5.3. [p. 5-63], 5B.5.4. [p. 5-75], Sec. 5B.7.1 [p. 5-87], Sec. 5B.7.2. [p. 5-100], Sec. 5B.7.3. [p. 5-113]. Sec. 5B.7.4. [p. 5-127], Sec. 5B.8.1. [p. 5-141], Sec. 5B.8.2. [p. 5-159], Sec. 5B.9.1. [p. 5-179], Sec. 5B.9.2. [p. 5-185]**
Remove Supportive Housing: Non-Medical use from all use district tables:

*Example use district table*

| | | | |
|---|---|---|---|
| Supportive Housing: | | | |
| General | P | | |
| ~~Medical Care~~ | ~~P~~ | | |
| Non-medical | P | | |
| Transitional Shelter | P | | |

**66. Sec. 5C.1.1.D.2. [p. 5-194]**

Remove Supportive Housing: Non-Medical use definition:

~~Residential use with 7 or more beds which may be licensed by the California Department of Social Services to provide assistance with non-medical activities of daily living and may include dwelling, common dining areas, or other community rooms. Full-time medical services shall not be provided on the premises. Includes assisted living and senior independent living. Nonmedical supportive housing includes all residential community care facilities. Residential uses with 6 or fewer beds shall be classified as a dwelling rather than non-medical supportive housing. For non-residential community care facilities see Government Office, Social Services (Sec. 5C.1.2.E.2.).~~

**67. Sec. 5C.3.1.D. [p. 5-204]**

A modification to the Entertainment Venue, Indoor, Regional and Outdoor Regional use definition and removal of Entertainment Venue, Outdoor use.

D. Entertainment Venue

Any indoor ~~or outdoor~~ assembly use designed or intended for entertainment.

~~1. Outdoor~~

~~Any entertainment venue use located outdoors.~~

~~2~~1. ~~Indoor,~~ Regional

Any indoor assembly use designed or intended for entertainment, having a capacity of ~~1,200~~ 3,000 persons or greater. Includes multiplex theater, auditorium, concert hall, and night club. For similar indoor spaces having a capacity less than ~~1,200~~ 3,000, see entertainment venue, local (Sec. 5C.1.5.D.2.). Does not include

activities established in Sec. 5C.1.5.M. (Sexually Oriented Business). See Bar (Sec. 5C.1.5.C.2.) for the inclusion of alcoholic beverages for on-site consumption.

~~3~~2. ~~Indoor,~~ Local
Any indoor assembly facility designed or intended for entertainment having a capacity of less than ~~1,200~~ 3,000 persons. For similar indoor spaces having a capacity of ~~1,200~~ 3,000 or greater, see entertainment venue, regional (Sec. 5C.1.5.D.1.). Includes community theater, movie theater, live-music venue, night club, comedy club, karaoke lounge, banquet hall. Does not include activities established in Sec. 5C.1.5.M. (Sexually Oriented Business). For the inclusion of alcoholic beverages for on-site consumption, see Bar (Sec. 5C.1.5.C.2.).

**68. Sec. 5B.1.1. [p. 5-12], Sec. 5B.2.1. [p. 5-18], Sec. 5B.3.1. [p. 5-25], Sec. 5B.4.1. [p. 5-32], Sec. 5B.5.1. [p. 5-40], Sec. 5B.5.2. [p. 5-52], Sec. 5B.5.3. [p. 5-63], 5B.5.4. [p. 5-75], Sec. 5B.7.1. [p. 5-87], Sec. 5B.7.2. [p. 5-100], Sec. 5B.7.3. [p. 5-113]. Sec. 5B.7.4. [p. 5-127], Sec. 5B.8.1. [p. 5-141], Sec. 5B.8.2. [p. 5-159], Sec. 5B.9.1. [p. 5-179], Sec. 5B.9.2. [p. 5-185]**
Delete Outdoor Entertainment Venue use in all use district tables and rename Entertainment Venue, Indoor Local and Entertainment Venue, Indoor Regional to Entertainment Venue, Local and Entertainment Venue, Regional.

*Example use district table*

| | | | |
|---|---|---|---|
| Entertainment Venue: | | | |
| ~~Indoor,~~ Local | | | |
| ~~Indoor,~~ Regional | | | |
| ~~Outdoor~~ | | | |

**69. Sec. 5C.1.3.F. [p. 5-201]**
A modification to the Sports Arena or Stadium, Major use name and use definition

F. ~~Sports Arena or Stadium, Major~~ <u>Amphitheater or Stadium</u>

~~A use operated by an institution including sports, athletic, or performance facilities, and associated seating capacity of 10,000 seats or more. For sports arenas or stadiums associated with postsecondary schools with a capacity of less than 10,000 seats, see Sec. 5C.1.2.J.3. (School, Postsecondary). For facilities with seating capacity of less than 10,000 seats, or for facilities with seating capacity of 10,000 or more that are not operated by an institutional entity, see Sec. 5C.1.5.D. (Entertainment Venue: Indoor, Regional).~~

1. Local

   Any outdoor or semi outdoor assembly facility intended to accommodate a large number of spectators for performances or sporting events and having an associated seating capacity of less than 3,000 seats. For facilities with seating capacity of 3,000 seats or more, see Sec. 5C.1.3.F.2. (Amphitheater or Stadium, Major). For an amphitheater or stadium associated with a school, see Sec. 5C.1.2.J. (School). For a fully indoor assembly facility intended to accommodate a large number of spectators for performances or sporting events, see 5C.1.5.D. (Entertainment Venue).

2. Regional

   Any outdoor or semi outdoor assembly facility intended to accommodate a large number of spectators for performances or sporting events and having an associated seating capacity of 3,000 seats or more. For facilities with seating capacity of less than 3,000 seats, see Sec. 5C.1.3.F.2. (Amphitheater or Stadium, Major). For an amphitheater or stadium associated with a school, see Sec. 5C.1.2.J. (School). For a fully indoor assembly facility intended to accommodate a large number of spectators for performances or sporting events, see 5C.1.5.D. (Entertainment Venue).

**70. Sec. 5B.1.1. [p. 5-12], Sec. 5B.2.1. [p. 5-18], Sec. 5B.3.1. [p. 5-25], Sec. 5B.4.1. [p. 5-32], Sec. 5B.5.1. [p. 5-40], Sec. 5B.5.2. [p. 5-52], Sec. 5B.5.3. [p. 5-63], 5B.5.4. [p. 5-75], Sec. 5B.7.1. [p. 5-87], Sec. 5B.7.2. [p. 5-100], Sec. 5B.7.3. [p. 5-113]. Sec. 5B.7.4. [p. 5-127], Sec. 5B.8.1. [p. 5-141], Sec. 5B.8.2. [p. 5-159], Sec. 5B.9.1. [p. 5-179], Sec. 5B.9.2. [p. 5-185]**

Change “Sports Arena or Stadium, Major” to “Amphitheater or Stadium, Local” and “Amphitheater or Stadium, Regional” in all use district tables. Base permission levels for Amphitheater or Stadium, Local on former use: “Entertainment Venue, Outdoor”. Base

permission levels for Amphitheater or Stadium, Regional on former use: “Sports Arena or Stadium, Major”.

*Example use district table*

| | | | |
|---|---|---|---|
| ~~Sports Arena & Arena~~ Amphitheater or Stadium | | | |
| Local | | | |
| Regional | | | |

**71. Sec. 5B.1.1. [p. 5-12], Sec. 5B.2.1. [p. 5-18], Sec. 5B.3.1. [p. 5-25], Sec. 5B.4.1. [p. 5-32], Sec. 5B.5.1. [p. 5-40], Sec. 5B.5.2. [p. 5-52], Sec. 5B.5.3. [p. 5-63], 5B.5.4. [p. 5-75], Sec. 5B.7.1. [p. 5-87], Sec. 5B.7.2. [p. 5-100], Sec. 5B.7.3. [p. 5-113]. Sec. 5B.7.4. [p. 5-127], Sec. 5B.8.1. [p. 5-141], Sec. 5B.8.2. [p. 5-159], Sec. 5B.9.1. [p. 5-179], Sec. 5B.9.2. [p. 5-185]**

Rename Outdoor Entertainment Venue to Amphitheater or Stadium: Local and move from General Commercial uses to Open Space & Recreation uses in all use district tables. Maintain the same permission level within each use district; move use group and update name only.

*Example use district table*

| | | | |
|---|---|---|---|
| Open Space & Recreation | | | |
| Entertainment Venue, Outdoor: | | | |
| Local | C3 | | |
| Regional | C3 | | |
| General Commercial | | | |
| Entertainment Venue, Indoor: | | | |
| ~~Indoor,~~ Local | -- | | |

| | | | |
|---|---|---|---|
| ~~Indoor,~~ Regional | -- | | |
| ~~Outdoor~~ | ~~C3~~ | | |

**72. Sec. 5C.1.1.B.1. [p. 5-193]**
A modification to the Household Business: Family Child Care definition:

Family Child Care
The provision of non-medical care and supervision for children in the provider's own household dwelling unit, for periods of less than 24 hours per day. No more than 14 children shall be in care concurrently, unless ~~further~~ use district standards specify otherwise. Any children under the age of 10 years who reside within the dwelling unit and are in care count toward the maximum number of children in care. Any such use shall comply with all regulations set forth in Health and Safety Code Section 1597.465.

**73. Sec. 5C.1.1.B.4. [p. 5-194]**
A modification to the use definition of Household Business: Joint Living & Working Quarters:

The ~~adaptive re~~use of a~~n~~ building or portion of a building, that is part of an adaptive reuse project ~~which was issued a building permit prior to April 1, 1994~~, from commercial or industrial uses to live/work use.

**74. Sec. 5C.7.2.B. [p. 5-100]**
A modification to the assigned relief process for the use separation from heavy industrial standard for the Joint Living and Work Quarters use in the Industrial-Mixed (IX2) use district.

| | | | |
|---|---|---|---|
| Joint Living & Work Quarters | P* | Designated work space: | |
| | | Work space area (min/max) | 10%/50% |
| | | Workspace uses | - Office<br>- Personal Services: General<br>- Manufacturing, Light: General |

| | | | |
|---|---|---|---|
| | | | - Manufacturing, Light: Artistic & Artisanal |
| | | Use separation | |
| | | From Heavy Industrial Uses | 50’ |
| | | Relief | ~~C2~~ C1 |

**75. Sec. 5B.9.2. [p. 5-185]**

Update Dwelling permission level in the Public 2 Use District to allow for use by-right when 100% of dwelling units are Restricted Affordable. Add the additional use standards and supplemental procedures as included below.

| Use | Permiss -ion | Use Standard | Specification |
|---|---|---|---|
| Dwelling | ~~A+~~ P* | Use separation | |
| | | Heavy Industrial | 300’ |
| | | Restricted affordable units | 100% of dwelling units |
| | | Supplemental procedures | *Sec.5B.9.2.C.1.* |
| | | Relief | C3 |
| | | Supplemental procedures | *Sec.5B.9.2.D.1.* |
| | | Government owned | *Required* |

**76. Sec. 5B.9.2. [p.5-190]**

Add a new Subsection C. and D. to add supplemental standards and procedures for Dwellings in the Public 2 Use District.

C. Supplemental Standards

1. Dwelling

An alternative percentage of restricted affordable units may be authorized by a Community Plan Implementation Overlay (CPIO) Subarea.

D. Supplemental Procedures

1. Dwelling
   In addition to the findings otherwise required by Sec. 13B.2.3. (Class 3 Conditional Use Permit), the City Planning Commission shall also find:
   i. A minimum percentage of restricted affordable housing shall be provided in accordance with the most applicable Local Affordable Housing Incentive Program.

**77. Sec. 5C.1.5.A [p. 5-203]**

A modification of the Animal Services definition:

Animal Services:
A ~~commercial~~ use involving the provision of services related primarily to domestic animal care and keeping.

**78. Sec. 5C.1.5.A.1. [p. 5-203]**

An addition of the Animal Services: General use definition:

1. General
   Any use in which domestic dogs or cats are provided non-medical care, grooming, training, or supervision. The maximum number of adult dogs or cats is limited to no more than 20, or 1 for every 60 square feet of floor area of the facility rounded up to the nearest whole number, whichever results in the greater number of animals. No more than thirty percent 30% of the floor area of the facility shall be used for overnight boarding. Animal boarding areas shall not occupy the area within the first twenty 20 feet, as measured from the storefront of the facility, and shall be separated from retail, grooming, or food storage areas. For uses where the overnight boarding of dogs or cats exceeds 30% of the floor area of a facility, see (Sec.5C.1.5.A.2.). For the medical treatment of animals, see Animal Sales and Services, Veterinary (Sec.5C.1.5.A.3.).

**79. Sec. 5C.1.5.A.2. [p. 5-203]**

A clarification to the Kennel definition:

Any use in which 4 or more dogs or cats, at least 4 months of age, are ~~kept~~ sheltered for periods beyond 24 hours per day. This definition does not include animal retail uses. For animal retail use, see ~~animal sales and services~~ Retail, Pet Shop. (Sec.5C.1.5.L.8.). For

uses where the sheltering dogs or cats beyond 24 hours per day occupies less than 30% of the floor area of a facility, see Animal Services, General (Sec.5C.1.5.A.1.).

**80. Sec. 5C.1.5.A.3. [p. 5-203]**
A clarification to the Veterinary definition:

Any use in which animals or pets are given medical or surgical treatment and care. For the non-medical treatment and care of dogs and cats, see Animal Services, General (Sec.5C.1.5.A.1.).

**81. Sec. 5C.1.5. [p. 5-203]**
Modifications to the commissary kitchen definition:

B. Commissary Kitchen
A ~~commercial~~ kitchen facility used for cooking and preparing food to be primarily ~~sold~~ served and consumed off-site. Research, design, and processing are allowed as an incidental use. Includes multi-tenant, incubator, preparatory kitchen, and catering kitchen.

**82. Sec. 5C.1.5.C.4. [p. 5-204]**
A modification of the Eating & Drinking, Restaurant use definition:

4. Restaurant
An eating and drinking establishment that provides a dining environment where customers are seated at tables and served made-to-order meals prepared in a full-service kitchen on-site and beverages for consumption onsite. Takeout and delivery service is incidental to on-site dining. See Alcohol Services (Sec. 5C.1.5.C.1.) for the inclusion of alcoholic beverages for on-site consumption.

**83. Sec. 5C.1.5.D.1. [p. 5-204]**
Removal of the Entertainment Venue, Outdoor from Sec. 5C.1.5. (General Commercial Uses)

~~1. Outdoor~~
~~Any entertainment venue use located outdoors.~~

**84. Sec. 5C.1.5.D. [p. 5-204]**
Modifications to the Entertainment Venue use name and use definitions

D. Indoor Entertainment Venue

Any indoor ~~or outdoor~~ assembly use designed or intended for entertainment.

~~2~~1. ~~Indoor,~~ Regional

Any indoor assembly use designed or intended for entertainment, having a capacity of 1,200 ~~person~~ seats or greater and less than 10,000 seats. Includes multiplex theater, auditorium, concert hall, and night club. For similar indoor spaces having a capacity less than 1,200, see Indoor ~~e~~Entertainment ~~v~~Venue~~, indoor, l~~Local ~~(~~Sec. 5C.1.5~~.E.3.~~D.2.). For facilities with a seating capacity of 10,000 seats or more, see Sec. 5C.1.3.G. (Auditorium or Stadium, Major). Does not include activities established in Sec. 5C.1.5.M. (Sexually Oriented Business). See Bar (Sec. 5C.1.5.C.2.) for the inclusion of alcoholic beverages for on-site consumption.

~~3~~2. ~~Indoor,~~ Local

Any indoor assembly facility designed or intended for entertainment having a capacity of less than 1,200 ~~persons~~ seats. For similar indoor spaces having a capacity of 1,200 seats or greater, see Indoor ~~e~~Entertainment ~~v~~Venue~~, indoor, r~~Regional (Sec. 5C.1.5.~~E.2~~.D.1.). Includes community theater, movie theater, live-music venue, night club, comedy club, karaoke lounge, banquet hall. Does not include activities established in Sec. 5C.1.5.M. (Sexually Oriented Business). For the inclusion of alcoholic beverages for on-site consumption, see Bar (Sec. 5C.1.5.C.2.).

**85. Sec. 5C.1.5.L.10. [p. 5-207]**

A modification of the Smoke & Vape Shop use definition:

10. Smoke & Vape Shop

Any establishment, the main intent of which is the sale of tobacco products, substances intended for smoking, or smoking accessories, including but not limited to pipes, vaporizing devices, or other smoking paraphernalia. If the establishment is solely dedicated to the retail or wholesale sales of tobacco products, substances intended for smoking, or smoking accessories, an attached public or private smokers' lounge that is solely dedicated to smoking may be included. Does not include medicinal or recreational ~~marijuana~~ cannabis establishments.

**86. Sec. 5C.1.6. [p. 5-209]**

Modifications to the Fueling Station definition:

3. Fueling Station

Any motor vehicle services use that sells and dispenses vehicle fuel, including diesel, gasoline, hydrogen, and other alternative fuels. Includes electric vehicle charging station

and commercial vehicle fueling. Does not include electric vehicles charging spaces within a parking area serving another use or uses.

**87. Sec. 5C.3.20. [p. 5-235]**

Modifications to Restricted Affordable Units measurement standards

D. **Measurement**

1. The percentage of dwelling units on a lot that are restricted affordable is calculated by dividing the number of affordable units by the total number of dwelling units on the lot, exclusive of a manager's unit or units.
2. ~~Dwelling units designed and intended for property managers are not included in the calculation of affordable units.~~
2. Dwelling units are measured as restricted affordable ~~when its rental or mortgage amounts are restricted so as to be affordable to and occupied by deeply low income, extremely low income, very low income, low income, or moderate income households, as determined by the Los Angeles Housing and Community Investment Department~~ when provided in accordance with the definition restricted affordable unit in Div.14.2. (Glossary).

**88. Sec. 5C.3.33. [p.5-242]**

Create a new Section 5C.3.33 (Lot Eligibility) within Div. 5C.3 (Use Standards) to provide clarity on Use District standards for Lot Eligibility as established in *Technical Modification Exhibit 9 - Lot Eligibility*.

**89. Sec. 6A.2.2.A.B. (Project Activities) [p. 6-7]**

To provide further clarity on the applicability of each density rule category, the following Project Activities table in Sec. 6A.2.2.A.B. (Project Activities) shall be amended to read as follows:

| | Applicability | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | New Construction | Major Demolition | Lot Modification | Site Modification | Facade Modification | Use Modification | Temporary Use | Renovation | Maintenance & Repair |
| DENSITY RULES CATEGORIES | | | | | | | | | |
| Div. 6C.1. Maximum Density | ● | | ● | | | ● | | | |

**90. Sec. 6A.2.3.A. [p. 6-8]**
**Relationship to Use Districts**
A correction to remove the statement that use districts can set a minimum density.

A. When household dwelling units or efficiency dwelling units are permitted by a Use District in Part 5B. (Use Districts), the Density Districts in Article 6 (Density) establish limits on the number of household dwelling units or efficiency dwelling units. ~~While maximum density is set by the Density Districts, minimum density may be set by the Use District.~~

**91. Sec. 6C.1.2.D.1. [p. 6-15]**
A correction to include an existing provision from the current Zoning Code (Sec. 12.22.C.16.) regarding the calculation of density on lots adjacent to alleys:

1. The maximum number of household dwelling units is calculated by dividing the lot area by the lot area per household dwelling unit value outlined in Sec. 6B.1.2. (Lot Area-Based Districts), and can be provided in conjunction with efficiency dwelling units where permitted, as calculated in Sec. 6C.1.3. (Lot Area per Efficiency Dwelling Unit). <u>For lots that are adjacent to one or more alley, the maximum number of household dwelling units may be calculated using the lot area plus the area between the exterior lot lines and the centerline of the alley.</u>

**92. Sec. 6C.1.3.D.1. [p. 6-17]**

1. The maximum number of efficiency dwelling units is calculated by dividing the lot area by the lot area per efficiency dwelling unit value outlined in Sec. 6B.1.2. (Lot Area-Based Districts), and can be provided in conjunction with household dwelling units where permitted, as calculated in Sec. 6C.1.3. (Lot Area per Household Dwelling Unit). For lots that are adjacent to one or more alley, the maximum number of efficiency dwelling units may be calculated using the lot area plus the area between the exterior lot lines and the centerline of the alley.

**93. [OPTIONAL] Sec. 9.2.1.F.4.b.iv. [p. 9-15]**

Should CPC choose to consider increasing affordable housing covenant lengths to 99 years from 55 years, below are the following technical corrections supporting this modification:

The project's restricted affordable units are subject to a recorded affordability restriction of ~~55~~ 99 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Chapter 1, Sec. 19.14. (Fees for Enforcement of Housing Covenants); except for a housing development project consisting of 100% affordable units, which are subject to a recorded affordability restriction of 55 years, or with public subsidies that are tied to a specified covenant period; and

**94. [OPTIONAL] Sec. 9.2.1.H.1. [p. 9-16]**

Should CPC choose to consider increasing affordable housing covenant lengths to 99 years from 55 years, below are the following technical corrections supporting this modification:

For any housing development project qualifying for a Density Bonus and that contains housing for senior citizens, a covenant acceptable to the Housing and Community Investment Department, shall be recorded with the Los Angeles County Recorder, guaranteeing that the occupancy restriction to senior citizens will be observed for at least ~~55~~ 99 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program; except for a housing development project consisting of 100% affordable units, which are subject to a recorded affordability restriction of 55 years, or with public subsidies that are tied to a specified covenant period. A copy of the covenant shall be filed with the Department of City Planning and the Department of Building and Safety.

**95. [OPTIONAL] Sec. 9.2.1.H.2. [p. 9-16]**

Should CPC choose to consider increasing affordable housing covenant lengths to 99 years from 55 years, below are the following technical corrections supporting this modification:

For any housing development project qualifying for a Density Bonus and that contains housing for low income, very low income, or extremely low income households, a covenant acceptable to the Housing and Community Investment Department must be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least ~~55~~ 99 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program; except for a housing development project consisting of 100% affordable units, which are subject to a recorded affordability restriction of 55 years, or with public subsidies that are tied to a specified covenant period. A copy of the covenant shall be filed with the Department of City Planning and the Department of Building and Safety.

**96. [OPTIONAL] Sec. 9.2.2.G.1. [p. 9-20]**

Should CPC choose to consider increasing affordable housing covenant lengths to 99 years from 55 years, below are the following technical corrections supporting this modification:

For any eligible housing development qualifying for a TOC Incentive that contains rental housing for extremely low income households, very-low income households, or lower income households, a covenant acceptable to the Los Angeles Housing and Community Investment Department, shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for ~~55~~ 99 years or longer; except for a housing development project consisting of 100% affordable units, which are subject to a recorded affordability restriction of 55 years, or with public subsidies that are tied to a specified covenant period.

**97. [OPTIONAL] Sec. 9.4.4.E. [p. 9-57]**

Should CPC choose to consider increasing affordable housing covenant lengths to 99 years from 55 years, below are the following technical corrections supporting this modification:

Prior to the issuance of any building permit, a covenant acceptable to the Los Angeles Housing and Community Investment Department, shall be recorded with the Los Angeles

County Recorder, guaranteeing that each required restricted affordable unit shall be reserved and maintained for at least ~~55~~ 99 years from the issuance of the Certificate of Occupancy.

**98. [OPTIONAL] Sec. 9.4.6.C.1.d. [p. 9-64]**

Should CPC choose to consider increasing affordable housing covenant lengths to 99 years from 55 years, below are the following technical corrections supporting this modification:

**Affordable Housing Covenant**

A covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least ~~55~~ 99 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program; except for a housing development project consisting of 100% affordable units, which are subject to a recorded affordability restriction of 55 years, or with public subsidies that are tied to a specified covenant period.

**99. Sec. 9.3.2.E.1 [p. 9-26]**

A correction to a citation internal to the New Zoning Code involving Records and Agreements:

Housing development projects requesting only the incentives outlined in Sec. 9.3.2.C. (Base Incentives), without requesting any additional incentives outlined in applicable CPIO or Specific Plan, shall be considered ministerial and no application to the Department of City Planning is required. Housing development projects shall comply with the records and agreements requirements of Sec. 9.2.1.~~I~~H. (Records and Agreements).

**100. Sec. 9.3.2.B.1. [p. 9-24]**

Adding a new Paragraph e. clarifying the applicability of the new Deeply Low Income category for the calculation of Linkage Fees.

e. Linkage Fee Calculation

For the purpose of the fee established in 19.18. (Affordable Housing Linkage Fee) of Chapter 1 (General Provisions and Zoning) of the LAMC, a minimum of 7% deeply

low income households dwelling units shall be calculated in the same manner as a minimum of 8% extremely low income household dwelling units.

**101. Sec. 9.4.5.E. [p. 9-62]**

A clarification regarding the review process for parking structures for the Downtown Adaptive Reuse Program

E. Process

1. ~~Buildings That Are At Least 25 Years Old~~ Department of Building and Safety Review

   The following types of adaptive reuse projects shall be approved by the Department of Building and Safety if the requirements of Sec. 9.4.5.B. (~~Applicability~~ Eligibility) and the ~~standards~~ criteria described in Sec. 9.4.5.~~D~~.C. (Standards) and Sec. 9.4.5.C. (Incentives) are met. If the adaptive reuse project is approved, ~~and~~ the incentives described in Sec. 9.4.5.~~C.~~D. (Incentives) for which the project qualifies shall be granted.

   Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 25 years old and adaptive reuse projects involving parking structures or parking areas within an existing building with a Certificate of Occupancy which was issued at least 10 years prior to the date of application.

2. ~~Buildings That Are At Least 10 Years Old~~ Zoning Administrator Review

   Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 10 years old may be approved by the Zoning Administrator, pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit), if the adaptive reuse project complies with the ~~provisions established in~~ requirements of Sec. 9.4.5.B. (~~Applicability~~ Eligibility) and the criteria described in Sec. 9.4.5.C. (Standards) and Sec. 9.4.5.D. (Incentives) are met. If the adaptive reuse project is approved, ~~and~~ the incentives described in Sec. 9.4.5.D. (Incentives) for which the project qualifies may be granted.

3. Relief

   The Zoning Administrator may grant, modify or deny some or all of the incentives established in Sec. 9.4.5.D. (Incentives) pursuant to Sec. 13.B.2.1. (Class 1 Conditional Use Permit). Furthermore, the Zoning Administrator shall have the authority to grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects proposed pursuant to this Section,

including but not limited to the authority to permit dwelling units and joint living and work quarters, regardless of the nonconforming provisions of Article 12. (Nonconformities).

**102. Sec. 9 4.6.B., first unnumbered paragraph [p. 9-63]**

A correction removing a mention of a Specific Plan that was written for the Adaptive Reuse program in the current Zoning Code that is not necessary for the new Citywide Adaptive Reuse program in the New Zoning Code:

The provisions of this Section shall apply to adaptive reuse projects outside the Downtown Community Plan Area ~~and the Adaptive Reuse Incentive Areas Specific Plan~~, in any Commercial or Commercial-Mixed Use District, or on any lot in Density District 2 or FA, regardless of Use District, in the following buildings and structures:

**103. Sec. 9 4.6.C.1.c. [p. 9-64]**

A correction fixing a typo in the Citywide Adaptive Reuse program that would create a gap in the affordable housing requirements for projects with 18 affordable units:

**c. ~~More than~~ 18 or More Dwelling Units**

An adaptive reuse project that involves the creation of ~~more than~~ 18 or more new dwelling units shall provide at least 10% of its units for moderate income households and at least 5% of its units affordable for very-low income households as restricted affordable units. For the purposes of this Section, in calculating the required number of restricted affordable units, any number resulting in a fraction is rounded up to the next whole number.

**104. Sec. 9.4.6.E. [p. 9-67]**

A clarification regarding the review process for parking structures for the Citywide Adaptive Reuse Program

E. Process

1. ~~Buildings That Are At Least 25 Years Old~~ Department of Building and Safety Review

The following types of adaptive reuse projects shall be approved by the Department of Building and Safety if the requirements of Sec. 9.4.6.B. (~~Applicability~~ Eligibility), and the ~~standards~~ criteria described in Sec. 9.4.6.C. (Standards) and Sec. 9.4.6.D. (Incentives) are met. If the adaptive reuse project is approved, ~~and~~ the incentives described in Sec. 9.4.6.D. (Incentives) for which the project qualifies shall be granted.

Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 25 years old and adaptive reuse projects involving parking structures or parking areas within an existing building with a Certificate of Occupancy which was issued at least 10 years prior to the date of application.

2. ~~Buildings That Are At Least 10 Years Old~~ Zoning Administrator Review
   Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect at the time they were built and that are at least 10 years old may be approved by the Zoning Administrator, pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit), if the adaptive reuse project complies with the requirements of Sec. 9.4.6.B. (~~Applicability~~ Eligibility) and the ~~standards~~ criteria described in Sec. 9.4.6.C. (Standards) and Sec. 9.4.6.D. (Incentives) are met. If the adaptive reuse project is approved, the incentives described in Sec. 9.4.6.D. (Incentives) for which the project qualifies may be granted.

3. Relief
   The Zoning Administrator may grant, modify or deny some or all of the incentives established in Sec. 9.4.5.D. (Incentives) pursuant to Sec. 13.B.2.1. (Class 1 Conditional Use Permit). Furthermore, the Zoning Administrator shall have the authority to grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects proposed pursuant to this Section, including but not limited to the authority to permit dwelling units and joint living and work quarters, regardless of the nonconforming provisions of Article 12. (Nonconformities).

**105. Sec. 9 4.6.E.3. &4. [p. 9-67 & 9-68]**

A correction moving the supplemental findings to allow an adaptive reuse project with a Class 1 CUP for buildings that are at least 10 years old in the Citywide Adaptive Reuse program by taking Subdivision 3. and making it Paragraph a. under Subdivision 2., and renumbering Subdivision 4. to Subdivision 3.:

**~~3~~a. Supplemental Findings**

In addition to the findings in Sec. 13B.2.1. (Class 1 Conditional Use Permit), the Zoning Administrator shall also find that:

**~~a~~i.** The eligible building is no longer economically viable in its current use or uses. In making this finding, the Zoning Administrator shall consider the building's past and current vacancy rate, existing and previous uses, and

real estate market information. The Zoning Administrator may require the applicant to submit independently verified documentation.

~~b~~**ii.** In approving a reduced parking incentive pursuant to Sec. 9.4.6.D.5. (Off-Street Automobile Parking), the Zoning Administrator find that the surrounding area will not be adversely affected by overflow parking or traffic congestion originating or terminating at the site of the adaptive reuse project.

**43. Relief**

The Zoning Administrator may grant, modify or deny some or all of the incentives established in Sec. 9.4.6.D. (Incentives) pursuant to Sec. 13.B.2.1. (Class 1 Conditional Use Permit). Furthermore, the Zoning Administrator shall have the authority to grant any other incentives or relief from other zoning district standards required to permit adaptive reuse projects proposed pursuant to this Section, including but not limited to the authority to permit dwelling units and joint living and work quarters in adaptive reuse projects, regardless of the nonconforming provisions of Article 12. (Nonconformities).

**106. Div. 9.4. (General Incentive Programs)**

Addition of a new Section 9.4.7 (Public Nuisance Abatement Program) to Article 9 (Public Benefit Systems) and the addition of new terms into Div. 14.2 (Glossary) of Article 14 (General Rules) in order to incorporate the provisions of Ordinance No. 187,145 (Council File 17-0893) as established in *Technical Modification Exhibit 10 - Public Nuisance Abatement Program*.

**107. Sec. 10.1.8. [p. 10-9]**

A clarification to street widening provisions in the context of subdivisions

On lots affected by street widening required by the provisions of Division 10.1 (Street Dedication and Improvement), lot area, lot width, floor area ratio, and density shall be calculated based on the lot lines that existed immediately prior to such required street widening. All other provisions of this Zoning Code (Chapter 1A) shall be measured and calculated from the new lot lines being created by any widening, including when street widening is required by or included as part of the subdivision process.

**108. Article 12 (Nonconformities) [p. 12-5 through 12-12-28]**

In order to incorporate clarifications and feedback from the Los Angeles Department of Building and Safety regarding the nonconforming provisions of the Proposed Draft of the New Zoning Code, the entirety of Article 12 (Nonconformity) shall be replaced with

the amended version established in *Technical Modification Exhibit 11 - Article 12 (Nonconformity)*.

**109. Sec.14.1.2.A.2. [p. 14-5]**

A clarification to the rules of measurement pertaining to "uncovered" space:

A space or structure is considered uncovered if 25% of more of its area is open to the sky. Areas containing overhead, non-solid structures, such as lattice and pergolas, may be considered uncovered provided that 25% or more of their area is open to the sky.

**110. Sec. 14.1.2.B.2. [p. 14-5]**

A clarification to the rules of measurement pertaining to "uncovered" space:

~~Areas containing overhead, non-solid structures, such as lattice and pergolas, may be considered uncovered provided they meet the standard in Sec. 14.1.1.A.2. (Uncovered).~~

**111. Sec. 14.1.5.A.1.c. [14-8]**

In order to align the definition of Unenclosed Structures: Ground Story with the rules of measurement for a structure to be considered unenclosed, subparagraph c. shall be amended as follows:

Structures having all finished floors and ground surfaces at or below the maximum finished floor elevation of the ground story listed in Frontage ~~and~~, having a total structure height less than 15 feet, measured from surrounding finished grade, and that meet the standards in Sec. 14.1.14.A.2. (Unenclosed). Includes porch, deck, stoop, landing platform, gazebo, trellis, arbor, pergola, basketball hoop, and volleyball net.

**112. Sec. 14.1.5.A.1.f. [p. 14-8]**

Clarifications of the definitions of Mechanical Equipment:

Mechanical Equipment (Ground Mounted)
Equipment whose weight is primarily supported by the ground and that is related to privately operated systems, including related wires, conduits, and pipes. Includes gas meter, water softener, pool equipment, HVAC equipment, gas tank, cistern, wind turbine, and solar panel.

**113. Sec. 14.1.5.A.1.g. [p. 14-9]**

Clarifications of the definitions of Mechanical Equipment:

Mechanical Equipment (Wall Mounted)
Equipment attached to and primarily supported by a wall and that is related to privately operated systems, including related wires, conduits, and pipes. Includes gas meter, electric meter, electrical panel, water heater, HVAC equipment, and gas tank.

**114. Sec. 14.1.5.B.1.e. [p. 14-11]**

A clarification of the definition of Vertical Barriers:

Vertical barriers, 45 inches in height or less, provided to protect occupants from falling from walking surfaces ~~required for safety and protection~~. Includes ~~fence, wall,~~ parapet, ~~and~~ railing, and bannister.

**115. Sec. 14.1.5.B.1.f. [p. 14-11]**

In order to align the definition of Unenclosed Structures with the rules of measurement for a structure to be considered unenclosed, paragraph f. shall be amended as follows:

f. ~~Unenclosed areas~~ Areas that meet the standards in Sec. 14.1.14.A.2. (Unenclosed) and are attached to or integrated onto the roof of a building, intended for human shelter or activity. Includes shade structure, cabana, pergola, rooftop bar, outdoor dining, permanent seating, beehive, sports court, and cooking facility.

**116. Sec. 4C.1.11.D. [p. 14-30]**

A clarification to provisions addressing Lot Ties:

For the purpose of meeting standards associated with ~~an applied zone string~~ the applied zoning districts, a lot composed of multiple parcels~~ may meet all applicable standards independently for each parcel or the lot may meet the standards treating the collection of contiguous parcels as a single parcel.~~ grouped together as a single lot through a lot tie affidavit filed and approved with the Department of Building and Safety shall be considered a single lot. When the involved parcels have different and conflicting applied zoning districts, each individual parcel must meet the standards associated with the applied zoning districts as individual lots.

**117. Sec. 2C.1.1.C.2. [p. 2-60]**

A clarification to provisions addressing Lot Ties:

~~For the purpose of meeting minimum lot size standards, multiple lots may be grouped together as a lot when a lot tie affidavit is filed and approved by the Department of Building and Safety.~~

**118. Sec. 2C.1.2.C.2. [p. 2-61]**

A clarification to provisions addressing Lot Ties:

~~For the purpose of meeting minimum lot width standards, multiple lots may be grouped together as a lot when a lot tie affidavit is filed and approved by the Department of Building and Safety.~~

**119. Sec. 14.1.11.E. [p. 14-30]**

A clarification to the definition of a lot in the context of land dedications

A lot does not include portions of a lot required for land dedication (for example, proposed rights-of-way), <u>including land dedications required by or included as part of the subdivision process,</u> with the following exceptions:

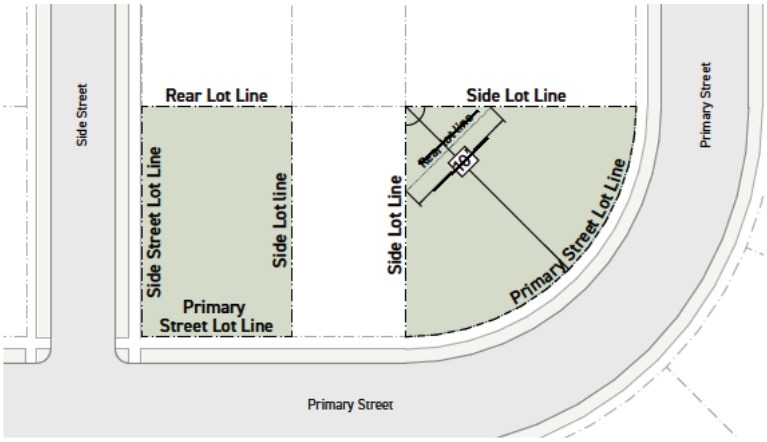
~~1. Required street corner dedications are included in all measurements of a lot.~~

2. As otherwise stated in Sec. 10.1.8. (Lots Affected by Street Widening).

<u>3. In the case of new developments taking place on a lot with an existing, recorded dedication, or on lots with old permits where the building was never constructed, measurements of a lot may be taken from the lot lines that existed prior to the dedication, provided that clearance is obtained from the Department of Public Works indicating that the improvements or street widening associated with the recorded dedication have not taken place. If the associated improvements or street widening have already been completed, measurements of a lot do not include the portions of the lot required for land dedication.</u>

**120. Sec. 14.1.12.A.1. [p. 14-32]**

In order to align the example diagram with the written rules for Rear Lot Line in Sec. 14.1.12.C.4., the diagram in subdivision 1 shall be amended as shown below, removing the “Rear Lot Line” and “10’” labels on the corner lot.




**121. Sec. 14.1.12.C.1.d. [p. 14-32]**

A removal of a provision pertaining to Primary Street determination:

~~d. Where determining the primary street using the above criteria is unclear, primary street lot line may be determined by the Director of Planning according to Sec. 13B.3.1. (Administrative Review).~~

**122. Sec. 14.1.14. [p. 14-36]**

In order to ensure that the rules of measurements for irregular lot lines can be applied to all types of lot lines, the section text shall be amended as follows:

Where a ~~street~~ lot line is curved ~~and only abutting one street~~, standards measured parallel or perpendicular to that ~~street~~ lot line assume the angle of the lot line to be the same as a straight line connecting the endpoints of the curved lot line segment.

**123. Sec. 14.1.15. (Project Activities) [p. 14-37]**

In order to incorporate clarifications and feedback from the Los Angeles Department of Building and Safety regarding the project activities provisions of the Proposed Draft of the New Zoning Code, the entirety of Sec. 14.1.15. (Project Activities) shall be replaced with the amended version established in *Technical Modification Exhibit 12 - Project Activities*.

**124. Sec. 14.1.16.A. [p. 14-39]**

A clarification to the Yard designation provisions:

1. All portions of a lot between exterior walls of a building and a property line shall be designated as one of the following yard designations, and no portion of a lot shall have more than one of the following designations:

~~2. Either a front yard, special yard, side street yard, side yard, or rear yard.~~

a. Front yard (Sec. 14.1.6.B.1.)
b. Special yard (Sec.14.1.6.B.2.)
c. Sie street yard (Sec.14.1.6.B.3.)
d. Side yard (Sec. 14.1.6.B.4.)
e. Rear yard (Sec.14.1.6.B.5.)

3. No portions of a lot may have more than one yard designation.

**125. Sec. 14.1.16.B.2. [p. 14-40]**

A clarification pertaining to Special Yard determination:

No less than 80% of the ~~width~~ length of each special lot line-facing principal structure shall abut the special yard. Only portions of a building set back at least 15 feet behind the facade nearest the special lot line are not required to abut the special yard.

**126. Div. 14.2. [p. 14-44]**

An addition of terms related to Shopping Cart provisions to the Glossary:

**Abandoned Shopping Cart.** A shopping cart located outside of the lot where the establishment that furnishes shopping carts for use by its patrons is located.
Bollard. An upright post consisting of a piece of timber, concrete, metal or similar material fixed firmly in an upright position intended to impede various forms of traffic or circulation.

**Shopping Cart.** A basket of any size, mounted on wheels, rollers or a similar device, including parts, provided by a retail establishment for the purpose of transporting groceries or merchandise of any kind within a retail establishment or associated parking area.

**Shopping Cart Containment Plan.** A plan sheet that includes a specific written plan with a corresponding site plan that identifies areas of shopping cart containment to prevent customers from removing shopping carts from the premises.
Shopping Cart Corral. A stable structure that provides an enclosure for the collection of shopping carts on a lot.

**127. Div. 14.2 [p. 14-58]**

A clarification to the definition of Dwelling Unit:

~~Dwelling or~~ Dwelling Unit. A habitable residential unit serving as a primary residency or having a tenancy of 30 days or greater. Includes household dwelling unit and efficiency dwelling unit. ~~accessory dwelling unit, and junior accessory dwelling unit~~.

**128. Div. 14.2. [p. 14-59]**

A correction to the definition of End Stall.

End Stall the last parking stall in a row, beyond which the ~~access~~ drive aisle does not continue.

**129. Div. 14.2. [p. 14-60]**

A clarification to the Existing Grade definition.

Grade as established prior to any site modification. Existing grade does not include fill material or retained soil established without a grading permit. Excludes window wells, and depressed access points to a building or structure, such as driveways and stairways (other than those used to access required street-facing entrances) ~~entrances to basements, entrances to parking garages, and window wells~~.

**130. Div. 14.2. [p. 14-62]**

Addition of the definition of Food & Drink Preparation Area.

**Food & Drink Preparation Area.** All floor area within an Eating & Drinking use where employees prepare food or beverages, including kitchens, bartender stations, dishwashing facilities, storage, refrigeration closets, employee office, and all other areas reserved for employee use.

**131. Div. 14.2. [p 14-65]**

A clarification to the Habitable Room definition.

**Habitable Room.** An enclosed subdivision in a residential building commonly used for living purposes, but not including any lobby, hall, closet, storage space, water closet, bath, toilet, slop sink, general utility room, or service porch. A recess from a room, ~~or~~ an alcove (other than a dining area), or a mezzanine having 50 square feet or more of floor area and located where it could be partitioned off to form a habitable room, shall be considered a habitable room. For the purpose of applying the automobile parking stall

requirements per Sec. 4C.4.1. (Automobile Parking Stalls), any kitchen shall not be considered a habitable room.

**132. Div. 14.2. [p. 14-76]**

A clarification to the Parking Bay definition:

For a double-loaded aisle, the width of two rows of parking stalls including the width of the access drive aisle in between~~, or for~~. For a single-loaded aisle, the width of a single row of parking stalls including the width of the access drive aisle.

**133. Div. 14.2. [p. 14-56]**

Addition of definition needed to implement the Local Affordable Housing Incentive Program.

**Deeply Low Income Household.** Persons and families whose incomes do not exceed 15 percent of area median income, adjusted for family size.

**134. Div. 14.2. [p. 14-78]**

A correction to the definition of Permanent Supportive Housing (Use)

Permanent Supportive Housing ~~(Use). See Sec. 5C.1.1.D.3. (Permanent Supportive Housing).~~ As defined in LAAC Chapter 10, Section 10 51.1.(j). (Definitions).

**135. Div. 14.2 [p. 14-59]**

A correction to align the definition of Electric Vehicle Charging Station with its usage in the California Green Building Standards Code.

Electric Vehicle Charging Station. One or more electric vehicle charging spaces served by an electric vehicle charger(s) or other charging equipment allowing charging of electric vehicles. ~~Electric vehicle charging stations are equipped with a dedicated branch circuit(s), circuit breakers, and other electrical components, including a receptacle or blank cover needed to support future installation of one or more charging stations. Where a multiport electric vehicle charger can simultaneously charge more than one vehicle, the number of electric vehicle charging stations shall be considered equivalent to the number of electric vehicles that can be simultaneously charged.~~

**136. Div. 14.2. [p. 14-83]**

Clarification of the definition of Restricted Affordable Housing:

Restricted Affordable Unit. A dwelling unit for which rental amounts or mortgage amounts ~~in compliance with California Government Code Sec. 65915(c)~~ are restricted so as to be affordable to and occupied by ~~Extremely Low, Very Low, Low, or Moderate Income households, as determined by the Housing and Community Investment Department~~ [ADDED] Deeply Low (0-15% of the Area Median Income), Extremely Low (0%-30% of the Area Median Income), Very Low (30%-50% of the Area Median Income), Low (50%-80% of the Area Median Income), or Moderate Income households (80% to 120% of the Area Median Income). Restricted affordable units provided to meet the requirements of Article 9 Sec. 9.3.2. (Local Affordable Housing Incentive Program) shall comply with income ranges as defined by the California Health and Safety Code Sec. 50052.5. or California Health and Safety Code Sec. 50053. All other restricted affordable units shall comply with income ranges as defined by the California Health and Safety Code Sec. 50052.5. or California Health and Safety Code Sec. 50053 or as defined by the US Department of Housing and Urban Development (HUD), or any successor agency, as verified by the Housing & Community Investment Department.

**137. Div. 14.2 [p. 14-86]**

Addition of the definition of Service Floor Area.

**Service Floor Area.** All indoor floor area within an Eating & Drinking use where the customer can be served, including an indoor dining or lounge area, bar-top and bar seating area, service counter, customer waiting area, customer restrooms, and indoor paths of travel accessible to customers.

# Technical Modifications Exhibit 1: Temporary Regulatory Relief During a local Emergency

Create a new Section 1.6.5 (Temporary Regulatory Relief During a Local Emergency) to Article 1 (Introductory Provisions) that reads as follows in order to incorporate the provisions of Ordinance No. 187,096 (Council File 20-0380-S1).

## Sec. 1.6.5 Temporary Regulatory Relief During A Local Emergency

### A. Intent

The intent of this Section is to provide land use regulatory relief from certain Zoning Code provisions during a declared local emergency. The regulatory relief, upon activation by the City Council, provides flexibility for businesses and property owners in the recovery from a local emergency by extending the time limitations for certain land use approvals and providing relief from certain automobile parking standards.

### B. Applicability

The provisions of this Section may be invoked upon the adoption of a City Council resolution following the Mayor's declaration of emergency pursuant to local and State law, provided the resolution does not conflict with any Mayoral orders issued in relation to the declared local emergency.

#### 1. State Law and City Charter

The provisions of this Section do not supersede State law or the Mayor's authority under the City of Los Angeles Charter and Los Angeles Administrative Code.

#### 2. Effective Dates

Regardless of any other provisions of this Article to the contrary, the regulatory relief provided by this Section shall automatically terminate 12 months after the expiration or termination date of the relevant emergency declaration, or upon City Council's action by resolution to terminate earlier than that date. However, the City Council may, by resolution, extend the regulatory relief provided by this Section for up to an additional 24 months, thereby allowing the provisions to apply for a total of 36 months after the termination or expiration of the local emergency order. The City Council retains the

discretion to terminate these provisions by resolution at any time after the expiration or termination of the local emergency order.

**C. Regulatory Relief**

Regardless of any provision of this Zoning Code, Zoning Administrator Interpretations of this Zoning Code, ordinance, or specific plan to the contrary, the following regulatory relief shall be granted to a qualifying project.

**1. Time Limitations**

**a. Extension of Time Limitations**

Regardless of the expiration periods set forth in *Sec. 13A.2.7. (Discretionary Project Approvals Time Limits)*, the expiration of a conditional use permit that was either approved or valid during the application of these provisions, shall be calculated by adding the term of the local emergency, plus up to an additional 12 months when the eligibility criteria in Paragraph c. (Eligibility Criteria) below are met, to the term prescribed in *Sec. 13A.2.7. (Discretionary Project Approvals Time Limits)*.

**i. Multiple Approvals**

Regardless of the expiration periods set forth in *Sec. 13A.2.7. (Discretionary Project Approvals Time Limits)*, if an eligible conditional use or other quasi-judicial approval is part of a project that requires multiple Legislative and/or Quasi-judicial Approvals pursuant to *Sec. 13A.2.10. (Multiple Approvals)*, then the expiration period set forth in *Sec. 13A.2.7. (Discretionary Project Approvals Time Limits)* is extended by a term equivalent to the time period of the local emergency, plus up to an additional 12 months from the expiration of the local emergency for all approvals concurrently granted.

**b. Extension of Term-Limited Grants**

Regardless of any condition of approval that specifies an expiration date or term limit for a conditional use permit, where the expiration date occurs during the local emergency, that expiration date is automatically extended for the term of the local emergency, plus up to an additional 12 months when the criteria in Paragraph c. (Eligibility Criteria) below are met.

**i. Multiple Approvals**

Regardless of any other provision of this Zoning Code to the contrary, if an eligible conditional use permit is part of a project that requires multiple

Legislative and/or Quasi-judicial Approvals pursuant to *Sec. 13A.2.10. (Multiple Approvals)* and any of the approvals include a condition with a separate expiration date or term limit, said expiration date shall be extended concurrently with the conditional use permit that meets the criteria in Paragraph c. (Eligibility Criteria) below.

**c. Eligibility Criteria**

**i. Eligible Conditional Use Approvals**

All uses approved by conditional use permit per the applicable Use District are eligible for the time extension, except for the following:

a) Conditional use permits related to resource extraction, manufacturing, heavy: petroleum and coal product manufacturing, or solid waste facility: hazardous waste are not eligible for the time extension within this Subdivision.

b) Businesses or properties that are or have been the subject of revocation proceedings, pursuant to *Sec. 13B.6.2. (Nuisance Abatement/Revocation)*, that resulted in corrective conditions or revocation are not eligible for a time extension.

**ii. Application**

In order to benefit from the relief provided by this Subdivision, the procedures enumerated in *Sec. 13B.3.1 (Administrative Review)* shall apply, and a fee, pursuant to *Sec. 19.01.J. (Extension of Time or Suspension of Time Limits for Planning and Zoning Matters) of Chapter 1 (General Provisions and Zoning) of the LAMC*, shall be paid in accordance with the procedures set forth by the Department of City Planning.

**iii. Original Approval**

The Director shall verify that the prior discretionary approval and existing environmental documentation under CEQA is adequate for the issuance of the extension.

**iv. Notification**

The applicant shall notify, in accordance with the procedures set forth by the Department of City Planning, the Los Angeles Police Department, the Department of Building and Safety, and the City Councilmember whose

district includes any portion of the property as part of the application process for the extension of the time limits.

**2. Automobile Parking Relief**

**a. Use Modifications**

A use modification shall not trigger additional required automobile parking beyond that required by the existing approved use if all the following requirements are met. However, if the total parking required by *Div. 4C.4. (Automobile Parking)* for the new use is less than the number of parking spaces that exist on the lot, then the number of parking spaces may be reduced to the number of required parking spaces.

**i. Requirements**

**a)** The use modification is limited to a nonresidential use allowed by the applied Use District.

**b)** The building where the use modification is proposed has one of the following: a valid certificate of occupancy; temporary certificate of occupancy; or a building permit if the building predates the certificate of occupancy requirement. Those documents must have been issued prior to the declaration of the local emergency related to the City Council's resolution invoking this Section.

**c)** The automobile parking relief only applies to the first 5,000 square feet of floor area for any tenant space. Any floor area in excess of 5,000 square feet for the tenant space shall conform to the automobile parking requirements in *Div. 4C.4. (Automobile Parking)*, and any applicable specific plan, inclusive of any aggregate floor area, including floor area sectioned from a separate tenant space that may have been previously eligible or approved for the automobile parking reduction allowed by this Subdivision.

**d)** The creation of new floor area within the subject building, occurring during the period this Section is activated by City Council resolution, is limited to the area within the existing walls and existing roofline of the building.

**e)** The use modification shall not result in a net loss of dwelling units.

**ii. Consistency**

The relief provided in this Subdivision is limited to the automobile parking provisions established in this Subdivision, and the project shall otherwise be consistent with this Zoning Code and the General Plan.

**b. Outdoor Dining**

Any new or expanded area used for outdoor dining, shall not require any automobile parking, and the maintenance of existing automobile parking shall not be required for any portion of the parking lot utilized for an approved outdoor dining area during the effective dates of this Section if the following requirements are met.

**i. Eligibility**

Only permitted eating and drinking establishments with verifiable indoor seating for on-premises dining are eligible for the relief provided within this Subdivision.

**ii. Consistency**

The relief provided in this Subdivision is limited to the automobile parking provisions enumerated herein, and the project shall otherwise be consistent with this Zoning Code and the General Plan.

**iii. Termination**

Whenever the provisions of this Section cease to apply, the automobile parking requirements that existed prior to the declaration of the local emergency shall be met, and any outdoor dining areas shall comply with the applicable requirements of this Zoning Code and any applicable specific plan.

**c. Existing Conditions of Approval**

Any existing condition of approval that requires valet automobile parking or off-site automobile parking is suspended and shall not be enforced during the effective dates of this Section, if all the following requirements are met.

**i. Eligibility**

Only the following entitlement approvals are eligible for this relief, and only if they were approved or active during the period that these provisions are invoked.

| **ELIGIBLE ENTITLEMENT APPROVALS** | |
|---|---|
| Entitlement | Reference |
| Zone Change | *Sec. 13B.1.4.* |
| Class 1 Conditional Use Permit | *Sec. 13B.2.1.* |
| Class 2 Conditional Use Permit | *Sec. 13B.2.2.* |
| Class 3 Conditional Use Permit | *Sec. 13B.2.3.* |
| Project Adjustment | *Sec. 13B.4.4.* |
| Project Exception | *Sec. 13B.4.5.* |
| Adjustment | *Sec. 13B.5.2.* |
| Variance | *Sec. 13B.5.3.* |

**ii. Existing Covenant**

The suspension of enforcement activity as a result of the invocation of the provisions of this Subdivision shall not be construed to terminate or void any recorded covenant documenting valet or off-site parking requirements.

**iii. Termination**

Whenever the provisions of this Section cease to apply, all conditions of approval and associated covenants shall be enforced and, if the conditions were never met, the applicant shall provide verification to the Department of City Planning, in accordance with procedures set forth by the Department of City Planning, within 90 days of the termination of the provisions of this Section.

# Technical Modification Exhibit 2: District Boundary Height Transition

To ensure that the height transition tools established are aligned with policy objectives and provide a transition which takes into account the adjacent/surrounding Form Districts, Sec. 2C.5.3. (Height Transition) shall be amended to read as follows.

Sec. 2C.5.3. ~~HEIGHT TRANSITION~~ DISTRICT BOUNDARY HEIGHT TRANSITION

~~[Reserved]~~ *A reduction in the maximum height of a building for a limited depth where abutting districts have substantially lower height allowances.*

**A. Intent**

To prevent looming impacts and reduce the perceived bulk and mass of buildings along zoning district boundaries where maximum height standards change significantly.

**B. Applicability**

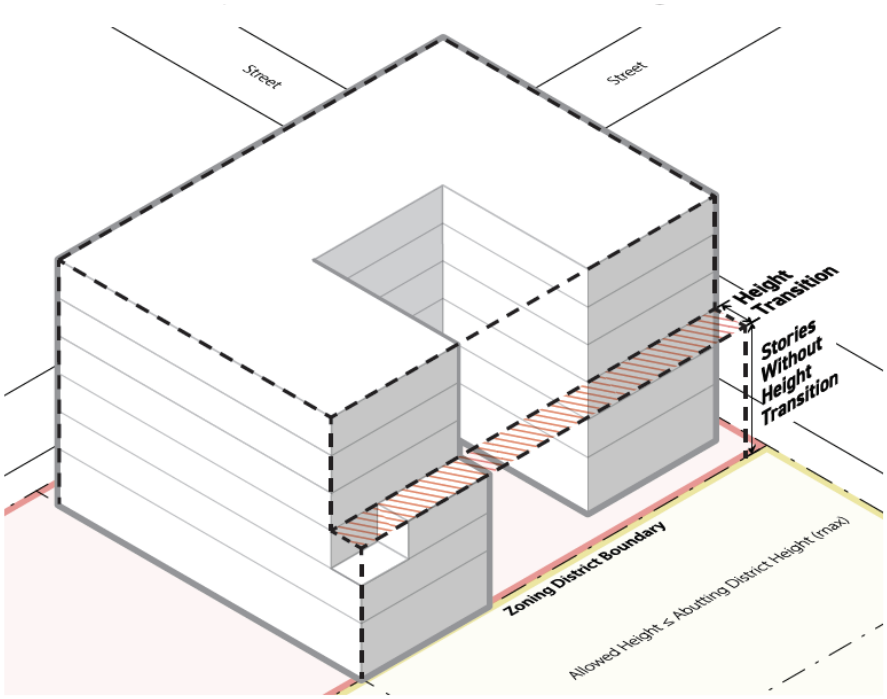
**1.** District boundary height transition standards apply to all lots that abut a zoning district that has a maximum height or bonus height of less than or equal to the *abutting district allowed height (Sec. 2C.5.3.C.2.),* specified by the applied Form District (Part 2B).

**2.** All structures located on an applicable lot shall comply with district boundary height transition standards unless listed as an exception in *Sec. 2C.5.3.E (Exceptions).*

C. **Standards**

**1. General**

a. All structures located above the maximum *stories without height transition (Sec. 2C.5.3.D.2)* shall be located no less than the minimum *height transition depth (Sec. 2C.5.3.D.3)* from any lot zoned with a district that specifies a maximum building height of less than or equal to the maximum *abutting district allowed height (Sec. 2C.5.3.D.1).*




b. Structures are not required to provide a district boundary height transition from public rights-of-way.

c. No structure or portion of a structure may be located within the minimum height transition depth, except where allowed in *Sec. 2C.5.3.E. (Exceptions)*.

D. **Measurement**

**1. Abutting District Allowed Height**

Abutting district allowed height is measured for every abutting lot which is zoned with a different zoning district than the subject lot. The abutting district height is considered to be the maximum height or bonus height allowed by the zoning district applied to the abutting lot.

**2. Stories Without Height Transition**

Stories without height transition is measured according to *Sec. 2C.4.3. (Height in Stories).*

**3. Height Transition Depth**

Height transition depth is measured as the horizontal distance from any lot zoned with a district that specifies a maximum building height of less than or equal to the maximum *abutting district allowed height (Sec. 2C.5.3.D.1)* to the nearest point of any structure located above the specified maximum *stories without height transition (Sec. 2C.5.3.D.2.)*.

E. **Exceptions**

The following are allowed to encroach into the district boundary height transition as listed below:

**ALLOWED HORIZONTAL ENCROACHMENTS**

**Architectural Details**

*Examples: cornices, belt courses, sills, lintels, pilasters, pediments, and chimneys*

| | |
|---|---|
| Encroachment (max) | 2’ |

**Roof Projections**

*Examples: eaves, roof overhangs, gutters, awnings, and canopies*

| | |
|---|---|
| Encroachment (max) | 2.5’ |

**Unenclosed Structures (all stories)**

*Examples: porch, deck, stoop, balcony, light shelves, and exterior stairways*

| | |
|---|---|
| Encroachment (max) | 5’ |

**Enclosed, Projecting Structures**

*Examples: bay window, oriel window, sleeping porch, overhanging volume, and enclosed balcony*

| | |
|---|---|
| Encroachment (max) | 2.5’ |

**Mechanical Equipment (ground and wall mounted)**

*Examples: gas and electric meters, HVAC equipment, cisterns, wind turbines and solar panels, and water heaters*

| | |
|---|---|
| Encroachment (max) | 1.5’ |

*See Sec. 14.1.5. (Horizontal Encroachments)*

**ALLOWED VERTICAL ENCROACHMENTS**

**Mechanical Equipment**

*Examples: HVAC equipment, water tanks, solar panels, exhaust ducts, and communication equipment*

| | |
|---|---|
| Encroachment (max) | 5' |
| Setback from edge (min) | 3' |

**Architectural Elements**

*Examples: skylights, steeples, spires, belfries, cupolas, domes, flagpoles, and lighting*

| | |
|---|---|
| Encroachment (max) | 5' |
| Setback from edge (min) | 2' |

**Safety Barriers**

*Examples: Fencing, walls, parapets, railing, and stairs*

| | |
|---|---|
| Encroachment (max) | 4' |
| Setback from edge (min) | 0' |

**Unenclosed Structures**

*Examples: Shade structures, pergolas, rooftop bar, permanent seating, beehives, and cooking facilities*

| | |
|---|---|
| Encroachment (max) | 8’ |
| Setback from edge (min) | 2' |

**Flatwork**

*Examples: Decking, walkways, patios, and planters*

| | |
|---|---|
| Encroachment (max) | 2.5' |
| Setback from edge (min) | 1' |

**Plants**

*Examples: trees, shrubs, flowers, herbs, vegetables, grasses, ferns, and moss*

| | |
|---|---|
| Encroachment (max) | unlimited |
| Setback from edge (min) | 1' |

*See Sec. 14.1.6. (Vertical Encroachments)*

**F. Relief**

***1.*** *A reduced height transition depth of 20% or less may be requested in accordance with Sec. 13B.5.2. (Adjustments).*

***2.*** *A reduced height transition depth may be requested as a variance in accordance with Sec. 13B.5.3. (Variance).*

***3.*** *Increased stories without height transition may be requested as a variance in accordance with Sec. 13B.5.3. (Variance).*

# Technical Modification Exhibit 3: Exterior Materials

To provide additional clarity and intent for Principal, Accessory and Exterior Material Options, the entirety of Div. 3D.10 (Exterior Materials) shall be replaced with the amended version below.

## Div. 3D.10 EXTERIOR MATERIALS

### SEC. 3D.10.1. PRINCIPAL MATERIAL COVERAGE

*Building products used as the exterior wall finish materials for the great majority of the exterior building facade.*

**A. Intent**

To visually unify the facade with a dominant material and ensure that building facades are finished with materials that contribute to the established architectural character of surrounding neighborhoods or districts.

**B. Applicability**

Facade area that meets all of the following criteria shall comply with primary material coverage standards:

1. Qualifies as a frontage applicable facade (Sec. 3A.2.2.C.2.);

2. Located on a build-to applicable story as specified by the applied Character Frontage District (Div. 3B.7) or located above the last provided story where the number of stories provided for any building is less than the specified build-to applicable stories; and

3. Is not a window or door opening.

**C. Standards**

**1. General**

a. The total percentage of applicable facade area finished in a primary material shall be no less than the minimum primary material coverage specified by the applied Character Frontage District (Div. 3B.7).

b. Only exterior material options specified by the applied Character Frontage District (Div. 3B.7) may be used as a primary material.

c. Only one primary material may used to meet the primary material coverage standard.

**2. Exterior Material Options**

a. For exterior material options standards, see Sec. 3D.10.3. (Exterior Material Options).

**D. Measurement**

1. Principal material coverage is calculated for each building width separately.

2. Principal material coverage is a percentage calculated by dividing the facade area covered in a principal material by the total applicable facade area.

3. The principal material is measured as compliant or non-compliant based on whether it meets the standards and definition of one of the allowed exterior material options specified by the applied Frontage District (Part 3B).

**E. Relief**

1. Up to a 10% reduction to the total required facade area finished in an allowed primary exterior material may be requested in accordance with Sec. 13B.5.2. (Adjustment).

2. Deviation from any principal material standard may be requested as a variance in accordance with Sec. 13B.5.3. (Variance).

## SEC. 3D.10.2. ACCESSORY MATERIAL COVERAGE

*Building products used as an exterior wall finish material to accent or support the principal material.*

**A. Intent**

To visually unify the facade with a consistent material palette and ensure that building facades are finished with materials that contribute to the established architectural character of surrounding neighborhoods or districts.

**B. Applicability**

1. Facade area that meets all of the following criteria shall comply with accessory material coverage standards:

    a. Qualifies as a frontage applicable facade (Sec. 3A.2.2.C.2.);

    b. Located on a build-to applicable story as specified by the applied Character Frontage District (Div. 3B.7) or located above the last provided story where the number of stories provided for any building is less than the specified build-to applicable stories; and

    c. Is not a window or door opening.

2. All exterior materials cumulatively covering between 5% and 30% of the total applicable facade area are considered an accessory material and shall comply with all accessory material coverage, exterior material options, and number of accessory material standards.

## C. Standards

### 1. General

a. The total percentage of applicable facade area finished in an accessory material shall be no more than the maximum accessory material coverage specified by the applied Character Frontage District (Div. 3B.7).

b. Only exterior material options specified by the applied Character Frontage District (Div. 3B.7) may be used as an accessory material.

### 2. Exterior Material Options

For exterior material options standards, see Sec. 3D.10.3. (Exterior Material Options).

### 3. Number of Accessory Materials

No more individual accessory materials than the maximum number of accessory materials specified by the applied Character Frontage District (Div. 3B.7) may be provided.

## D. Measurement

1. Accessory material coverage is calculated for each building width separately.

2. Accessory material coverage is a percentage calculated by dividing the facade

area covered in the accessory material product by the total applicable facade area.

3. The accessory material is measured as compliant or non-compliant based on whether it meets the standards and definition of one of the exterior material options specified by the applied Character Frontage District (Div. 3B.7).

**E. Relief**

1. Up to a 10% increase to the total allowed facade area finished in a secondary exterior material may be requested in accordance with Sec. 13B.5.2. (Adjustment).

2. Deviation from any accessory material standard may be requested as a variance in accordance with Sec. 13B.5.3. (Variance).

## SEC. 3D.10.3. EXTERIOR MATERIAL OPTIONS

*Building products allowed for use as primary or accessory exterior wall finish material.*

**A. Intent**

To ensure that building facades are finished with materials that contribute to the established architectural character of surrounding neighborhoods or districts.

**B. Applicability**

Exterior material options standards apply to all exterior materials provided to comply with primary material coverage (Sec. 3D.10.1.) or accessory material coverage (Sec. 3D.10.2.) standards as specified by the applied Character Frontage District (Div. 3B.9).

**C. Standards**

**1. General**

Proposed principal and accessory materials shall meet all standards and definitions of one of the exterior material options specified by the applied Character Frontage District (Div. 3B.7) in order to comply with principal material coverage and accessory material coverage standards.

**2. Exterior Material Options**

*Building products allowed for use as primary or accessory exterior wall finish*

*material.*

a. Brickwork

*Courses of rectangular masonry units made of hardened clay, laid with mortar exposed between bricks. Examples include solid brick construction, brick veneer and thin brick veneer. Other products required for installation that are visually incidental to the brick are also included.*

PLACEHOLDER

INTENT

To provide structures with a human scale, durability, and a connection to local history. The profile of brickwork creates a pattern of channels along the mortar beds and perpends providing shadow line effects and texture reflecting the scale of the individual brick units. The size of the brick units are of a commonly recognized scale related to its manual assembly which naturally helps observers relate to the overall scale of the structure and recognize the building as a result of tangible human activities rather than machined or synthetic installations. Brick assemblies provide lasting durability against weather and wear, reducing maintenance demands. Used as an exterior building material in some of Los Angeles most treasured historic buildings, brickwork connects observers to local history.

DIMENSIONAL STANDARDS

i. Individual brick units shall have a height of between 1.5 and 8 inches.

ii. Individual brick units shall have a width of between 3.5 to 16 inches.

b. Stonework

*Stacked rocks quarried and worked into a specific size and shape for use as a building material. Solid stone includes required mortar and other products required for installation that are visually incidental to the stone product. Examples include solid stone construction, stone veneer, and thin stone veneer. Solid stone excludes heavy aggregate concrete, terrazzo, engineered stone products, and comparable materials.*

PLACEHOLDER

INTENT

To provide structures with a human scale, durability, and a connection to nature and local history. The profile of stonework provides dynamic shadow line effects relating to the scale of individual stones, helping observers to relate to the overall scale of the structure. Solid stone assemblies provide lasting durability against weather and wear, reducing maintenance demands. Used as an exterior building material in some of Los Angeles most treasured historic buildings, solid stone assemblies connect observers to local history.

DIMENSIONAL STANDARDS

n/a

### c. Concrete

*A cement based product either poured-in-place or precast in a form or mold. Concrete includes engineered masonry products set in resin or cement such as terrazzo, terracotta, CMU, breeze block, and exposed columns and beams. Other products required for installation that are visually incidental to the concrete product are also included. Concrete excludes fiber cement products, brick, EFIS, and stucco.*

PLACEHOLDER

INTENT

To provide structures with the lasting durability and a sense of weight and permanence of concrete. Used as an exterior building material in some of Los Angeles most treasured historic buildings, concrete connects observers to local history.

DIMENSIONAL STANDARDS

n/a

### d. Metal

*Metal products designed and intended for architectural purposes. Examples include exposed structural steel, architectural metal panels, and decorative metal products. Other products required for installation that are visually incidental to the metal product are also included.*

PLACEHOLDER

**INTENT**

To provide structures with the lasting durability and sense of permanence of metal. Used as an exterior building material in some of Los Angeles most treasured historic buildings, metal connects observers to local history.

**DIMENSIONAL STANDARDS**

n/a

### e. Wood

*Tree-based products milled into a particular shape and size for use as an exterior building material. Examples include wood panels, structural lumber like cross laminated timber and glulam beams, plank siding, and shingles. Wood excludes products with exposed faces composed substantially of wood chips, particles, and fibers. Examples include structural composite lumber like PSL, LSL, and OSL, and composite panel products like OSB, fiberboard, and particleboard. Wood also excludes faux-wood products such as vinyl, aluminum, and fiber cement siding. Other products required for installation that are visually incidental to the wood product are also included.*

PLACEHOLDER

| INTENT |
| --- |
| To provide structures with a connection to local history through warm natural colors of exposed wood. Used as an exterior building material in some of Los Angeles most treasured historic buildings, wood products connect observers to local history. |
| DIMENSIONAL STANDARDS |
| n/a |

### e. Glazed Tile

| |
| --- |
| *Ceramic tile having porcelain or natural clay body, glazed for surfacing walls, typically attached to an exterior wall with mortar and finished by filling joints between tiles with a cement- or resin-based grout product. Examples include small or large format tile and structural facing tile. Other products required for installation that are visually subordinate to the tile product are also allowed. Glazed tile excludes terracotta and other non-ceramic tile products.* |
| PLACEHOLDER |
| INTENT |
| To provide structures with a human scale, durability, and a connection to local history. The profile of glazed tile assemblies provides a regular pattern of channels along grout joints, creating shadow line effects and texture reflecting the scale of the individual tile units. Glazed tile assemblies provide lasting durability against weather and wear, reducing maintenance demands. Used as an exterior building material in some of Los Angeles most treasured historic buildings, glazed tile assemblies connect observers to local history with their familiar luster and sheen. |
| DIMENSIONAL STANDARDS |
| n/a |

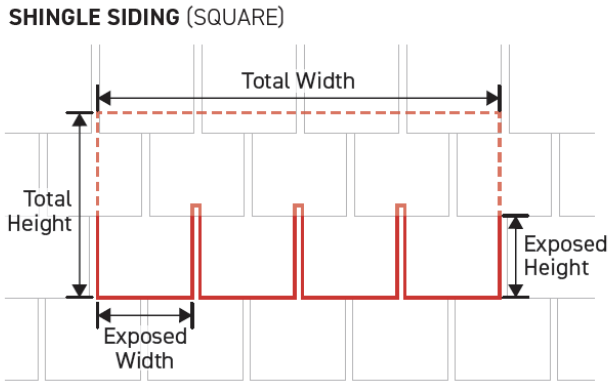
## D. Measurement

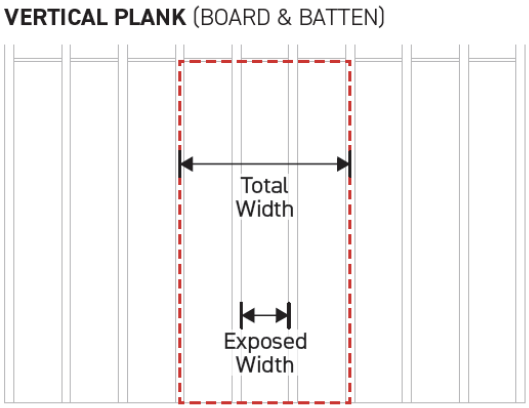
1. The height of individual board, brick, or shingle unit is measured as the greatest dimension from one end of the unit to the opposite end of the unit, measured vertically and based on the proposed installation pattern.

2. The width of individual board, brick, or shingle unit is measured as the greatest dimension from one end of the unit to the opposite end of the unit, measured horizontally and based on the proposed installation pattern.

3. Exposed width is measured as the largest horizontal dimension of a board or shingle unit that is uninterrupted by either, another board or shingle covering the first unit, or a gap or break in the board or shingle unit, for the full height of the unit.

4. Exposed height is measured as the largest vertical dimension of a board or shingle unit that is uninterrupted by either, another board or shingle covering the first unit, or a gap or break in the board or shingle unit, for the full height of the unit.




5. Gap between board units is measured as the distance between board units at the widest point.

## E. Relief

1. Deviation from exterior material option standards may be requested in accordance with Sec. 13B.5.1. (Alternative Compliance).

2. Up to a 10% modification to any exterior material option dimensional standard may be requested in accordance with Sec. 13B.5.2. (Adjustment).

3. Deviation from any exterior material option standard may be requested as a variance in accordance with Sec. 13B.5.3. (Variance).

# Technical Modification Exhibit 4: Automobile Access

To simplify standards by regulating driveway lanes uniformly rather than distinguishing between single lane and double lane driveways, Div. 4C.2. (Automobile Access) shall be amended as below.

## Div. 4C.2. AUTOMOBILE ACCESS

### Sec. 4C.2.1. AUTOMOBILE ACCESS PACKAGES

#### A. Intent

To ensure automobile access to sites is designed to support the safety of all users by minimizing conflicts with pedestrians, cyclists, transit vehicles, micro-mobility devices, and automobile traffic on the abutting public right-of-way, and to avoid detrimental effects on the surrounding public realm, while providing sufficient access to automobile parking and motor vehicle use areas.

#### B. Applicability

**1. General**

Automobile access standards are applicable wherever a project provides a driveway from a public right-of-way to a lot. Applicable automobile access standards are in Sec. 4C.2.1.C.1. (Automobile Access Packages), and are assigned by the applicable Development Standards District (Part 4B).

~~**2. Single Lane**~~

~~Where Automobile Access Package standards are specified for Single Lane, the standards apply to driveways that include only 1 automobile lane.~~

~~**3. Double Lane**~~

~~Where Automobile Access Package standards are specified for Double Lane, the standards apply to driveways that include 2 automobile lanes.~~

**4. Boulevard or Avenue**

Where Automobile Access Package standards are specified for Boulevard or Avenue, the standards apply to driveways that take access from a street designated as a Boulevard or Avenue, as designated by the applicable community plan circulation map.

**5. Collector or Local**

Where Automobile Access Package standards are specified for Collector or Local, the standards apply to driveways that take access from a street designated as a Collector or Local, as designated by the applicable community plan circulation map.

## C. Standards

### a. Automobile Access Package 1

Intended for areas where walking, bicycling and transit are the prioritized modes of transportation.

| | Access Lanes ~~Single Lane~~ | ~~Double Lane~~ |
|---|---|---|
| ACCESS LOCATION | | |
| **Boulevard or Avenue** | Limited | ~~Limited~~ |
| **Collector or Local** | Limited | ~~Limited~~ |
| NUMBER OF ACCESS LANES | | |
| **Boulevard or Avenue** | | |
| 0'- 400' lot width | 2 | ~~1~~ |
| > 400' lot width | 4 | ~~+1 / 400'~~ |
| **Collector or Local** | | |
| 0'-120' lot width | 1 | ~~0~~ |
| 120'-400' lot width | 2 | ~~1~~ |
| > 400' lot width | 4 | ~~+1 / 400'~~ |
| **Alley** | Unlimited | ~~Unlimited~~ |
| ~~ACCESS DIRECTION~~ | | |
| ~~**Boulevard or Avenue**~~ | ~~1-way only~~ | ~~2-way separated~~ |
| ~~**Collector or Local**~~ | ~~2-way shared~~ | ~~2-way shared~~ |
| ACCESS LANE WIDTH | | |
| **Boulevard or Avenue (min/max)** | 9' / 12' | ~~18' / 22'~~ |
| **Collector or Local (min/max)** | 8' / 12' | ~~18' / 20'~~ |

| DRIVEWAY SEPARATION | | |
|---|---|---|
| **Boulevard or Avenue** | | |
| From intersection (min) | 150' | ~~150'~~ |
| ~~From bus stop (min)~~ | ~~100'~~ | ~~100'~~ |
| From other driveway (min) | 60' | ~~120'~~ |
| **Collector or Local** | | |
| From intersection (min) | 75' | ~~75'~~ |
| ~~From bus stop (min)~~ | ~~75'~~ | ~~75'~~ |
| From other driveway (min) | 60' | ~~120'~~ |
| DRIVE-THROUGHS | | |
| **Drive-through facilities** | Not Allowed | |

**b. Automobile Access Package 2**

Intended for areas where walking, bicycling and transit are balanced with automobiles as the prioritized modes of transportation.

| | Access Lanes ~~Single Lane~~ | Double Lane |
|---|---|---|
| ACCESS LOCATION | | |
| Boulevard or Avenue | Limited | ~~Limited~~ |
| Collector or Local | Limited | ~~Limited~~ |
| NUMBER OF ACCESS LANES | | |
| **Boulevard or Avenue** | | |
| 0' to 200' lot width | 2 | ~~1~~ |
| > 200' lot width | 4 | ~~2~~ |
| ~~> 400' lot width~~ | ~~+2 / 400'~~ | ~~+1 / 400'~~ |
| **Collector or Local** | | |
| 0'-80' lot width | 1 | ~~0~~ |
| 80'-200' lot width | 2 | ~~1~~ |
| > 200' lot width | 4 | ~~2~~ |

| | | |
|---|---|---|
| ~~> 400' lot width~~ | ~~+2 / 400'~~ | ~~+1 / 400'~~ |
| **Alley** | Unlimited | ~~Unlimited~~ |
| ~~ACCESS DIRECTION~~ | | |
| ~~**Boulevard or Avenue**~~ | ~~1-way only~~ | ~~2-way separated~~ |
| ~~**Collector or Local**~~ | ~~2-way shared~~ | ~~2-way shared~~ |
| ACCESS LANE WIDTH | | |
| **Boulevard or Avenue (min/max)** | 9' / 12' | ~~18' / 22'~~ |
| **Collector or Local (min/max)** | 8' / 12' | ~~18' / 20'~~ |
| DRIVEWAY SEPARATION | | |
| **Boulevard or Avenue** | | |
| From intersection (min) | 150' | ~~150'~~ |
| ~~From bus stop (min)~~ | ~~100'~~ | ~~100'~~ |
| From other driveway (min)) | 40' | ~~120'~~ |
| **Collector or Local** | | |
| From intersection (min) | 75' | ~~75'~~ |
| ~~From bus stop (min)~~ | ~~75'~~ | ~~75'~~ |
| From other driveway (min) | 40' | ~~120'~~ |
| DRIVE-THROUGHS | | |
| **Drive-through facilities** | Allowed | |

**c. Automobile Access Package 3**

| Intended for areas where automobiles are the prioritized mode of transportation. | | |
|---|---|---|
| | Access Lanes ~~Single Lane~~ | ~~Double Lane~~ |
| ACCESS LOCATION | | |
| Boulevard or Avenue | Limited | ~~Limited~~ |
| Collector or Local | Limited | ~~Limited~~ |
| NUMBER OF ACCESS LANES | | |

| | | |
|---|---|---|
| **Boulevard or Avenue** | | |
| 0' to 200' lot width | 2 | ~~1~~ |
| > 200' lot width | 4 | ~~2~~ |
| ~~> 400' lot width~~ | ~~+2 / 400'~~ | ~~+1 / 400'~~ |
| **Collector or Local** | | |
| 0'-200' lot width | 2 | ~~1~~ |
| > 200' lot width | 4 | ~~2~~ |
| ~~> 400' lot width~~ | ~~+2 / 400'~~ | ~~+1 / 400'~~ |
| **Alley** | Unlimited | ~~Unlimited~~ |
| ~~ACCESS DIRECTION~~ | | |
| ~~**Boulevard or Avenue**~~ | ~~1-way only~~ | ~~2-way separated~~ |
| ~~**Collector or Local**~~ | ~~2-way shared~~ | ~~2-way shared~~ |
| ACCESS LANE WIDTH | | |
| **Boulevard or Avenue** | 9' / 16' | ~~18' / 30'~~ |
| **Collector or Local** | 8' / 16' | ~~18' / 30'~~ |
| DRIVEWAY SEPARATION | | |
| **Boulevard or Avenue** | | |
| From intersection (min) | 150' | ~~150'~~ |
| ~~From bus stop (min)~~ | ~~100'~~ | ~~100'~~ |
| From other driveway (min) | 20' | ~~40'~~ |
| **Collector or Local** | | |
| From intersection (min) | 75' | ~~75'~~ |
| ~~From bus stop (min)~~ | ~~75'~~ | ~~75'~~ |
| From other driveway (min) | 20' | ~~40'~~ |
| DRIVE-THROUGHS | | |
| **Drive-through facilities** | Allowed | |

2. **General**

**a. Design**

All vehicle driveways shall conform to Sec. 4C.2.2. (Motor Vehicle Use Area Design).

**b. Access lane ~~Driveways~~ Reservoir Depth**

Access lanes ~~Driveways~~ designated for ingress traffic shall comply with the following standards for a depth no less than the minimum specified in the table below, based on the total number of parking stalls that the access lane ~~driveways~~ serves.

i. Vehicle entry restriction devices, such as mechanical gates or ticket dispensers are
prohibited within the driveway for the minimum access lane ~~driveways~~ reservoir depth.

ii. Automobile parking stalls shall not be accessed from the driveway for the minimum access lane ~~driveways~~ reservoir depth.

iii. Drive aisles shall not be permitted to intersect the driveway within the minimum access lane ~~driveways~~ depth.

**3. Access Location**

**a. Limited**

Where an automobile access package specifies "Limited" for any street designation, the following standards apply:

i. Access lanes ~~Driveways~~ shall not take access through primary street lot lines unless the lot does not include a side street lot line or alley lot line through which access can be taken.

ii. Access lanes ~~Driveways~~ shall not take access through side street lot lines unless the lot does not include an alley lot line through which access can be taken.

iii. For an alley lot line to be considered eligible for automobile access the abutting alley shall have a minimum width of 12 feet.

**b. Permitted**

Where an automobile access package specifies Permitted for a street designation, access lanes ~~driveways~~ are permitted along the specified street lot line.

**4. Number of Access lanes ~~Driveways~~**

a. The total number of access lane ~~driveways~~ taking access through a street lot line shall be no greater than the number specified by the specified automobile access package (Sec. 4C.2.1.C.1.) based on the lot width measured along the street lot line abutting the street having the listed street designation.

b. ~~The total number of driveways shall be calculated independently for single lane driveways and double lane driveways. However, where a combination of single lane and double lane~~

~~driveways is proposed, a 1 double lane driveway may count as 2 single lane driveways and 1 single lane driveway may count as 1/2 of a double lane driveway.~~

**~~5. Access Direction~~**

~~a. Where an automobile access package specifies "1-way only", the driveway shall be designated exclusively for either ingress or egress traffic.~~

~~b. Where an automobile access package specifies "1-way shared", the driveway may be designated and used for both ingress or egress traffic.~~

~~c. Where an automobile access package specifies "2-way separated", the driveway shall provide a lane exclusively for ingress traffic alongside a lane exclusively for egress traffic.~~

~~d. Where an automobile access package specifies "2-way shared", the driveway may be designated and used for both ingress or egress traffic.~~

**6. Access Lane ~~Driveway~~ Width**

Access lanes ~~driveways~~ shall be no wider than the maximum and no narrower than the minimum width specified by the applicable automobile access package (Sec. 4C.2.1.C.1.) . A driveway may be no wider than the sum of all included access lane widths, excluding gutters of no more than 18 inches wide and curbs.

**7. Driveway Separation**

**a. From Intersection**

i. Driveways shall be separated from all street intersections by a distance no less than the minimum distance specified by the applicable automobile access package (Sec. 4C.2.1.C.1.).

ii. Where the intersecting street only interrupts the opposite edge of the subject street right-of-way (ex: 3-way intersection), the following standards apply:

A. Where at least one of the intersecting street rights-of-way is not designated as a local street, the driveway shall be located no less than half of the minimum distance specified by the applicable automobile access package (Sec. 4C.2.1.C.1.).

B. Where both intersecting streets are designated as local streets, no driveway separation from the intersection is required.

iii. Driveway lanes may only be placed within the minimum separation from intersection when the lot width is less than 170 feet on a Boulevard or Avenue and 85 feet on a Collector of Local, and driveways are placed along the side lot line located furthest from the street intersection. When there are multiple intersections from which separation is required, driveways shall be placed at the midpoint between the street intersections.

**~~b. From Bus Stop~~**

~~i. Driveway~~ lanes ~~shall be separated from all bus stops by a distance no less than the minimum distance specified by the applicable package in Sec. 4C.2.1.C.1. (Automobile Access Package), measured along to the applicable street lot line.~~

~~ii. Driveway~~ lanes ~~may only be placed within the minimum bus stop spacing when the lot width is less than 120 feet and driveways are instead placed along the side lot line located furthest from the bus stop. When there are multiple bus stops from which spacing is required, driveways shall be placed at the midpoint of the distance measured between each bus stop.~~

**c. From other Driveway ~~Driveway Spacing~~**

Driveways shall be separated from all other driveways located along the same street lot line ~~shall be separated~~ by a distance no less than the minimum distance specified by the applicable automobile access package (Sec. 4C.2.1.C.1.). Distance from other driveway is measured along the applicable street lot line.

**8. Drive-Throughs**

a. Where the assigned automobile access package specifies that drive-through facilities are "not allowed", no drive-through facility may be provided on the lot.
b. Where the assigned automobile access package specifies that drive-through facilities are "allowed", a drive-through facility may be provided on-site provided they meet the standards for drive-through lanes provided in Sec. 4C.2.2.C.2 (Motor Vehicle Use Area).
c. Where the assigned automobile access package specifies a Drive-Through Alternative Typology, a drive-through facility may be provided on-site provided it meets all standards of the specified Alternate Typology (Div. 7B.4.).

**D. Measurement**

1. For determining primary and side street lot lines see Sec. 14.1.12 (Lot Line Determination).
2. Street designation is determined by the applicable community plan circulation map.
3. Number of access lanes ~~Driveway quantity~~ is calculated as the total number of access lanes ~~driveways~~ providing access to a lot through a street lot line.
4. Driveway separation from intersections is measured ~~parallel to~~ following the geometry of the street lot line that the driveway takes access through, from the extension of the curb along the intersecting street to the nearest edge ~~centerline~~ of the driveway.
5. ~~Driveway separation from bus stops is measured parallel to following the geometry of the street lot line that the driveway takes access through, from the edge of the bus stop to the nearest edge centerline of the driveway lane. Separation from bus stops is only measured from bus stops on the same side of the street as the subject lot~~.
6. Driveway separation from other driveways located on the same street lot line is measured following the geometry of the street lot line that the driveway takes access

through, from edge of driveway to edge of driveway. Driveway separation from other driveways only includes driveways providing access to the subject lot and does not include driveways providing access to surrounding lots.~~Driveway spacing is measured along each street lot line from edge of driveway to edge of driveway. Driveway spacing includes driveway on other lots along the same block face.~~

7. ~~Driveway~~ Access lane width is measured as the narrowest horizontal dimension from edge of ~~driveway~~ access lane to edge of ~~driveway~~ access lane for the full length of the access lane. ~~excluding up to a 9 inches of curb on either side~~.
8. ~~Driveway~~ Access lane reservoir depth is measured from the applicable street lot line, into the lot and perpendicular to the driveway lane width, to the nearest parking stall, drive aisle or vehicle entry restriction device.

**E. Relief**

1. A deviation from any ~~driveway or access~~ automobile access standard may be requested in accordance with Sec. 13B.5.1. (Alternative Compliance).
2. A deviation from any ~~driveway~~ access lane ~~spacing,~~ width or depth dimensional standard, or driveway separation of up to ~~10%~~ 20% may be requested in accordance with Sec. 13.B.5.2. (Adjustment).
3. One additional ~~driveway~~ access lane in excess of the maximum number of ~~driveway~~ access lanes permitted may be requested in accordance with Sec. 13.B.5.2. (Adjustment).
4. A deviation from any ~~driveway or access~~ automobile access standard may be allowed as a variance in accordance with Sec. 13.B.5.3 (Variance).

# Technical Modification Exhibit 5: Change of Use Parking Exemption

Create Sec. 4C.4.2 (Change of Use Parking Exemption) to provide clarity and details to the standards for Change of use Parking Exceptions, as established below.

**[ADDED]**
**Sec. 4C.4.2. CHANGE OF USE PARKING EXEMPTION**

**A. Intent**

To allow existing commercial spaces to change uses in response to evolving neighborhood and business conditions without requiring additional parking stalls, which may not be feasible without the loss of existing floor area and major site alterations.

**B. Applicability**

Applies to use modification project activities within a *commercial tenant space* having a floor area less than or equal to the square footage threshold specified by the applied *Development Standards District (Part 4B)*.

**C. Standards**

1. No additional parking stalls beyond those that currently exist *on-site* shall be required for use modification project activities within a *commercial tenant space* having a floor area less than or equal to the square footage threshold specified by the applied *Development Standards District (Part 4B)*.
2. When the applied *Development Standard District (Part 4B)* specifies “n/a” for change of use parking exemption, use modification project activities involving a *commercial tenant space* of any size is allowed without providing any additional parking.
3. The proposed use to occupy the commercial tenant space shall be designated for one of the following uses:
    i. General Commercial (all)
    ii. Indoor Recreation, Commercial
    iii. Office, Government
    iv. Social Services

**D. Measurement**

1. The size of an individual *commercial tenant space* shall be measured as the total floor area of a space designated to an individual tenant having no direct access to any other tenant space. Where multiple individual tenant spaces have direct access between the

tenant spaces, all connected tenant spaces are considered the same tenant space for the purpose of measuring commercial tenant size.

2. Commercial tenant spaces may have direct access to common areas and shared facilities; however, common areas and shared facilities shall not be included in the calculation of commercial tenant size.
3. For the measurement of floor area see *Sec. 14.1.7. (Floor Area)*.

**E. Relief**

1. A deviation from the maximum floor area eligible for a change of use parking exemption of up to 20% may be requested in accordance with Sec. 13B.7.2 (Adjustments).
2. A deviation from maximum floor area threshold specified by the applied *Development Standards District (Part 4B)* for a commercial tenant space to be eligible for the change of use parking exemption may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).

# Technical Modification Exhibit 6: Ground-Mounted Equipment

To add refinements to the Ground-Mounted Equipment applicability and location and screening standards, including new provisions for landscape screening, Sec. 4C.12.2. (Ground-Mounted Equipment) shall be amended as established below.

## Sec. 4C.12.2. GROUND-MOUNTED EQUIPMENT

### A. Intent

To minimize visibility of ground-mounted equipment from the public realm and support the intent of the applicable Frontage District (Part 3B).

### B. Applicability

1. Mechanical or utility equipment having the following characteristics:
   a. Publicly or privately owned.
   b. Located at an elevation within 6 feet of surrounding grade.
   c. Serves 5 or more dwelling units or at least 5,000 square feet of floor area.
   d. Does not include equipment for wireless telecommunication uses. These uses shall comply with Sec. 4C.8.8. (Wireless Telecommunication Facilities).
2. Ground-mounted equipment screening standards do not apply to lots owned or leased by the Los Angeles Department of Water and Power.
3. Ground-mounted equipment standards do not apply to fire hydrants.

### C. Standards

1. **Location**
   a. Ground mounted equipment located in a frontage yard ~~or in the public right-of-way~~ shall be installed entirely below finished grade in a vault.
   b. Ground mounted equipment may be located within a building or structure, such as a utility room or parking garage, provided no portion of the equipment faces a frontage yard unobstructed.
   c. Ground mounted equipment may be located outdoors and above-grade provided that it meets the following standards:
      i. No portion of the equipment is located in a frontage yard.
      ii. When located on a corner lot, the equipment and its padmount shall not be located in the parking setback specified by the applied Frontage District (Part 3B).
      iii. Equipment is screened with a ~~screening enclosure meeting the standards outlined in Sec. 4C.12.C.2. (Screening Enclosure).~~ a fence/wall screen that meets the requirements of Sec. 4C.12.C.2. (Fence/Wall Screen) or a

landscape screen that meets the requirements of Sec. 4C.12.C.3. (Landscape Screen). Fence/wall screens and landscape screens may be combined to achieve full screening of the subject equipment.

iv. ~~When located on a corner lot, the equipment and its padmount shall be setback from the intersection of any primary or side street lot lines by a dimension no less than 60% of the building width.~~

**2. ~~Screening Enclosure~~ Fence/Wall Screen**

~~Ground-mounted equipment located outdoors and above-grade shall be screened with a screening enclosure that meets the following requirements:~~ Fences or walls used to meet ground mounted equipment screening requirements shall meet the following standards:

a. Form a screening enclosure that creates a contiguous perimeter around 100% of the subject equipment ~~has a 100% *enclosure* for~~ a height no less than 6 inches taller than the topmost point of the equipment. In no case may the screening enclosure be less than 3 feet in height.
b. Have ~~Has~~ a minimum *opacity* of 90%
c. Access gates provided in the screening enclosure shall meet the following standards:
    i. Shall have a height no less than 6 inches taller than the topmost point of the equipment.
    ii. Where a screening ~~structure~~ enclosure is taller than the minimum height, gates may be no more than 1 foot shorter than the height of the wall or fence provided.
    iii. In no case shall gates exceed the height of the screening ~~structure~~ enclosure by more than 1 foot.
    iv. Has a minimum opacity of 90%.

a. A building wall of an existing or proposed building may serve as a partial element of the screening enclosure, provided that the building wall meets the height requirements outlined in Sec. 4C.12.C.2.a. and the opacity requirements outlined in Sec. 4C.12.C.2.b.
b. ~~Enclosed areas~~ Areas within the screening enclosure shall be maintained free of trash and debris.
c. Screening ~~structure~~ enclosure shall comply with Sec. 4C.7.3 (Fence/Wall Design & Installation).
d. Screening may need to comply with additional access and clearance standards as may be required by LADWP.

3. **Landscape Screen**
   Plants and landscaping used meet ground mounted equipment screening requirements shall meet the following standards:
   a. General
      i. Landscape screens shall be composed of hedges meeting the requirements of Sec. 4C.12.2.C.3.b. (Hedges) or screening plants meeting the requirements of Sec. 4C.12.2.C.3.c. (Screening Plants) Landscape screens may be composed of a combination of screening plants and hedges.
      ii. All required screening plants and hedges shall have a minimum *height at maturity* no lower than the height of the topmost point of the equipment subject to screening.
      iii. All required screening plants and hedges shall comply with Sec. 4C.6.4. (Plant Design and Installation).
      iv. Areas within the landscape screen shall be maintained free of trash and debris.
      v. All plants provided in a landscape screen shall be planted and maintained so as to ensure a minimum of 3 feet of clearance between all portions of the equipment and the plants, based on *spread at maturity*.
      vi. Screening may need to comply with additional access and clearance standards as may be required by LADWP
   b. Hedges
      i. A continuous perimeter of hedge shall surround 100% of the subject equipment. A maximum gap of 3 feet breaking the continuous perimeter is permitted to allow for equipment access, provided that the access gap does not *face* a *frontage lot line*.
      ii. Hedges shall meet the requirements of Sec.4C.6.4.C.3.d. (Hedges)
   c. Screening Plants
      i. Screening plants shall be planted in a *planting area* no less than 3 feet in depth that creates a contiguous perimeter surrounding 100% of the subject equipment. A maximum gap of 3 feet breaking the contiguous perimeter is permitted to allow for equipment access, provided that the access gap does not *face* a *frontage lot line*.
      ii. A minimum of 20 screening plants shall be planted for every 50 linear feet of *planting area*, measured at the outside perimeter of the *planting area*.
      iii. Screening plants shall meet the requirements of Sec.4C.6.4.C.3.b. (Screening Plants)

**D. Measurement**

1. For measurement of *opacity* see Sec. 14.1.13. (Opacity %).
2. For measurement of *enclosure* see Sec. 14.1.4. (Enclosure).
3. Height from topmost point of the equipment is measured to the top of the screen and gate at their lowest ~~height~~ point.
4. For measurement of plant and hedge *height at maturity*, see Sec. 4C.6.4.D.11, (Height at Maturity).
5. For measurement of plant and hedge *spread at maturity*, see Sec.4C.6.4.D.3. (Canopy Diameter, Spread, and Height at Maturity)
6. For measurement of *planting area width*, see Sec. 4C.6.4.D.1. (Planting Area Width).
7. For measurement of *parking setback* see Sec. 3C.2.1.D. (Measurement, Parking Setback).
8. For measurement of *building width* see Sec 2C.6.1.D. (Building Width).

**E. Relief**

1. Where Los Angeles Department of Water and Power determines that utility equipment must be located in the frontage yard and that locating the equipment in a below grade vault is infeasible for reasons not related to cost, the applicant may request an alternative to the ground-mounted equipment location standards in accordance with Sec. 13B.5.2 (Alternative Compliance) allowing for the utility equipment to be located above-grade and in a frontage yard.
2. A deviation from any ground-mounted equipment screening dimensional standard of up to 15% may be requested in accordance with Sec. 13B.5.2 (Adjustment).
3. Deviation from any ground-mounted equipment screening standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).

# Technical Modification Exhibit 7: Waste Receptacles

To better align with existing City policies regarding the screening of waste receptacles, Subsection B. and C. of Sec. 4C.12.5. (Waste Receptacles) shall be amended as established below.

**Sec. 4C.12.5. WASTE RECEPTACLES**

**A. Intent**

To ensure waste receptacle service areas are designed in a manner that does not detract from the safety, comfort, or enjoyment of users of the lot, neighboring lots or the public realm.

**B. Applicability**

~~All waste receptacles provided on a lot with the exception of lots zoned with a 1L, 2L, 3L, or 4L Density District.~~

1. All solid waste, recycling, and organic waste receptacles 96 gallon in size or greater stored on a lot, with the exception of lots containing only residential uses and 4 or fewer dwelling units.
2. Use modification project activities on a site having less than 2,500 square feet of lot area shall be exempt from waste receptacle screening and enclosure standards .

**C. Standards**

**1. Location**

**a.** Waste receptacles and their screening enclosures shall not be located in a frontage yard.

**b.** Waste receptacles may be located within a building or structure provided they are located in a room providing 100% enclosure.

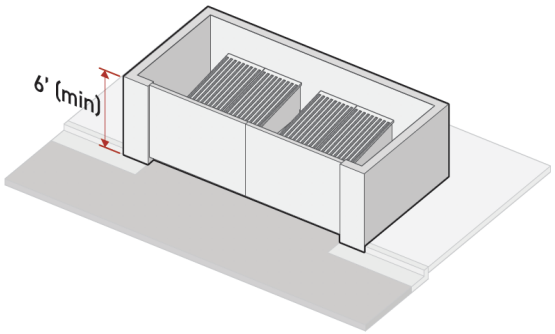
**c.** Waste receptacles may be located in the same area, room, or enclosure as required recycling areas as long as the area, room, or enclosure meets both the waste receptacle standards (Sec. 4C.12.5.) and the recycling areas standards outlined in Sec. 4C.12.6. (Recycling Areas).

**d.** Waste receptacle storage areas shall be made accessible to the public right of way, a driveway, or a motor vehicle use area through a pedestrian accessway with a minimum width of 4 feet in order to accommodate waste hauling services.

**2. Screening Enclosure**

The outdoor waste receptacle shall be screened with an enclosure that meets the following requirements:

a. Has 100% enclosure for a minimum height of 6 feet, but no less than 1 foot taller than the height of the waste receptacles the facility is designed to enclose.
b. Has a minimum opacity of 90%.




c. Outdoor waste receptacle enclosures located on a lot zoned with a Residential or Agricultural use district or located on a lot abutting a Residential or Agricultural use district shall be sheltered. : The sheltering structure shall meet the following standards:
    i. Shall have a slope of no less than 5 degrees,
    ii. Shall be and made of non pervious material to ensure runoff, and
    iii. Shall provide a minimum clear height of 8 feet under the structure.
d. Wheel stops with a minimum height of 8 inches shall be installed a minimum of 6 inches from interior walls of waste receptacle enclosures to prevent damage to walls
e. Access gates provided in the screening enclosure shall meet the following standards:
    i. Shall have a height of no less than 6 feet.
    ii. Where a screening structure is 7 feet or greater in height, gates shall be no more than 1 foot shorter than the height of the screening enclosure provided.
    iii. In no case shall gates exceed the height of the screening structure by more than 1 foot.
    iv. Shall have a minimum opacity of 90%.
f. All provided screening enclosures shall comply with Sec. 4C.7.3 (Fence/Wall Design & Installation).

**D. Measurement**

1. For frontage yard designation see Sec. 14.1.16.G. (Frontage Yard).

2. For measurement of height see Sec. 4C.7.1.D.1 (Fence and Wall Height).
3. For measurement of enclosure see Sec. 14.1.4. (Enclosure).
4. For *sheltered* and *covered area* see Sec. 14.1.2. (Covered Area %).
5. For measurement of opacity see Sec. 14.1.13. (Opacity %).

**E. Relief**

1. An alternative to waste receptacle standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).
2. A deviation from any waste receptacle dimensional standard of up to 15% may be requested in accordance with Sec. 13B.5.2 (Adjustment).
3. Deviation from any waste receptacle standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).

# Technical Modification Exhibit 8: Shopping Cart Containment

To carry over the equivalent version of the shopping cart containment regulations in the current Zoning Code, a new Sec. 4C.12.7. (Shopping Cart Containment) shall be added to Div. 4C.12 (Site Elements) as established below.

## Sec. 4C.12.7 Shopping Cart Containment

### A. Intent

To prevent or reduce the accumulation of abandoned shopping carts in the City, which may obstruct pedestrian and vehicular traffic, and constitute a hazard to the health, safety, and general welfare of the public.

### B. Applicability

Shopping cart containment requirements apply to projects involving new construction, site modification, use modification, and major renovation for commercial uses established in *Sec. 5C.1.5. (General Commercial Uses)* that provide six or more shopping carts.

### C. Standards

#### 1. General

##### a. Shopping Cart Noticing

Every shopping cart owned or provided by any business establishment in the City must have a notice permanently affixed to it that:

i. Identifies the owner of the cart or the name of the business establishment, or both.

ii. Notifies the public of the procedure to be utilized for authorized removal of the cart from the business premises.

iii. Notifies the public that the unauthorized removal of the cart from the premises or parking area of the business establishment is a violation of State and City law.

iv. Lists a telephone number to contact to report the location of the abandoned cart.

ii. Lists an address for returning the cart to the owner or business establishment.

**b. Shopping Cart Collection Areas**

Shopping cart corrals and/or storage areas shall be provided with a minimum width of 5 feet and minimum depth of 15 feet, but shall not be located within a required frontage yard.

**c. Signs**

Signs that warn customers that shopping cart removal is prohibited and constitutes a violation of Sec. 22435.1. of the California Business and Professions Code and Sec. 41.45. of Chapter 4 (Public Welfare) of the LAMC shall be installed and maintained at exits, shopping cart collection areas, and any vehicular or pedestrian accessways. Signs shall be no less than 16 inches by 20 inches, and placed at a minimum height of 3 feet and a maximum height of 6 feet.

**2. Containment Methods**

A project shall include a practical containment approach with one or more of the following containment methods to ensure that shopping carts remain on the premises.

**a. Wheel Locking or Stopping Mechanisms**

Shopping carts shall be equipped with a wheel locking or stopping mechanism that is used in conjunction with an electronic magnetic barrier along the perimeter of the commercial use or lot, including customer entrances, loading areas, basements, landscaped areas, along crossings and access points required for driveways, drive aisles, pedestrian accessways, and pedestrian passageways, or any other perimeter identified on a shopping cart containment plan. The wheel locking or stopping mechanism must activate when the shopping cart crosses the electronic or magnetic barrier.

**b. Screening Plants**

A type F1 frontage screen, in accordance with *Sec. 4C.8.1.C.2.a. (F-Screen 1)*, shall be provided along the perimeter of the commercial use or lot, or any other perimeter identified on a shopping cart containment plan.

**c. Bollards**

Bollards shall be installed at customer entrances, or within 10 feet of the entrances, and shall be spaced at a maximum distance of 17 inches from each other or nearby enclosed space.

**d. Other Methods**

Other methods for shopping cart containment so long as the Department of Public Works, Bureau of Sanitation, or its successor agency, has approved the system or method which would effectively contain or control shopping carts on the premises.

**3. Performance Standards**

Applicants shall execute and record a covenant and agreement to the satisfaction of the Department of Public Works, Bureau of Sanitation, meeting the following standards:

**a. Daily After Hours Cart Containment**

A plan for securing shopping carts whenever the store is not open for business shall be provided.

**b. Shopping Cart Retrieval**

The owner shall be responsible for retrieving their own carts or provide evidence of a contract with a shopping cart retrieval service with terms requiring collection of abandoned shopping carts within 24 hours of notification of an abandoned shopping cart.

**c. Employee Training**

The owner of the retail establishment shall implement and maintain a periodic training program for its new and existing employees designed to educate employees about the abandonment and retrieval of shopping carts from the premises of the retail establishment.

**D. Measurement**

**1. Shopping Cart Containment Plan**

A shopping cart containment plan shall be prepared that identifies areas on a lot where shopping carts can be removed from the lot and identifies the proposed containment method for each area.

**2. Recorded Agreement**

Prior to issuance of a Building Permit, a covenant acceptable to the Department of Public Works, Bureau of Sanitation and consistent with *Sec. 1.3.2.C.6. (Recorded Agreements)* shall be recorded with the Los Angeles County Recorder, guaranteeing that the contaminants methods, general requirements, and performance standards established in this Section are met.

**E. Relief**

1. A deviation from shopping cart containment standards established in this Section may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. A deviation from any shopping cart containment dimensional standard of up to 10% may be requested in accordance with Sec. 13B.5.2 (Adjustment).

3. A deviation from any shopping cart containment standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).

**F. Enforcement**

Regardless of *Div. 13B.10. (Department of Building and Safety)*, the Department of Public Works, Bureau of Sanitation shall have the authority and responsibility to enforce the provisions of this Section.

# Technical Modification Exhibit 9: Lot Eligibility

Create a new Section 5C.3.33 (Lot Eligibility) within Div. 5C.3 (Use Standards) to provide clarity on Use District standards for Lot Eligibility as established below.

## Sec. 5C.3.33. LOT ELIGIBILITY

**A. Intent**

To limit subject uses only to lots having specific qualities required in order to ensure the use is appropriately sited within its surroundings and complies with the intent of the Use District.

**B. Applicability**

Applies only when specified by the Use District as a required use standard.

**C. Standards**

1. **Alley Abutting**: Where the applied Use District specifies 'Alley Abutting' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot that abuts an alley having a width of 15 feet or greater.

2. **Boulevard or Avenue Fronting**: Where the applied Use District specifies 'Boulevard or Avenue Fronting' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot sharing a lot line with a street designated as a Boulevard or Avenue.

3. **Corner Lot**: Where the applied Use District specifies 'Corner Lot' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot located at the intersection of two streets.

4. **Minimum Lot Area**: Where the applied Use District specifies 'Minimum Lot Area' for the lot eligibility standard, the subject use may be permitted when the subject use is located on a lot having an area that is equal to or greater than the minimum area specified by the applied use district *(Part 5B)*.

**D. Measurement**

1. Alley width is measured as the narrowest horizontal distance between opposite edges of a designated alley.
2. For lot line determination see *Sec. 14.1.12 (Lot Line Determination).*
3. For lot area measurement see *Sec. 2C.1.1.D. (Lot Area, Measurement).*

**E. Relief**

See the allowed uses and use limitations of the applied *Use District (Part 5B).*

# Technical Modification Exhibit 10: Public Nuisance Abatement Program

Create a new Section 9.4.7 (Public Nuisance Abatement Program) within Article 9 (Public Benefit Systems) and the addition of new terms into Div. 14.2 (Glossary) of Article 14 (General Rules) in order to incorporate the provisions of Ordinance No. 187,145 (Council File 17-0893) as established below.

## Sec. 9.4.7. PUBLIC NUISANCE ABATEMENT PROGRAM

A. **Purpose**

The purpose of this Section is to facilitate the removal of graffiti, posters/handbills and any other illegal postings, as well as trash, debris, rubbish, and weeds on public property in exchange for the temporary placement of signs at construction sites and vacant lots.

B. **Eligibility**

Construction sites and vacant lots are eligible for the placement of temporary signs, including off-site signs, on temporary construction walls, and/or solid wood fences, if the lot has an applied Residential-Mixed, Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use District and the project complies with the requirements of the public nuisance abatement program as outlined in this Section.

C. **Program Requirements**

Upon issuance of a building permit for a sign and installation of any signs on temporary construction walls, and/or solid wood or similar material fences surrounding vacant lots it shall be the sign company and property owner's responsibility to comply with the provisions of this Subsection, and as established in Sec. 9.4.7.F.4. (Authorized Representative) it shall be the responsibility of the Department of Public Works - Office of Community Beautification (Office of Community Beautification) to enforce them.

1. **Notification**

   a. Within 10 days after the issuance of the building permit for a sign, provide written notification to the Office of Community Beautification and the Council District Office of the council district in which the construction site or vacant lot is located.

   b. The notification shall contain the name and address of the sign company or property owner and the property address where the signs will be placed.

   c. The notification to the Office of Community Beautification shall include a copy of the sign company's contract with the property owner to post signs at the specified location.

2. **Reporting**

   a. Report the amount, type, and location of clean-ups within the abatement radius to the Office of Community Beautification every 30 days for the duration of the building permit for the sign.

   b. Reporting shall be thorough and include before and after photo documentation, City of Los Angeles MyLA311 App request confirmation and/or other documentation stating date and time of clean up, as well as receipts for where materials were disposed.

3. **Public Nuisance Abatement**

   a. Clean and maintain free from graffiti, posters/handbills and any other illegal postings, as well as trash, debris, rubbish, and weeds from public property and rights-of-way within the abatement radius. The removal of graffiti shall include, but not be limited to, spray paint on walls, poles, and fences on public property.

   b. Remove any posters/handbills on light poles, utility poles, bus stops, and any other illegal postings on public property.

   c. Patrol the abatement radius every 24 hours to search for and remove any graffiti within 24 hours of its discovery.

   d. Report, through the City of Los Angeles MyLA311 program, bulky items within the abatement radius around the permitted lot.

   e. Comply with the administrative policies and procedures set by the Office of Community Beautification.

4. **Abatement Radius Calculation**

   The abatement radius will be measured as a horizontal extension of the perimeter of the entire lot at a distance determined by the Office of Community Beautification.

   a. Initially, a 750-foot radius around the permitted lot, or

   b. Also, a radius around the permitted lot expanded in 250-foot increments, up to a maximum of 1,500 feet per Sec. 9.4.7.E.3.d. (Review).

D. **Incentives**

Regardless of the provisions of Sec. 4C.11.2. (Temporary Signs), signs placed on temporary construction walls, and/or solid wood fences surrounding vacant lots shall comply with the following:

1. **Placard**

Install an 18" x 24" placard in a conspicuous location on the wall or fence. The placard shall be made of a durable laminated paper, vinyl or other weather resistant material with contrasting black letters on white background at least 1 inch in height and display the following information:

**a.** "**This is an Official Notice of the City of Los Angeles and shall not be defaced.**"

**b.** Signs have been placed on this wall or fence pursuant to Los Angeles Municipal Code Sec. 9.4.7. (Public Nuisance Abatement Program).

**c.** Building permit number:_____ and expiration date:_____

**d.** Phone number of the Department of Public Works' Office of Community Beautification:_____

**e.** Name and phone number of the sign operator's representative for public reporting of graffiti, posters/handbills and any other illegal postings, as well as trash, debris, rubbish, and weeds for removal within the required abatement radius:_____

**2. Individual Sign Area**

Individual signs shall not exceed a sign area of 250 square feet.

**3. Grouped Sign Area**

Signs shall not be grouped to form a maximum sign area that exceeds 250 square feet.

**4. Separation of Signs**

Individual signs or groups of signs having an area of 250 square feet shall be separated from any other sign on temporary construction walls and/or solid wood fences surrounding vacant lots by at least 10 feet measured horizontally.

**5. Combined Area**

The combined sign area of temporary signs shall not exceed 8 square feet for each linear foot of street frontage.

**6. Maximum Height**

Signs may only be placed to a maximum height of 8 feet and shall not extend above the top of the wall or fence.

**7. Time Limits**

A building permit for a temporary sign is time limited by the following:

**a. Temporary Construction Wall**

i. A building permit for a temporary sign placed on a temporary construction wall shall remain valid for two years, or during the duration of the construction work, under a separate valid building permit, requiring a barrier, pursuant to Sec. 91.3306. (Protection of Pedestrians) of Chapter 9 (Building Regulations) of the LAMC, whichever is less.

ii. If the construction work authorized by the separate building permit has not commenced by the 180th day following the permit issuance date, or the 90th day when an operating business exists on the lot, or work has been suspended, discontinued or abandoned for a continuous period of 180 days, or 90 days when an operating business exists on the lot, the building permit for the temporary sign permitted pursuant to Sec. 9.4.7.E. (Process) shall be expired.

iii. If the separate building permit is revoked or expired, the building permit for the temporary sign permitted pursuant to Sec. 9.4.7.E. (Process) shall be expired.

iv. Subsequent building permits for a temporary sign at the same lot, issued in conjunction with the original separate construction permit, shall not be authorized.

**b. Fence Around a Vacant Lot**

i. A building permit for a temporary sign placed on a fence of solid wood or similar material surrounding a vacant lot shall remain valid for one year, or for as long as the lot remains vacant, whichever is less.

ii. Subsequent building permits for temporary signs on a fence of solid wood or similar material surrounding a vacant lot at the same lot shall be issued under the terms of Sec. 9.4.7.E. (Process) , not to exceed two additional permits, for a total of three years.

**8. Sign Materials**

Regardless of the provisions of Sec. 4C.11.2.C.3.c. (Construction), Temporary Signs authorized by this Section shall be made of paper, vinyl, or other similar material.

**9. Operating Business**

When a business is operating on a construction site, temporary signs must also comply with the following:

**a. Display Location**

Temporary signs are limited to the portion of the temporary construction wall that is required pursuant to Sec. 91.3306. (Protection of Pedestrians) of Chapter 9 (Building Regulations) of the LAMC; and

**b. Wall Minimum**

A minimum 40 linear feet of required temporary construction wall, not exceeding the boundaries of the lot, may be installed and used for temporary signs; and

**c. Sign Maximum**

The total area of temporary signs on a lot authorized by this Section shall not exceed a maximum of 250 square feet.

E. **Process**

The Department of Building and Safety shall issue a building permit for a temporary sign, pursuant to this Section, after verifying that the plans comply with all applicable LAMC provisions, all permit clearances have been approved and the following requirements have been met.

1. **Initial Permit Application - Temporary Construction Wall**

a. **Valid Building Permit**

There is a separate valid building permit issued by the Department of Building and Safety authorizing construction work on the lot(s).

b. **Required Wall**

At least a portion of the temporary construction wall is required pursuant to Section Sec. 91.3306. (Protection of Pedestrians) of Chapter 9 (Building Regulations) of the LAMC.

c. **Previous Permit**

A previous building permit for a temporary sign was not issued in conjunction with the same building permit referenced in Sec. 9.4.7.E.1.a. (Valid Building Permit).

d. **Expiration and Revocation**

A previous building permit for a temporary sign on the lot was not expired or revoked within the preceding 12 months pursuant to Sec. 9.4.7.D.6.a. (Temporary Construction Wall) or Sec. 9.4.7.F.2. (Revocation).

e. **Operating Business**

When a business is operating on the lot, temporary signs must comply with Sec. 9.4.7.D.8. (Operating Business).

2. **Initial Permit Application - Fence Surrounding a Vacant Lot**

   a. **Existing Use**

      There are no buildings or uses of land on the lot.

   b. **Expiration and Revocation**

      A previous building permit for a temporary sign on the lot was not expired or revoked within the preceding 12 months pursuant to Sec. 9.4.7.D.6.a. (Temporary Construction Wall) or Sec. 9.4.7.F.2. (Revocation).

3. **Subsequent Permit Application - Fence Surrounding a Vacant Lot**

   If Department of Building and Safety records indicate that a building permit for a temporary sign on a fence of solid wood or similar material surrounding a vacant lot on the lot was previously issued the following must be met.

   **a. Use**

      The sign complies with Sec. 9.4.7.E.2. (Initial Permit Application) as applicable.

   **b. Expiration and Revocation**

      A previous building permit for a temporary sign on the lot was not expired or revoked within the preceding 12 months pursuant to Sec. 9.4.7.F.2. (Revocation)

   **c. Previous Permit**

      No more than one initial building permit for a temporary sign and one subsequent building permit for a temporary sign, for a total of two years, have been issued at the same lot.

   **d. Review**

      The Director of the Office of Community Beautification reviews and consents to the subsequent building permit in a written statement and determines an abatement radius pursuant to the following:

      i. Response for consent shall be provided within 10 days of written request and based solely on the assessment as to whether a public nuisance exists within the abatement radius.

      ii. Investigation and determination of the existence of a public nuisance within the abatement radius may occur for the purpose of determining whether to consent to a subsequent permit or at any time after the issuance of a building permit for a sign under Sec. 9.4.7.E. (Process).

iii. Expansion of the abatement radius for the purpose of a subsequent building permit for a sign when a public nuisance cannot be found to exist within the initial abatement radius per Sec. 9.4.7.D.6.b. (Fence Around a Vacant Lot) and requiring the sign company or property owner to abate the public nuisance in the expanded abatement radius in accordance with Sec. 9.4.7.C.4. (Nuisance Abatement).

F. **Permit Termination**

Permits that become invalid or are terminated by the Department of Building and Safety are subject to the following provisions.

1. **Expiration**

For all building permits for a sign expired due to failure to meet the notification and reporting requirements pursuant to Sec. 9.4.7.C. (Program Requirements), the Department of Building and Safety shall issue a notification to the permit holder upon expiration of the permit, including information about the appeals process.

2. **Revocation**

Any building permit for a sign issued pursuant to this Section may be revoked by the Department of Building and Safety for any of the following reasons. However, for all building permits for a sign revoked for the reasons stated specifically in Subparagraphs (c), (d), (e), (f) or (g) of this Subdivision a written and signed notification of the sign company or property owner's failure shall be sent to the Department of Building and Safety by the Director of the Office of Community Beautification prior to the revocation.

a. Failure by the sign company or property owner to comply with the terms of the permit.

b. Failure by the sign company or property owner to maintain the bond required in Sec. 91.6201.2.2. (General Provisions) of Chapter 9 (Building Regulations) of the LAMC.

c. Failure by the sign company or property owner to maintain the temporary construction wall and/or solid wood fences surrounding vacant lots free from graffiti.

d. Failure by the sign company or property owner to eliminate graffiti within an abatement radius within 24 hours of receiving notification of the presence of graffiti from the Office of Community Beautification or the City Council district office of the district in which the construction site or vacant lot is located.

e. Failure by the sign company or property owner to remove posters/handbills placed on light poles, utility poles, bus stops and any other illegal postings on public

property within an abatement radius within 24 hours of receiving notification from the Office of Community Beautification or the City Council district office of the district in which the construction site or vacant lot is located.

f. Failure by the sign company or property owner, at the time of graffiti removal, to report bulky items and/or remove trash, debris, rubbish and weeds from public property within an abatement radius.

g. The Office of Community Beautification sends three or more notifications of failure to comply with Subparagraphs (c), (d), (e), (f) or (g) of this Subdivision to the sign company or property owner within a three-month period.

3. **Removal of Signs**

a. The sign company or property owner must remove the temporary signs authorized by this Section by the date the sign permit becomes invalid due to its time limit or no later than the permit expiration or revocation date.

b. Any signs remaining on temporary construction walls, and/or solid wood or similar material fences surrounding vacant lots after the building permit has expired or is revoked are deemed to be a public nuisance that can be abated by utilizing the procedure contained in Sec. 91.8904., et seq., (Special Provisions for Vacant Property Graffiti Removal) of Chapter 9 (Building Regulations) of the LAMC.

4. **Authorized Representative**

The Office of Community Beautification is hereby designated the authorized representative of the City for the purpose of enforcing and implementing the provisions of Sec. 91.89041.2., et seq., (Special Provisions for Vacant Property Graffiti Removal) of Chapter 9 (Building Regulations) of the LAMC. for compelling the removal of a sign which is a public nuisance under Sec. 9.4.7.F.3.b. (Removal of Signs).

**Div. 14.2 (Glossary)**

***Abatement Radius****. The area around a permitted lot designated by the Office of Community Beautification for the removal of graffiti, posters/handbills and any other illegal postings, as well as trash, debris, rubbish, and weeds from public property and rights-of-way.*

***Nuisance, Public (Public Nuisance Abatement Program).*** *Trash, debris, rubbish, weeds, graffiti, unpermitted posters/handbills, or illegal postings.*

***Temporary Construction Wall.*** *A temporary solid fence or barrier of wood or similar material that provides protection for pedestrians and is erected and maintained on the*

*perimeter of a construction or demolition site, which may be required by Sec. 91.3306. (Protection of Pedestrians) of Chapter 9 (Building Regulations) of the LAMC.*

***Vacant Lot** - A lot on which no building, temporary or permanent, is erected; or which has no uses of the land.*

# Technical Modification Exhibit 11: Article 12 (Nonconformities)

In order to incorporate clarifications and feedback from the Los Angeles Department of Building and Safety regarding the nonconforming provisions of the Proposed Draft of the New Zoning Code, the entirety of Article 12 (Nonconformity) shall be replaced with the amended version established below.

## Div. 12.1. GENERAL PROVISIONS

### Sec. 12.1.1. INTENT

The provisions of Article 12 (Nonconformities) provide relief from the requirements of this Zoning Code (Chapter 1A) for any existing nonconformity, defined as any lot, building or structure, or use that conformed to the zoning regulations, if any, at the time they were established, but do not conform to current requirements of this Zoning Code (Chapter 1A).

### Sec. 12.1.2. GENERAL RULES

The following general rules apply to all nonconformities. Specific rules in the following Divisions of Article 12 (Nonconformities) may provide additional standards or exceptions to these general rules.

**A.** Any portion of a lot, site improvement, building, structure, or use that meets the definition of nonconforming may be continued indefinitely, provided it is not changed or modified. Maintenance and repair, as well as renovation, of the nonconformity are allowed.

**B.** Project activities may be conducted, provided they meet the standards of this Zoning Code (Chapter 1A) and do not increase the degree of nonconformity with any individual standard in this Zoning code, except as expressly allowed in this Article 12 (Nonconformities).

**C.** Each increment of new construction, site modification, facade modification, or use modification must meet the standards of this Zoning Code (Chapter 1A), except as expressly allowed in this Article 12 (Nonconformities).

**D.** A demolition that reduces compliance with the standards or rules in any Zoning District Article (Articles 2-6) is not allowed, except in conjunction with a project activity that allows the project to meet the minimum requirement.

**E.** A nonconforming building or structure may have additional rights when it is located on a lot affected by a public acquisition. See Div. 12.8. (Lots Affected by Acquisitions for Public Use).

**Sec. 12.1.3. APPLICABILITY**

**A. Relationship to Article-Level Applicability Standards**

1. The provisions of Article 12 (Nonconformities) apply in addition to the Applicability provisions of any Zoning District Article (Articles 2-6).

2. Sec. 12.7.1. (Restoration of Damaged Nonconforming Buildings) and Sec. 12.7.2. (Replacement of Earthquake Hazardous Buildings) supersede any other provisions of this Zoning code.

**B. Relationship to Specific Plans, Supplemental Districts, and Special Districts**

The provisions of Article 12 (Nonconformities) apply to Specific Plans, Supplemental Districts, and Special Districts only to the extent that those provisions apply the standards of a Zoning District Article (Articles 2-6).

**Sec. 12.1.4. DISCONTINUANCE OF NONCONFORMING USE**

**A**. A building or structure, portion of a building or structure, or any land that contained a nonconforming use that has been discontinued for a continuous period of 1 year or more shall only be occupied by a use that conforms to the current use regulations of the applied zone.

**B**. A nonconforming use of land that is accessory or incidental to the nonconforming use of a building shall be discontinued on the same date the nonconforming use of the building is discontinued.

**C.** In Agricultural, residential, and residential-Mixed Use Districts, any nonconforming use first permitted in a commercial or commercial-Mixed Use District shall be discontinued within 5 years from the date the use becomes nonconforming, except that the Zoning Administrator may permit its continuation pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit).

**D.** In Agricultural, residential, and residential-Mixed Use Districts, any nonconforming use first permitted in an industrial or industrial-Mixed Use District shall be discontinued within 5 years from the date the use becomes nonconforming. No continuation is permitted.

**E.** Nonconforming animal keeping and animal keeping, livestock for commercial

intent or other similar uses in any residential or residential-Mixed Use District, shall be discontinued within 15 years from the date such use became nonconforming.

**F.** In Agricultural, residential, residential-Mixed, commercial, and commercial-Mixed Use Districts, a nonconforming use of land where no buildings are occupied in connection with the use or where the only buildings occupied are accessory or incidental to the use, shall be discontinued within 5 years from the date the use becomes nonconforming.

**G.** Nonconforming residential uses in industrial Use Districts shall be discontinued 5 years from the date the use became nonconforming.

**H.** Any well for the production of oil, gas or other hydrocarbon substances is a nonconforming use, including any incidental storage tanks and drilling or production equipment, and shall be completely removed within 20 years from the date such use became nonconforming.

**Sec. 12.1.5. CALCULATION OF TIME**

Whenever a period of time related to a nonconformity is specified in this Zoning code (Chapter 1A), the period of time is computed from the effective date of the ordinance that created the nonconformity.

**Sec. 12.1.6. RELIEF**

**A.** In circumstances where Alternative compliance is specified as a form of relief in the standards of the Zoning District Articles, it is available as a way to achieve a standard in an acceptable alternate way, which may be used to bring a project into conformity pursuant to Sec. 13B.5.1. (Alternative Compliance).

**B.** Additional relief from the requirements of Article 12 (Nonconformities) may be available through the adjustment process, pursuant to Sec. 13B.5.2 (Adjustment) or the variance process, pursuant to Sec. 13B.5.3. (Variance).

**C.** The city's adaptive reuse project standards allow some relief and provide incentives for the re-use of existing buildings pursuant to Sec. 9.4.5. (Downtown Adaptive Reuse Projects) and Sec. 9.4.6. (Citywide Adaptive Reuse Projects).

**D.** When relief is granted through any discretionary action taken consistent with this Section, the element that is the subject of the discretionary action is no longer considered nonconforming.

**Sec. 12.1.7. ORDERS TO COMPLY**

**A.** The Department of Building and Safety shall have the authority to issue an order to comply to an owner who is in violation of Article 12 (Nonconformities) and advise the owner of the required discontinuance of the nonconforming use.

**B.** Included in any order shall be a provision advising the owner of the right to apply to the Department of city Planning within 90 days for permission to continue the nonconforming use as provided in Article 12 (Nonconformities), but the failure to include that provision shall not nullify the order or provide a basis for the continuation of the use.

**C.** The Department of Building and Safety shall record a notice of any order issued pursuant to Article 12 (Nonconformities) with the Office of the Los Angeles County Recorder, but the failure to so record shall not nullify the order or provide a basis for the continuation of the use by any owner, purchaser or lessee who was not aware of the order.

**Sec. 12.1.8. COMPLIANCE WITH OTHER LAWS**

Nothing in Article 12 (Nonconformities) relieves any person from the obligation to comply with the requirements of any Federal, State, or county law.

**Div. 12.2. FORM EXCEPTIONS**

**Sec. 12.2.1. COVERAGE EXCEPTIONS**

**A. Building Setbacks**

Where a building is nonconforming as to building setbacks, an addition to the existing building is allowed as new construction, provided that:

1. Additions located in the nonconforming setback do not encroach to a greater extent than the existing encroachment or reduce the nonconforming setback to less than 50% of that required by the dimensional requirements of the applied zone.

2. The total of all additions made since the building became nonconforming

do not exceed, in height or length, the height or length of that portion of the adjoining nonconforming building that extends into the same setback.

## Sec. 12.2.2. FLOOR AREA RATIO & HEIGHT EXCEPTIONS

### A. Rural, Estate, and House Form Districts

In the rural, estate, and House Form Districts, an addition to a building or structure that is nonconforming as to floor area is allowed, provided that the addition conforms to all individual standards in this Zoning Code, except as may be approved or permitted pursuant to a discretionary approval. this exception is not available for lots in the coastal Zone not located in a Hillside Area.

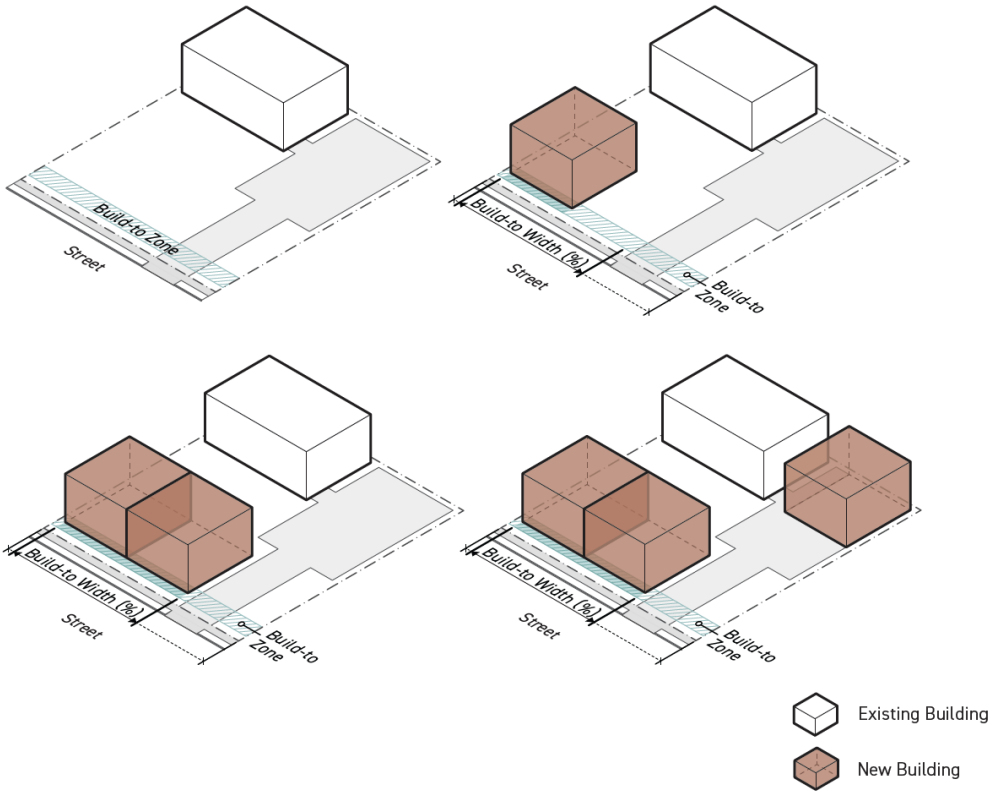
## Div. 12.3. FRONTAGE EXCEPTIONS

## Sec. 12.3.1. BUILD-TO EXCEPTIONS

A. On a lot with an existing building where the lot is nonconforming as to the maximum build-to depth or minimum build-to width requirements, any new construction shall meet the minimum build-to width between the minimum and maximum build-to depth in one or more of the ways outlined below.

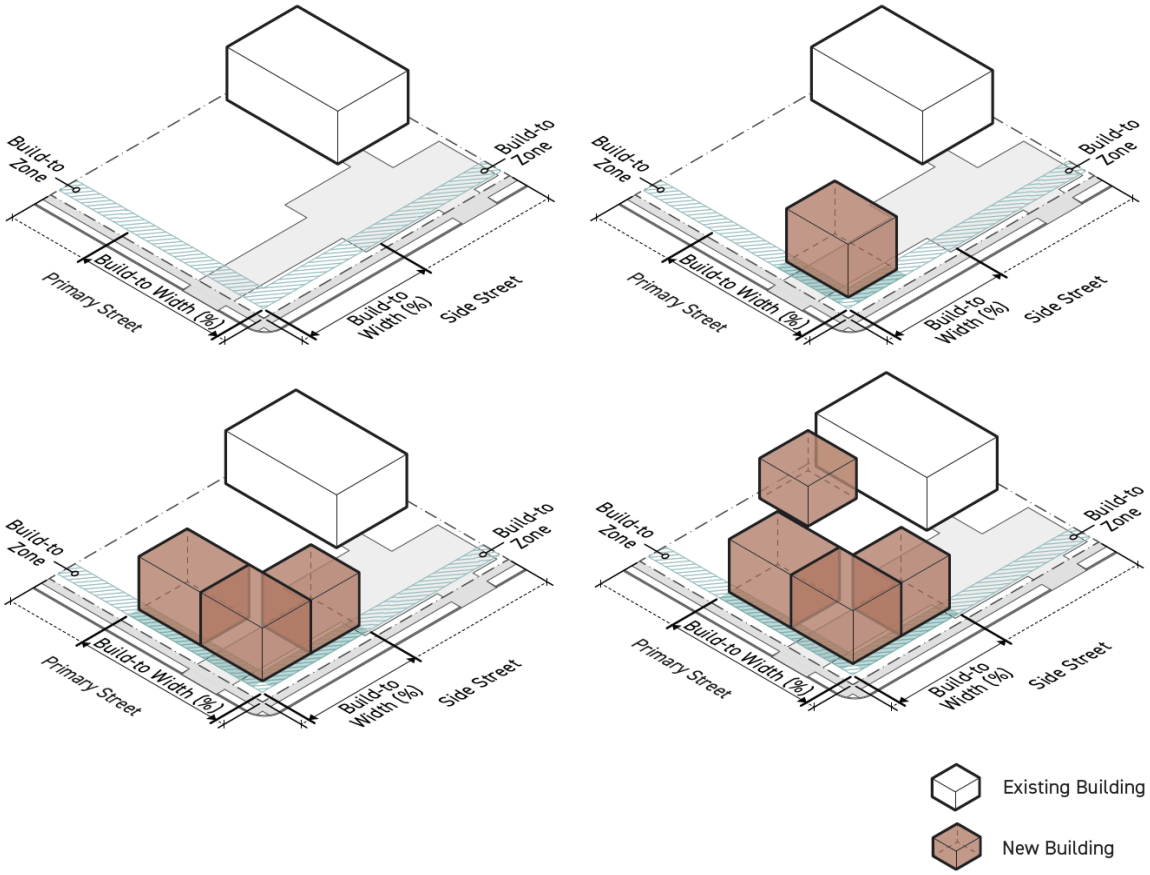
#### 1. New Construction on an Interior Lot

All new construction shall occupy the build-to zone until the build-to width has been met, except that buildings may be provided in phases - each new building is not required to meet the entire required build-to width for the lot. Until all build-to width standards have been met, new buildings shall occupy the build-to width for 100% of their building width and may not be deeper than they are wide.




**2. New Construction on a Corner Lot**

All new construction shall occupy the build-to depth until the build-to width for both streets has been met, except that buildings may be provided in phases - each new building is not required to meet the entire required build-to width for the lot. The initial new building shall begin at the corner and be located within the build-to-depth on both streets. Additional new buildings may be placed anywhere within the build-to zone.



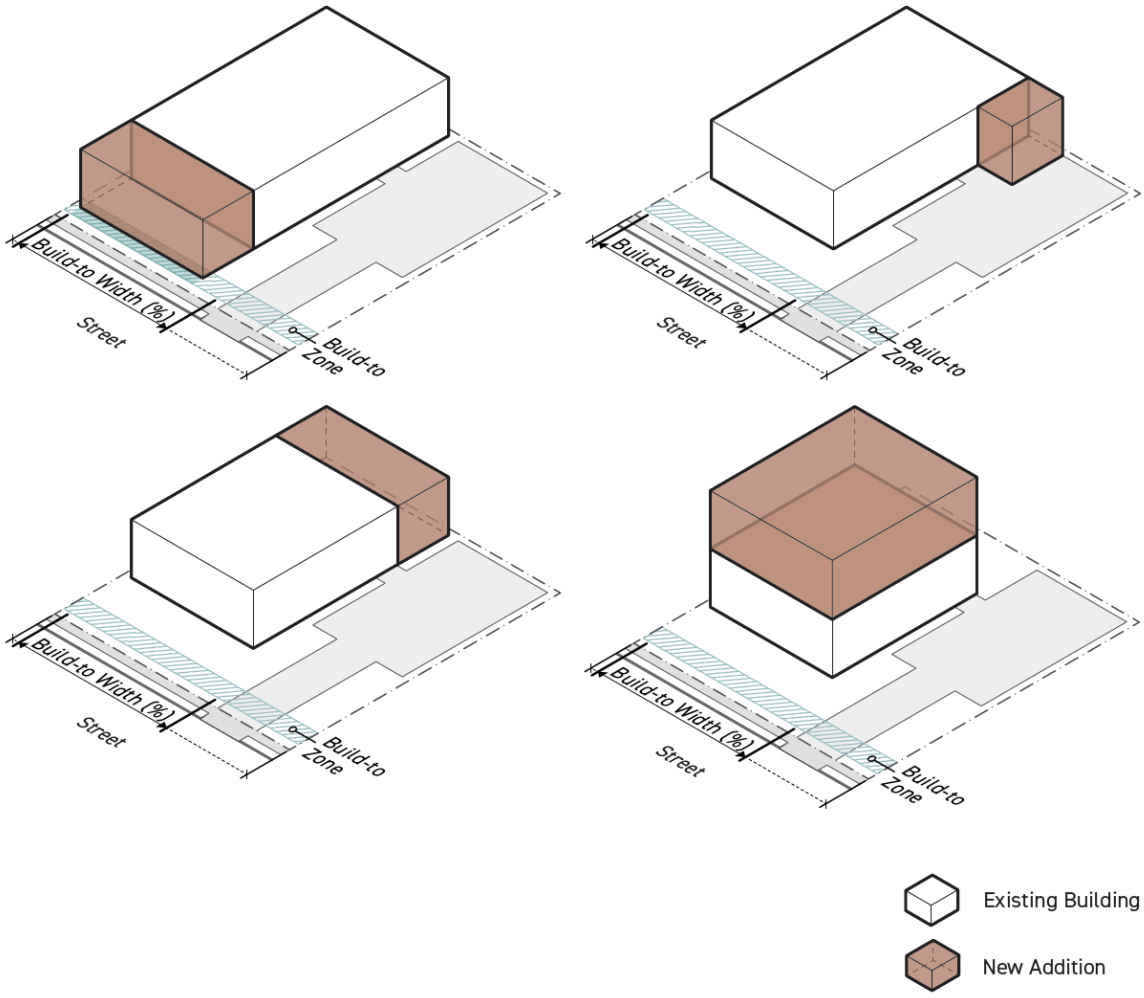

### 3. Additions on an Interior Lot

a. Any addition to the street-facing facade of a building that is nonconforming as to build-to depth or build-to width shall occupy the build-to depth, except that the addition does not have to meet the entire required build-to width for the lot.

b. Additions of any size that extend a building that is nonconforming as to build-to depth or build-to width between the existing building and the rear lot line are allowed.

c. Additions that extend a building that is nonconforming as to build-to depth or build-to width between the existing building and the side lot line are allowed, except that they shall have a floor area less than 20% of the existing ground story.

d. Additions on top of a building that is nonconforming as to build-to depth or build-to width are allowed, except that they shall not increase the existing building footprint by more than 50 square feet and shall not exceed the height limit for the applied zone



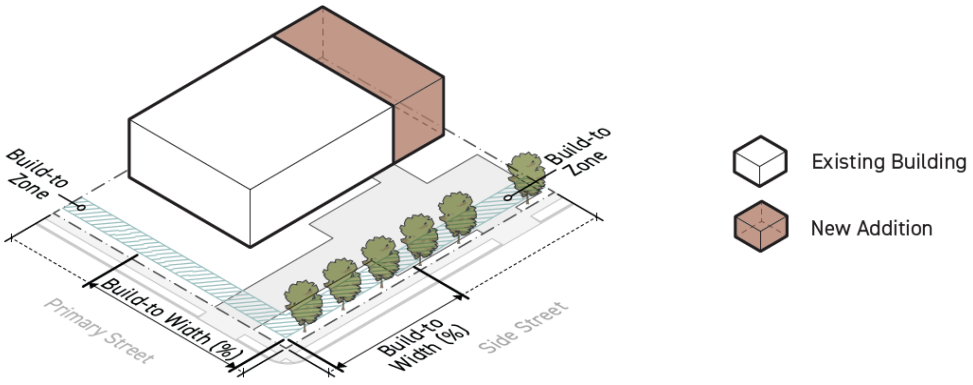

**4. Additions on a Corner Lot**

a. Any addition to the primary street-facing facade of a building that is nonconforming as to build-to depth or build-to width shall be located within the build-to depth on the primary street, except that the addition does not have to meet the minimum build-to width for the entire lot.

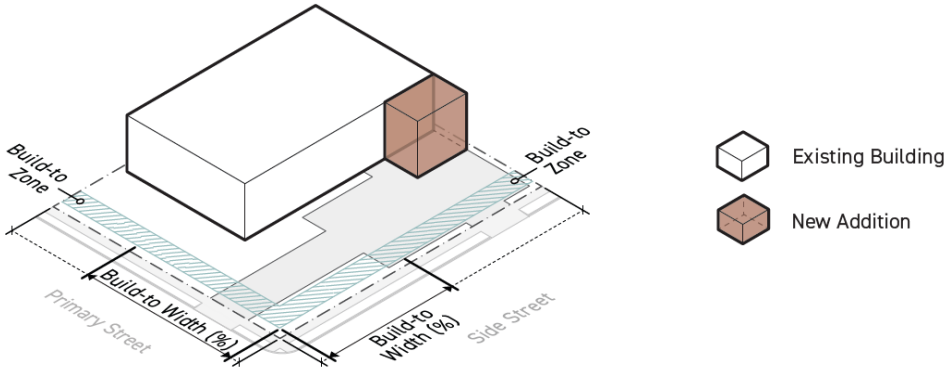
b. Additions of any size that extend a building that is nonconforming as to build-to depth or build-to width between the existing building and the rear lot line, but not any wider than the existing building, and are located behind the build-to depth are allowed, except that:

i. A planting area shall be provided as required in Sec. 4C.6.4.C.2. (Planting Areas), at least 6 feet wide, abutting the side street lot line, and installed across the entire length of the side street frontage where no building occupies the build-to zone. Breaks for pedestrian, bicycle and vehicular access are allowed.

ii. The planting area with large species trees, shall be provided as required in Sec. 4C.6.4.C.3.a. (Trees), planted at a rate of 1 tree per 30 feet along the entire length of the planting area. trees should be planted offset from street trees to maximize space for canopy growth.




c. Additions that extend a building that is nonconforming as to build-to depth or build-to width between the existing building and the side lot line are allowed, except that the floor area shall be no greater than 20% of the existing ground story.




d. Additions on top of a building that is nonconforming as to build-to depth or build-to width are allowed, except that they shall not increase the existing building footprint by more than 50 square feet.

**B**. Additions to any street-facing facade of a building that is nonconforming as to build-to depth or build-to width are allowed behind the build-to depth, except that they shall not exceed 10% of the ground story area of the existing building.

**C**. On lots with an existing building that is nonconforming as to build-to depth or build-to width, except where the existing building is a residential building, and new construction of additional dwelling units that are detached from the existing building located in a rear yard, the build-to depth and build-to width requirements do not apply.

**Sec. 12.3.2. CHARACTER FRONTAGE EXCEPTIONS**

[reserved]

**Div. 12.4. DEVELOPMENT STANDARDS EXCEPTIONS**

[reserved]

**Sec. 12.4.1. GRADING & RETAINING WALLS EXCEPTIONS**

The retaining wall standards in Sec. 4C.9.2. (Retaining Walls) do not apply to a retaining wall that received a final discretionary approval from the city under another provision of this Zoning

Code (Chapter 1A) prior to the effective date of Ord. No. 176,445 (effective 3/9/05), pursuant to Sec. 13B.3.1. (Administrative Review).

**Sec. 12.4.2. SIGNS EXCEPTIONS**

Any existing nonconforming sign, as defined in LAMC Chapter 9 (Building Regulations), Section 91.6216 (Existing Signs), may be continued. Structural, electrical, or mechanical modifications may be made to a sign as permitted in LAMC Chapter 9 (Building Regulations), Section 91.6216.4 (Alterations, Repairs or Rehabilitation).

**Div. 12.5. USE EXCEPTIONS**

**Sec. 12.5.1. USE NOT ALLOWED EXCEPTIONS**

A. Where an existing use is nonconforming in the applied Use District, it may be relocated within the existing building, provided the move does not cause a net increase in the floor area of the nonconforming use.

B. Where a building in any Open Space, Agricultural, residential, residential-Mixed, commercial, commercial-Mixed or Public Use District includes an existing nonconforming use, any residential portion of the building may be enlarged, provided that the addition does not create any additional dwelling units, and the addition or expansion meets all other requirements for the applied zone.

C. Sport courts legally existing prior to the October 27, 1978 (Ord. No. 151,466) may continue as a nonconforming development or in accordance with regulations existing at the time such use was established. those standards apply to any tennis or paddle tennis court which is accessory to a residential use and for which a permit is issued by the Department of Building and Safety subsequent to October 16, 1985, whether or not the subject of a variance. However, any replacement of lighting, fencing, or windscreens for such courts taking place after October 16, 1985, shall fully conform to the sport court standards in Sec. 4C.7.2. (Side/Rear Yard Fences & Walls).

D. An establishment dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for on-site or off-site consumption may not be continued or re-established after September 13, 1997, without conditional use approval granted in accordance with the provisions of Sec. 13.4.2 (Class 2 Conditional Use Permit), where there is a substantial change in the mode or character of operation of the establishment, including any addition by more than 20% of the floor area, seating or

occupancy, whichever applies. construction for which a building permit is required in order to comply with an order issued by the Department of Building and Safety to repair or remedy an unsafe or substandard condition is exempt from this provision. Any addition of less than 20% of the floor area, seating or occupancy, whichever applies, requires the approval of plans pursuant to Sec. 13.4.2.H (Modification of Entitlement).

E. Any lot or portion of a lot in a commercial, commercial-Mixed, industrial-Mixed, or Industrial 1 (I1) Use District that was being used on June 1, 1951, for the temporary storage of abandoned, dismantled, partially dismantled, obsolete or wrecked automobiles, but not for the dismantling or wrecking of automobiles nor for the storage or sale of used parts, may continue.

F. Any light industrial uses lawfully existing prior to March 22, 1981, in any portion of any building in a commercial or commercial-Mixed Use District shall not be extended beyond that portion of the building except in accordance with Sec. 13B.2.2. (Class 2 Conditional Use Permit).

G. Joint living & work quarters are considered nonconforming to the use household business, and may be continued. Additional flexibility and incentives may be granted for existing buildings that are eligible for adaptive reuse projects pursuant to Sec. 9.4.5. (Downtown Adaptive Reuse Projects) and Sec. 12.4.6. (Citywide Adaptive Reuse Projects).

H. In the industrial Use Districts, the nonconforming use of land where no buildings are occupied in connection with the use or where the only buildings occupied are accessory to or incidental to the use, may be continued, subject to the following limitations:

   a. The nonconforming use shall not be enlarged in any way beyond the limits of what was originally permitted.

   b. The nonconforming use shall be completely enclosed within a building or within an area enclosed on all sides with a type t1 transition Screen pursuant to Sec. 4C.8.2.C.3.a. (T-Screen 1), within 1 year from the date the use becomes nonconforming.

I. In the industrial Use Districts:

   1. A building that is nonconforming as to use with no dwelling units shall not be redesigned or rearranged to contain dwelling units.

2. A building that is nonconforming as to use with dwelling units shall not be redesigned or rearranged so as to increase the number of dwelling units in the building.

3. Caretakers quarters in industrial Use Districts are permitted to continue.

J. Existing petroleum-based oil refineries expanding operations onto adjacent properties are required to:

1. Receive a conditional Use Permit with approval by the city Planning commission, in accordance with Sec. 13B.2.3. (Class 3 Conditional Use Permit).

2. Comply with all of the required Unified Programs (Unified Hazardous Waste and Hazardous Materials Management regulatory Program). California Environmental Reporting System (CERS) database submittals may serve as proof of compliance.

3. Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.

4. Submit a truck routing plan that minimizes the incidence of a commercial truck traveling past dwellings, religious assembly, schools, regional medical, public recreation, medical care supportive housing, preschool/day care, and other similar uses.

**Sec. 12.5.2. USE STANDARDS EXCEPTIONS**

Where a temporary use is nonconforming as to Use District standards it may be continued until the expiration of the temporary use permit. When a nonconforming temporary use is subject to a new temporary use permit, it shall meet all of the Use District standards.

**Sec. 12.5.3. SEXUALLY ORIENTED BUSINESS EXCEPTIONS**

A. A person may continue to operate a sexually oriented business on a lot within 500 feet of a lot zoned with an Agricultural, residential, or residential-Mixed Use District, if a lot consistent with the Use District standards in the applied Use District tables is not

reasonably available elsewhere in the city for the establishment or relocation of the subject sexually oriented business. this exception shall only apply to a sexually oriented business which is otherwise in compliance with all other provisions including the Use District standards in the applied Use District table, and does not apply to massage parlors or sexual encounter establishments. A lot is reasonably available elsewhere in the city if it meets all of the following criteria:

1. Its use as the proposed sexually oriented business is consistent with all applicable zoning regulations, including the Use District standards in the applied Use District table.

2. It is available for use, purchase, or rental as a sexually oriented business.

3. It has adequate street access, street lighting, and sidewalks.

4. It is at least 500 feet away from any uses which are or may become obnoxious or offensive by reason or emission of odor, dust, smoke, noise, gas, fumes, cinders, refuse matter or water- carried waste.

B. To apply for an exception, an applicant shall file an application with the Department of city Planning, on a form provided by the Department of city Planning, identifying the present or proposed location of the sexually oriented business, and accompanied by data supporting the proposed exception and the fee provided for in LAMC Chapter 1 (General Provisions and Zoning), Sec. 19.01.K. (Adult Entertainment Business Exception). the procedures described in Sec. 13B.2.2 (Class 2 Conditional Use Permit) shall be followed to the extent applicable.

C. If the Zoning Administrator, Area Planning Commission, or Council disapproves an exception, then it shall make findings of fact showing how a lot consistent with the Use District standards in the applied Use District tables is reasonably available elsewhere in the City for the establishment or relocation of the subject sexually oriented business.

D. A person possessing ownership or control of a sexually oriented business shall be permitted to transfer such ownership or control if such business is not within 500 feet of any religious assembly, school, preschool/day care facility, or public recreation or public open space, and the only other sexually oriented business within 1,000 feet of

such business has been established under a variance from the requirements of this Section, pursuant to Sec. 13B.5.3. (Variance). This
exception shall not, however, apply to a sexually oriented business which has been established under such a variance.

**Sec. 12.5.4. EQUINE KEEPING EXCEPTIONS**

**A. Lot Area Exception**

Equines may be kept and a stable may be erected or maintained on any lot, as permitted, in a Residential Use District, provided the lot had the area required for the keeping of equines at the time the lot was established.

**B. Equine Use Exceptions**

1. Equine, non-commercial uses shall be allowed to be continued if, after the legal establishment of the equine, non-commercial use, an adjacent property is granted a building permit to construct a dwelling unit within the 75-foot required distance between an equine, noncommercial use and the adjacent property's dwelling unit. The nonconforming equine, noncommercial use shall be subject to the following limitations:

    a. The subject lot shall have been designated by an Equine License to stable at least one licensed equine during the 12 months prior to the issuance of the building permit for the adjacent property's dwelling unit.

    b. The equine enclosure shall not be closer than 35 feet to the habitable rooms of any dwelling unit.

    c. The equine enclosure shall not be expanded, extended or relocated in such a manner as to reduce the nonconforming distance between the enclosure and the habitable rooms of the neighbor's dwelling unit.

    d. The nonconforming equine, non-commercial use shall be discontinued if, during a successive 3-year period, no equine is licensed by the Department of Animal Services to be stabled on the subject lot.

2. If, pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit), the Zoning Administrator grants permission for a dwelling unit on an adjacent property to be constructed closer than 35 feet from a legally existing equine enclosure, the equine enclosure may be considered relocated not closer than 35 feet from the

habitable rooms attached to any dwelling unit, and retain its nonconforming status. the nonconforming equine, non-commercial use shall be subject to the following limitations:

a. The subject lot shall have been designated by an equine license to stable at least one licensed equine during the 12 months prior to the issuance of the building permit for the adjacent property's dwelling unit.

b. The equine enclosure shall not be closer than 35 feet to the habitable rooms of any dwelling unit.

c. The equine enclosure shall not be expanded, extended or relocated in such a manner as to reduce the nonconforming distance between the enclosure and the habitable rooms of the residential building on an adjacent lot.

d. The nonconforming equine, non-commercial use shall be discontinued if, during a successive 3-year period, no equine is licensed by the Department of Animal Services to be stabled on the subject lot.

3. If an equine, non-commercial use was legally established prior to November 22, 1982, that use shall be allowed to continue, even though the city issued a building permit between November 22, 1982 and July 1, 1986, to construct a residential building on an adjacent lot within the 35-foot required distance between an equine, non-commercial use and the habitable rooms of a residential building on the adjacent lot. this provision shall not apply to building permits authorized by the Zoning Administrator, pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit). this nonconforming equine use shall be subject to the following limitations:

a. The subject lot shall have been designated by an equine license to stable at least one licensed equine during the 12 months prior to the issuance of the building permit for the residential building on an adjacent lot.

b. The equine enclosure shall not be expanded, extended, or

relocated in such a manner as to reduce the nonconforming distance between the enclosure and the habitable rooms of the residential building on an adjacent lot.

c. The nonconforming equine, non-commercial use shall be discontinued if, during a successive 3-year period, no equine is licensed by the Department of Animal Services to be stabled on the subject lot.

**Sec. 12.5.5. NONCONFORMING OIL WELLS EXCEPTIONS**

1. Any well for the production of oil, gas or other hydrocarbon substances is a nonconforming use and shall not be re-drilled or deepened.

2. Any well for the production of oil, gas or other hydrocarbon substances that became nonconforming subsequent to June 1, 1946, may apply for relief under Sec. 13B.2.1. (Class 1 Conditional Use Permit), to allow the well to continue to operate after the removal date in Sec. 12.1.4.H. (Discontinuance of Nonconforming Use), where the Zoning Administrator determines that such continued operation would be reasonably compatible with the surrounding area. the Zoning Administrator may impose such conditions, including time limitations, as deemed necessary to achieve such compatibility.

3. Any well for the production of oil, gas or other hydrocarbon substances in the Los Angeles City Oil Field may continue operation provided an application for a conditional Use Permit consistent with Sec. 13B.2.1. (Class 1 Conditional Use Permit), was filed with the Office of Zoning Administration on or before November 1, 1986 and was subsequently approved. Any well operator may reapply for Zoning Administrator approval, pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit), after November 1, 1986, provided the prior approval has not expired.

**Div. 12.6. DENSITY EXCEPTIONS**

The expansion of floor area does not increase the degree of nonconformity as to any density standard. Only a change in the number of dwelling units impacts the degree of nonconformity as to a density standard.

**Div. 12.7. DAMAGED OR EARTHQUAKE HAZARDOUS BUILDINGS**

**Sec. 12.7.1. RESTORATION OF DAMAGED NONCONFORMING BUILDINGS**

A. A nonconforming building or structure that is damaged or partially destroyed by any fire, flood, wind, earthquake or other calamity, or the public enemy may be restored and the occupancy or use of the building or structure, or part of the building or structure, which existed at the time of the damage or destruction, may be continued or resumed, provided that the total cost of restoration does not exceed 75% of the replacement value of the building or structure at the time of the damage or destruction. A permit for restoration shall be obtained within a period of two years from the date of the damage or destruction. except as set forth in Sec. 12.1.6.B. (Relief), if the damage or destruction exceeds 75% of the replacement value of the nonconforming building or structure at the time of the damage or destruction, no repairs or restoration shall be made unless every portion of the building or structure is made to conform to all regulations for new buildings in the zone in which it is located, and other applicable current use regulations.

B. If the damage or destruction of a nonconforming building exclusively for dwellings in any zone exceeds 75% of its replacement value at the time of the damage or destruction, the building or structure may be reconstructed provided the following requirements are met.

1. The restored or reconstructed building may encroach into any side setback no more than half the width of the required setback in the zone in which it is located, or in other applicable current regulations of this Zoning code (Chapter 1A), but in no event more than 3 feet.

2. The restored or reconstructed building may encroach in the front and rear setbacks no more than half the width of the required setback in the applied Form District, or in other applicable current regulations of this Zoning Code (Chapter 1A).

3. Neither the footing, nor the building or structure, projects into any area planned for widening or extension of existing or future streets as determined by the Advisory Agency upon the recommendation of the city engineer.

4. The height shall not exceed the allowable height for new buildings or structures in the applied Form District, or in other applicable current regulations of this Zoning Code (Chapter 1A).

5. A building permit for the reconstruction be obtained within 2 years of the

damage or destruction from fire, flood, wind, earthquake, or other calamity, or the public enemy.

## Sec. 12.7.2. REPLACEMENT OF EARTHQUAKE HAZARDOUS BUILDINGS

### A. General

1. Except as otherwise provided in this Zoning code (chapter 1A), a building nonconforming as to height, number of stories, lot area, loading space or parking, which is demolished as a result of enforcement of the earthquake Hazard reduction Ordinance provisions in LAMC Chapter 9 (Building Regulations), Article 1 (Building Code), may be reconstructed with the same nonconforming height, number of stories, lot area, loading space or parking as the original building, provided, however, that reconstruction shall be commenced within two years of obtaining a permit for demolition and completed within two years of obtaining a permit for reconstruction. Provided further, that neither the footing, nor any portion of the replacement building may encroach into any area planned for widening or extension of existing or future streets as determined by the Advisory Agency upon the recommendation of the city engineer.

2. Additionally, a building nonconforming as to use or yards, which is demolished as a result of enforcement of the earthquake Hazard reduction Ordinance, may be reconstructed with the same nonconforming use or yards provided that the approval of a Zoning Administrator is obtained as outlined below.

### B. Nonconforming Rights Related to Earthquake Safety Ordinance

A Zoning Administrator may, in accordance with Sec. 13B.2.1. (Class 1 Conditional Use Permit), permit a building, nonconforming as to use or yards, which is demolished as a result of enforcement of the LAMC Chapter 9 (Building Regulations), Div. 88. (Earthquake Hazard Reduction in Existing Buildings), to be reconstructed with the same nonconforming use or yards as the original building.

#### 1. Procedures

##### a. Notification

i. Regardless of the provisions of Sec. 13B.2.1. (Class 1 Conditional Use Permit), an application pursuant to this Section involving a nonconforming use shall instead notify the owners and occupants of all property within and outside the city within 500 feet of the exterior boundaries of the area subject to the application.

ii. An application pursuant to this Section involving only a nonconforming yard, when a public hearing is held, the notice shall be given in the same manner as required in Sec. 13B.2.1. (Class 1 Conditional Use Permit).

**b. Waiver of Public Hearing**

i. Regardless of the provisions of Sec. 13B.2.1. (Class 1 Conditional Use Permit), the Zoning Administrator may waive the public hearing if the applicant has secured the approval for the reconstruction from the owners of all properties abutting, across the street or alley from, or having a common corner with the subject property. if that approval is obtained from the surrounding property owners, the Zoning Administrator may waive the public hearing if the Administrator makes the following written findings:

a) That the nonconforming use will not have a significant adverse effect on adjoining property or on the immediate neighborhood; and

b) That the nonconforming use is not likely to evoke public controversy.

ii. An application pursuant to this Section involving only a nonconforming yard may be set for a public hearing in accordance with the same procedures as above, if the Zoning Administrator determines that the public interest requires a hearing.

**2. Supplemental Findings**

In addition to the findings otherwise required by Sec. 13B.2.1. (Class 1 Conditional Use Permit), a Zoning Administrator shall also require and find the following:

a. That reconstruction be commenced within two years of obtaining a permit for demolition and completed within two years of obtaining a permit for reconstruction;

b. That neither the footing nor any portion of the replacement building encroaches into any area planned for widening or extension of existing or future streets; and

c. That the continued nonconforming use of the property or the continued maintenance of nonconforming yards will not be materially detrimental to the public welfare and will not have a substantial adverse impact on or be injurious to the properties or improvements in the vicinity.

## Div. 12.8. LOTS AFFECTED BY ACQUISITION FOR PUBLIC USE

### Sec. 12.8.1. MAINTENANCE AND REPAIR OF EXISTING BUILDINGS ACQUIRED FOR PUBLIC USE

A. Where a building or structure is located upon a lot where a portion is acquired for any public use (by condemnation, purchase, dedication, or otherwise) by any governmental entity, or if all or a part of a separate off-street automobile parking area serving such building or structure is acquired for public use, such building or structure may be maintained, and may continue to be used, maintained or repaired without relocating or altering the same to comply with the area regulations or automobile parking stall requirements of this Zoning Code (Chapter 1A). Further, if such building or structure is partially located upon the area being acquired for public use, it may be relocated upon the same lot or premises or remodeled or reconstructed without observing the required yard adjacent to the new lot line created by such acquisition, and without reducing the number of dwellings to conform to the regulations of the applied Form District and without observing the automobile parking stall requirements of this Zoning code (chapter 1A). the exemptions provided in this Section permit compliance only to the extent that such non–compliance is caused by an acquisition for public use.

B. If only a portion of an existing building or structure is acquired for public use, any new construction, addition, facade modification, site modification, or major renovation of the remainder of said building or structure which was made necessary by said acquisition, shall conform to the provisions of LAMC Chapter 9 (Building Regulations).

Any portion of the building or structure which does not require any new construction, addition, facade modification, site modification, or major renovation by reason of said acquisition shall not be required to be made to conform to the provisions of LAMC Chapter 9 (Building Regulations), unless it would otherwise be required to conform independently of and in the absence of the acquisition of only a portion of the building or structure.

**Sec. 12.8.2. LOT AREA**

If a lot resulting from the acquisition of all or a portion of a lot for public use does not comply with the requirements of the applied Form District, or if a legally existing nonconforming lot is further reduced in size because of such acquisition, the lot may be used, and a building permit shall be issued for any intent permitted in the applied Form District, so long as the lot is not smaller in size or width than 50% of the minimum lot area or lot width required by the applied Form District.

# Technical Modifications Exhibit 12: Project Activities

In order to incorporate clarifications and feedback from the Los Angeles Department of Building and Safety regarding the project activities provisions of the Proposed Draft of the New Zoning Code, the entirety of Sec. 14.1.15. (Project Activities) shall be replaced with the amended version as established below.

## Sec. 14.1.15. PROJECT ACTIVITIES

~~**A. Area of Work**~~

~~Any portion of a lot or building where a project activity occurs, as indicated on the construction documents, is considered part of the area of work. Includes those additional portions of the lot or building where work not initially intended by the owner is specifically required by this Chapter 1A (Zoning Code) or the Building Code.~~

### A. Project

Work involving any of the activities listed in Sec. 14.1.15.B. (Project Activities) below. A project may be composed of one or more project activity. The activities may or may not require a building permit, and may or may not be one application in a series of applications (such as demolition followed by new construction). Each project activity does not necessarily bring the project into full compliance; however, the set of project activities that comprise the project, once completed, shall bring the project into full compliance. The definition of project may be modified by a Community Plan Implementation Overlay or Specific Plan. Typically, more than one project activity will apply to a proposed project (for example, a street-facing addition concealing a portion of an existing building facade includes both new construction and a facade modification).

### B. Project Activities

#### 1. New Construction

Work that includes the construction of a new building or structure on a lot, including an addition or relocation. New construction is any work that includes the construction of a new building or structure, whether structurally detached from existing buildings and structures or structurally attached to an existing building or structure, on a lot. Includes relocation of an existing structure to another location on the lot, or to any other lot. Relocation of an existing structures includes any activity that lifts any portion of the building off of its foundation. ~~Includes work that increases the floor area or the height of an enclosed space within an existing building.~~

#### 2. Major Demolition

Work that includes significant removal or disassembly of a building or structure or portions of a building or structure.

a. Demolition that reduces compliance of the existing building or structure with the requirements of this Zoning Code (Chapter 1A); or

b. Removal of any of the following:

   i. More than 50% of the perimeter wall framing; or

   ii. More than 50% of the roof framing; or

   iii. More than 50% of the structural members.

c. Demolition may affect the facade of a building or structure, in which case it would also be considered a facade modification~~, unless it occurs as part of maintenance and repair~~.

d. Any demolition that does not meet this definition is considered minor demolition, and does not trigger the requirements of this Chapter 1A (although a building permit may be required).

**3. Lot Modification**

Modification of the lot lines of any existing lot, or the division of land as defined in Subdivision Map Act, Section 66424.

**4. Site Modification**

Work including modifications to horizontal site improvements, pedestrian accessways, motor vehicle use areas, bicycle parking, ~~and~~ landscaping, ~~including~~ trees, required screens, outdoor storage areas, mechanical equipment, wireless and broadcasting facilities, waste receptacles, and other site elements. Site modifications also include planting or removing vegetation, fencing or walls, street furniture, lighting fixtures, grading, flatwork, ground mounted signs, and parking lot resurfacing and restriping. Site modifications, such as grading, that expose additional foundation wall or facade areas are considered to be both a site modification and a facade modification.

**5. Facade Modification**

Work including a ~~substantial~~ modification to the exterior envelope of the building.

a. Facade modifications include changes to any of the following:

   i. The facade of a building;

   ii. Wall mounted signs;

   iii. The amount of exterior foundation wall that is exposed above finished grade;

   ~~iii~~iv. An architectural element (including a balcony, porch or deck) attached to the facade; ~~or~~

v. Exterior wall finish materials on an applicable facade area in a Character Frontage district; or

~~i~~v. The roof of a building in a Character Frontage.

b. Facade modification includes any change to a facade that involves a change or modification of the existing design, outward appearance or applicable zoning requirements ~~goes beyond the definition of maintenance and repair~~.

c. In an Historic Preservation Overlay Zone, facade modification includes change of the exterior paint color.

**6. Use Modification**

A change in use or a modification of the area designed and intended for a specific use from the previously approved uses and use areas.

a. Use modification includes a change in the permanent use of any portion of a building or lot from one of the uses defined in Div. 5C.1. (Use Definitions) to another.

b. Use modification does not include any uses requiring event-based permission from the City. For these uses, see Sec. 14.1.15.7. (Temporary Use).

c. Use modification includes the expansion of floor area or lot area dedicated to a use (Div. 5C.1.) or an increase in the intensity of a use, such as an increase in seating capacity or the number of persons in care.

**7. Temporary Use**

Use of a building or lot with any use (Div. 5C.1.) for an event-based permission requiring a license from the City. The event shall be for a specified and limited period of time, but may be recurring.

~~**8. Major Renovation**~~

~~Modification of the interior of any building or structure that does not expand the building or structure, but includes more than 50% of the floor area of any story of the structure, not including the basement. Major renovation does not include interior modifications to meet fire, life safety, and handicapped requirements, regardless of the amount of floor area included.~~

**~~9~~8. ~~Minor~~ Renovation**

Modification to the interior of any building or structure, including the basement, that does not expand the building or structure~~, provided that the modification does not include more than 50% of the floor area of any story or the basement of the structure. Minor renovation includes interior modifications to meet fire, life safety, and handicapped requirements, regardless of the amount of floor area included~~.

**~~10~~9. Maintenance & Repair**

Work ~~done to correct the deterioration, decay of, or damage to, any part of a building, structure, or lot,~~ that does not qualify as a site modification, facade modification or new construction, and does not impact ~~involve a change or modification of the existing design, outward appearance, or~~ the project's ability to meet any applicable zoning requirements. ~~Inkind~~ Replacement of deteriorated or damaged parts of a building is considered maintenance and repair; however, in a Character Frontage or Historic District Overlay Zone, replacement must be in-kind (with the same material type, design, dimension, texture, detailing, and exterior appearance). Maintenance and repair includes repair of site components such as parking lots or landscaping.

**Item No. 7**

# Department of City Planning

City Hall, 200 N. Spring Street, Room 272, Los Angeles, CA 90012

September 22, 2021

TO: City Planning Commission

FROM: Craig Weber, Principal City Planner

**TECHNICAL CORRECTION TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. CPC-2017-432-CPU; CPC-2014-1582-CA; CEQA: ENV-2017-433-EIR**

The following technical correction is to be incorporated into the staff recommendation report to be considered at the City Planning Commission meeting of Thursday, September 23rd, 2021 related to Item No. 07 on the meeting agenda. The correction is additional to the technical corrections/modifications issued on September 21, 2021 and relates to the Supplemental Staff Recommendation Report dated August 26, 2021.

Added text recommended for adoption is shown in underline.

Addition of a Recommended Action (7. c.) omitted in error under Item 7 within the Supplemental Staff Report dated August 26, 2021:

7. Approve and Recommend that the Mayor approve and the City Council adopt, pursuant to LAMC Section 11.5.6 and City Charter Section 555, the attached Resolution in Exhibit A to amend the General Plan as follows:
    a. Amend the General Plan Land Use Element and adopt the Plan Boundary Change Map to consolidate the Central City Community Plan area and Central City North Community Plan area into the new Downtown Plan Area as shown in Exhibit A.5, adopt the Downtown Community Plan as shown in Exhibit A.1, and adopt the General Plan Land Use Map for the Downtown Community Plan, inclusive of Symbols, Footnotes, and Corresponding Zone and Land Use Nomenclature as shown in Exhibit A.3, and the General Plan Land Use Change Maps and Matrices as shown in Exhibit A.4.
    b. Amend the Mobility Plan 2035 to reclassify selected streets and Enhanced Networks, as shown in Exhibit A.7.
    c. [ADDED] <u>Amend the Citywide General Plan Framework Element, as shown in Exhibit A.6.</u>