
Los Angeles City Planning

DOWNTOWN Community Plan

Draft Plan - Adoption Pending

CPC Recommendation Draft Summer 2022

Approved by City Planning Commission September 23, 2021
CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR; CF 22-0617

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Chapter 1

INTRODUCTION & COMMUNITY PROFILE

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READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

Goals

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g. LU Goal 1).

Policies

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU 1.1).

Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 5 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

The Downtown Community Plan envisions a **sustainable, equitable, and inclusive** future for Downtown.

A strong core is important to the health of the City. This Plan will promote a dynamic, healthy, and sustainable Downtown core that is well connected to and supports the City of Los Angeles and the region.

This 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 Plan focus on continuing Downtown’s remarkable renaissance and promoting it as a **center of innovation** in the public and private realms. This 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**. Acknowledging an unjust history and current conditions, the programs and policies proposed in this Plan aim to begin the process of equitably meeting the needs of various stakeholder communities in the plan area and reduce racial disparities, especially those unequally present in indigenous, historic cultural communities, low-income communities, and communities of color. These strategies promote the physical development of Downtown; **improve access to jobs, open space, services, and cultural resources; and provide housing for all people and income levels.**



Images: Metro, Shutterstock, LADOT

BACKGROUND AND RELATIONSHIP TO THE OTHER PLANS

Since the previous Plan updates in 2000 and 2003, Downtown has grown by approximately 26,000 people and continues to accommodate a significant portion of citywide residential and commercial growth. Guiding that growth in a thoughtful manner toward the most transit-served areas will be crucial to achieving and maintaining equitable economic prosperity. California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities.

This Plan provides strategies to promote compact development and increase mobility options by planning for more jobs, housing, and amenities in close proximity to transportation resources and each other.

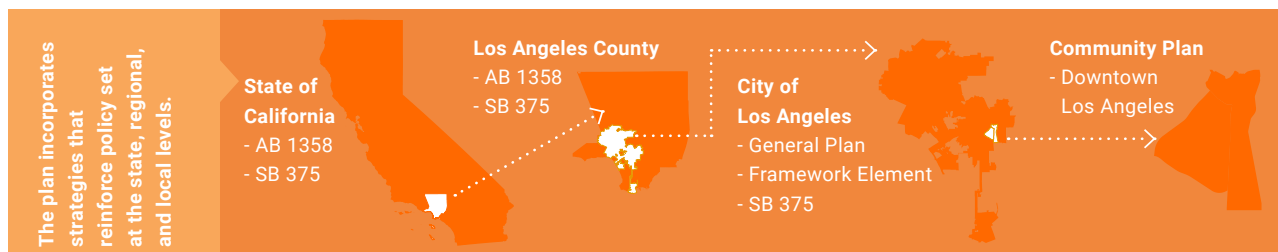
The Downtown Community Plan constitutes one of thirty-four plans that comprise the City's General Plan Land Use Element. Including a number of Elements, such as Framework, Mobility, Open Space, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of its land, the design and character of buildings and open spaces, the conservation of existing and provision of new housing, and the provision of supporting infrastructure are specifically guided by the General Plan Land Use Element.

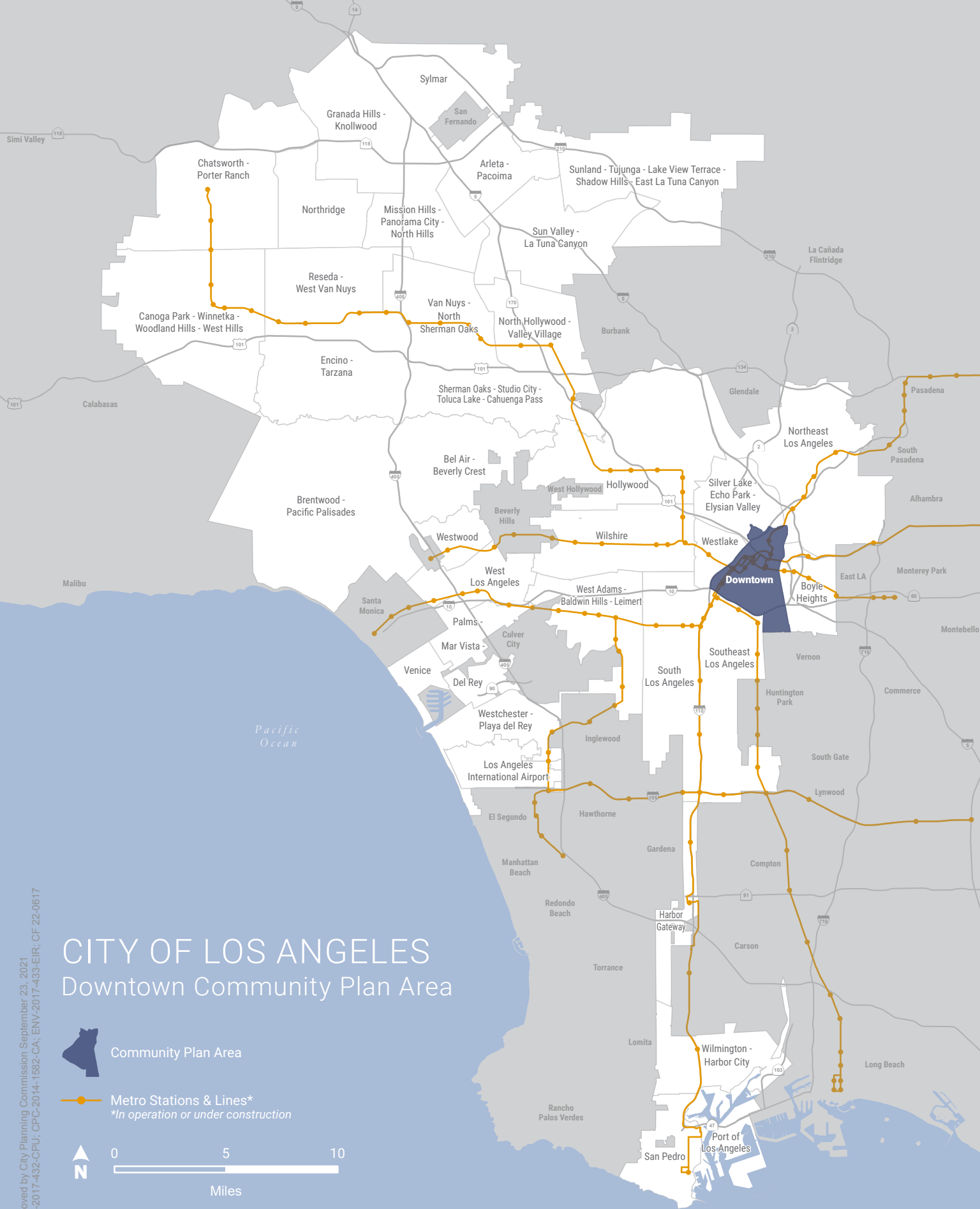
In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that establishes how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements.

The Framework is focused around seven guiding principles: grow strategically; conserve existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The development pattern described in the Framework Element provides direction and guidance for Downtown's continued evolution, accommodating the highest development densities in the City and functioning as the principal transportation hub for the region. The growth strategy emphasizes the expansion of new housing opportunities and services within Downtown and capitalizes on the diversity of the City's population. Further discussions regarding the relationship between the Downtown Community Plan and the City's General Plan can be found in Appendix A.

The Community Plan's importance lies in its ability to shape positive community change and foster sustainable land use patterns while balancing the character of the community with citywide policies and regional initiatives. The process of developing the Downtown Community Plan was a multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.





CITY OF LOS ANGELES

Downtown Community Plan Area



Community Plan Area



Metro Stations & Lines*
*In operation or under construction



COMMUNITY PROFILE

The Downtown Community Plan Area is the historic homeland of the Tongva peoples and the birthplace of Los Angeles. From a small pueblo and agricultural community, to a railroad and manufacturing hub, to a commercial and cultural capital, Downtown represents the heart of the Los Angeles region.

Today, Downtown contains some of the oldest structures of the City and has grown to become a collection of distinctive but interconnected and walkable neighborhoods

that sit at the confluence of the region's growing transportation system. An international center for art, culture, business, and entertainment, as well as a governmental, commercial, manufacturing and jobs oriented center for the City of Los Angeles and the region, the Plan Area is also home to a growing residential population.

DOWNTOWN TODAY IS:

RICH IN HISTORY

There are **190 Historic Cultural Monuments**, and **4 Designated Historic Districts** in Downtown.

WELL CONNECTED BY TRANSIT

The City's Rail Infrastructure Converges in Downtown **40% of all Metro Rapid Bus Lines** serve Downtown.

A GROWING RESIDENTIAL COMMUNITY

Since 2010, Approximately **15,000 Units** Have Been Added in Downtown.

A CLUSTER OF INDUSTRIES

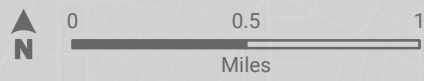
Downtown Represents **1% of the Land Area** and **12% of the Jobs** Within the City of Los Angeles.

The Top Job Industries in Downtown Are **Professional, Scientific & Tech Services, Retail Trade, and Public Administration.**



Downtown Community Plan Area

- Open Space
- Libraries
- Public Schools
- M Metro Stations & Lines
- M Metro Stations & Lines (Under Construction)



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GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Downtown Community Plan



**ACCOMMODATE
ANTICIPATED GROWTH IN
AN INCLUSIVE, EQUITABLE,
SUSTAINABLE, AND
HEALTHY MANNER**

- Concentrating growth near transit
- Identifying strategies for inclusive growth
- Promoting infill development
- Elevating design expectations

**SUPPORT AND SUSTAIN
DOWNTOWN'S ONGOING
REVITALIZATION**

- Promoting innovation for decades to come
- Creating well-designed buildings that continue to develop the skyline
- Celebrating history, culture, community, and the arts
- Reinforcing Downtown as a destination

**REINFORCE DOWNTOWN'S
JOBS ORIENTATION**

- Encouraging synergy through a greater mix of uses
- Identifying locations where commercial activity is preferred
- Establishing locations with a baseline of productive uses
- Creating a job sanctuary

**GROW AND SUPPORT THE
RESIDENTIAL BASE**

- Expanding areas where housing is allowed
- Intensifying housing where appropriate
- Allowing a full range of housing options
- Expanding areas for adaptive reuse and conversion to joint live/work



PROMOTE A TRANSIT, BICYCLE, AND PEDESTRIAN-FRIENDLY ENVIRONMENT

- Prioritizing pedestrian safety and human comfort
- Improving connectivity and internal circulation within Downtown
- Increasing dedicated bike infrastructure
- Expanding transit service
- Eliminating parking minimums and managing parking effectively

STRENGTHEN NEIGHBORHOOD CHARACTER

- Reusing, protecting and preserving existing structures that characterize unique urban development patterns
- Supporting streets that encourage community and human interaction
- Developing a palette of regulations and design guidelines that reinforce distinct places

CREATE LINKAGES BETWEEN DISTRICTS

- Finding opportunities within a community benefits program for the development of new publicly accessible open space
- Requiring high quality streets and pedestrian linkages
- Treating the streets as Downtown's living room
- Encouraging places for people to gather and interact

CREATE A WORLD-CLASS PUBLIC REALM

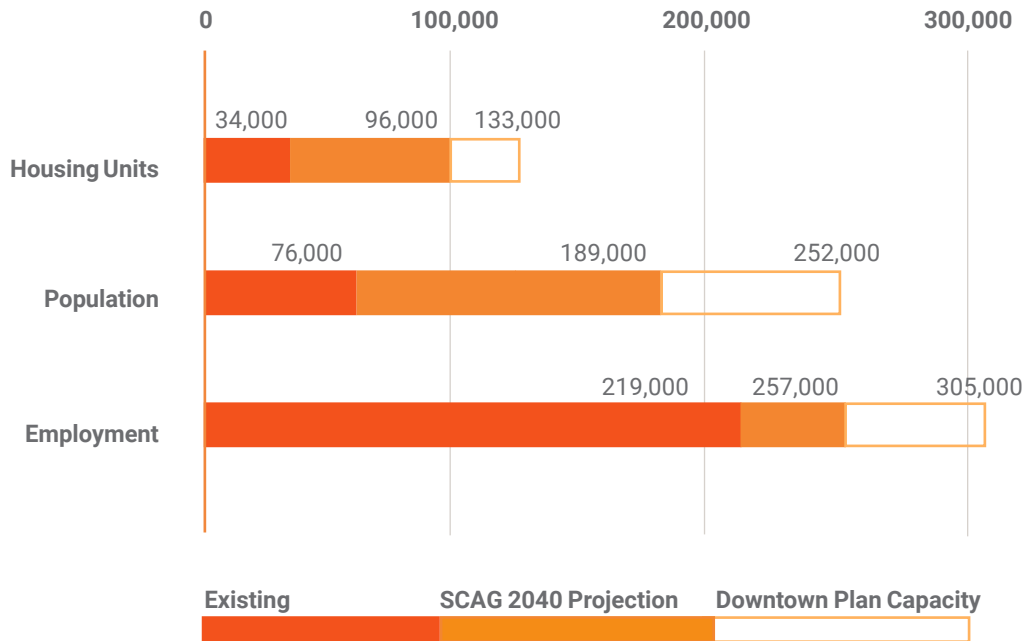
- Supporting the development of catalytic major public realm improvements
- Promoting sustainable public realm improvements
- Encouraging the development of high quality publicly accessible open spaces
- Supporting the development of nontraditional open spaces
- Ensuring that open space, recreation, and park spaces are well-maintained

TRENDS AND PROJECTIONS

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region’s anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region.

The City must then accommodate, or create the “capacity” for these projected levels of population, housing, and employment through its Community Plans. SCAG’s 2040 population and housing forecasts for Los Angeles’ Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



*Plan capacity is the reasonable expected development anticipated to occur as a result of the proposed Plan by the Plan’s horizon year.

GENERAL PLAN LAND USE DESIGNATIONS CREATING DOWNTOWN PLACES

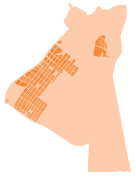
General Plan Land Use Designations express a variety of goals, policies, and allowed zoning tools to support each condition. The proposed General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

Description

Transit Core

518
Net Acres

16%
of Plan Area



Transit Core areas are 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. The residential density of the Transit Core is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 10.0-13.0.

Traditional Core

127
Net Acres

4%
of Plan Area



Traditional Core areas have a time-honored urban development pattern and a collection of historically-significant buildings. The building form ranges from Moderate-Rise to High-Rise. 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. The residential density of the Traditional Core is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 8.5-13.0.

Community Center

259
Net Acres

8%
of Plan Area



Community Centers 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 to Moderate-Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density is limited by floor area. In the Downtown Plan this land use Designation has a max FAR range of 3.0-8.5.

Description

Hybrid Industrial

423

Net Acres

13%

of Plan Area



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 to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-6.0.

Markets

325

Net Acres

10%

of Plan Area



Markets are bustling centers of commercial activity, each with its own mini-economy of specialized commercial uses, including wholesale. The building form generally ranges from Mid-Rise to Moderate-Rise. Adaptive-reuse and rehabilitation of structures and warehouses maintain the built environment and support sustainable development. Uses also include retail, limited housing, and goods movement activities. The residential density is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-8.0.

Villages

83

Net Acres

3%

of Plan Area



Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form is Low-Rise to Mid-Rise. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas. The residential density is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-6.0.

Medium Neighborhood Residential

100

Net Acres

3%

of Plan Area



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. The building form is Low-Rise and buildings are typically oriented toward the street. The residential density of Medium Neighborhood Residential is limited by floor area. In the Downtown Plan this land use designation has a max FAR of 3.0.

Description

Production

557

Net Acres

17%

of Plan Area



Production areas preserve and sustain industrial activity while serving as a regional jobs base. The building form ranges from Very Low-Rise to Mid-Rise. Site layout and development in these areas are flexible to accommodate goods movement, loading, and distribution needs. Uses include heavy industrial and evolving and innovative industries, such as light assembly and manufacturing, clean technology, incubators, and research and development facilities. In the Downtown Plan this land use designation has a max FAR range of 3.0-4.5.

Open Space

214

Net Acres

7%

of Plan Area



Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. Open Space is characterized by Very Low-Rise, Low-Rise, and Mid-Rise Form Districts. The Open Space designation does not allow residential uses. In the Downtown Plan this land use designation has a max FAR of 1.5.

Public Facilities

430

Net Acres

13%

of Plan Area



Public Facilities areas serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form varies in size and structure, ranging from Low-Rise to High-Rise, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis. In the Downtown Plan this land use designation has a max FAR range of 3.0-13.0.

Public Facilities - Freeways

197

Net Acres

6%

of Plan Area



Public Facilities-Freeways comprises land dedicated to freeways that exist within the Plan Area, including storage and parking uses, that is owned by the California Department of Transportation (Caltrans).



Chapter 2

LAND USE & URBAN FORM

The land use and urban form strategies in this chapter establish and celebrate a range of Downtown Places. While the Plan promotes a vision for each place, the range of Downtown places together form a complete community - one that is an economic and cultural center and the civic heart of Los Angeles, with a growing residential base.

This chapter defines goals and policies for the Downtown Places that characterize the Community Plan area, including: Transit Core, Traditional Core, Community Center, Public Facilities, Hybrid Industrial, Markets, Villages, Production, and Medium Neighborhood Residential places, as well as Plan area-wide goals and policies for land use, urban form, housing, economic development, historic preservation, health, and sustainability. Together, these goals and policies envision a sustainable, equitable, and inclusive Downtown.

The identification of Downtown Places helps to apply goals and policies for areas within Downtown that have similar physical and functional characteristics. Among each Downtown Place are neighborhoods, each with its own history and built environment. A neighborhood description and policies for each follow the Downtown Place to which it most closely relates.

Planning for variation of scale, character, housing options, and mix of uses will accommodate projected growth while maintaining the qualities that make each Downtown place unique. Additionally, this ensures that growth is planned sustainably and that the built form will continue to flexibly accommodate a changing environment.

DOWNTOWN WIDE GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long term vision for land use, growth and development in each community of Los Angeles. Land use planning can address an expansive range of interrelated topics that shape the quality of life within a community, including access to employment opportunities, housing options, services, amenities and transportation options, as well as environmental and economic sustainability.

The policies in the following section articulate a Downtown-wide strategy for land use planning that will accommodate projected growth while celebrating and reinforcing Downtown's unique places by encouraging the highest intensity development and most expansive mix of uses in areas that are served by high-frequency transit service, promoting flexibility, and supporting a high-quality built environment.

HOUSING AND COMPLETE NEIGHBORHOODS

This Plan envisions a community in which residents can both live and work, and have access to the retail and services needed on a daily basis.

To achieve this, policies emphasize the creation of housing that is safe, livable, and affordable to a full range of income levels. The Plan expands areas where housing is allowed, intensifies development where appropriate, and expands areas where adaptive reuse of structures into housing is permitted.

Plan policies recognize that communities are built on foundations that extend beyond the walls of our homes. A high-quality public realm with safe physical connections to a variety of experiences and activities makes Downtown an attractive place to work and visit, as well as to live.

Finally, the Plan seeks to create a balance between housing and jobs in Downtown, providing the opportunity for people to live and work in proximity to one another. This can reduce driving and congestion, provide stability for residents, and promote an improved quality of life.

LU GOAL 1

A SUSTAINABLE, INNOVATIVE, AND DIVERSIFIED DOWNTOWN FOR ALL THAT OFFERS A FULL RANGE OF OPPORTUNITIES AND EXPERIENCES.

LU 1.1

Ensure the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.

LU 1.2

Create zoning tools to provide for a racially, socially, and economically inclusive Downtown through a range of housing and employment options.

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 1.4

Support the expansion of uses that provide access to arts, culture, and entertainment for people throughout the region.

LU 1.5

Facilitate public community events and outdoor recreation in Downtown’s underserved communities by reducing administrative and financial challenges such as permitting fees and processes.

LU 1.6

Encourage enhanced accessibility and amenities for children, seniors, and special needs populations in housing developments.

LU 1.7

Support the creation of new social services sites in high need areas within Downtown that are linked to parks, community centers, and transit stops.

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 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 2.8

Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance (RSO) in support of no net loss of affordable units.

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 2.10

Promote equitable development and inclusive growth that avoids displacement of those vulnerable to homelessness and prioritizes the needs and rights of extremely low and deeply low-income populations.

LU 2.11

Encourage an increase in resources for tenants’ rights education, enforcement, and protections, including training, education, legal representation, RSO monitoring and enforcement, and tracking of evictions and tenant buyout agreements in RSO units.

LU 2.12

Encourage increased enforcement of Ellis Act notice requirements and re-rental restrictions and identify programs and resources to strengthen right of return and provide new affordable housing opportunities for households displaced by Ellis Act evictions.

LU 2.13

Support tracking and monitoring of existing covenanted affordable housing units and RSO units and seek to recover any lost to increase the baseline of affordable units in Downtown.

LU 2.14

Support the production and maintenance of public reports on the inventory of condominium conversions and Ellis Act evictions, demolitions, and tenant buyout agreements.

LU 2.15

Support the retention of residential units by discouraging demolition of existing buildings unless all necessary building permits have been issued for new construction on the site.

LU GOAL 3

ACCESSIBLE, HEALTHY, AND SAFE HOUSING OPPORTUNITIES AFFORDABLE TO LOWER INCOME HOUSEHOLDS.

LU 3.1

Recognize additional housing unit options to accommodate a variety of household sizes, including larger households, such as those with children, multigenerational living, and special needs populations.

LU 3.2

Facilitate the preservation of existing residential units, and avoid displacement of current Downtown residents.

LU 3.3

Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, and recreational facilities.

LU 3.4

Disaggregate the cost of parking from the cost of housing and eliminate residential parking requirements to allow flexibility and reduce the cost of housing.

LU 3.5

Support community land trusts as a tool for producing affordable housing options.

LU 3.6

Coordinate with nonprofits and community-land trusts to take advantage of off-site acquisition options.

LU 3.7

Promote building design that supports the mental and physical health of 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.

LU 3.10

Support the training of tenants, property owners, and property managers on tenants' rights to live in habitable housing and the health effects and management of environmental hazard exposure, such as lead and asbestos, to prevent tenant exposure. Include programs to monitor environmental hazard exposure and ensure tenants receive meaningful relocation assistance and compensation.



LU GOAL 4

A DIVERSITY OF HOUSING OPTIONS THAT SUPPORTS THE CO-LOCATION OF HOUSING WITH A RANGE OF USES.

LU 4.1

Balance housing and employment uses to encourage vibrancy and reinforce Downtown as a community, as well as a destination.

LU 4.2

Find opportunities to create affordable housing options for those that work in Downtown.

LU 4.3

Promote shared on-site amenities, including usable open space in new development projects.

LU 4.4

Encourage the co-location of schools, childcare facilities, and additional community services with housing and office uses.

LU 4.5

Encourage the creation of residential buildings that can be adaptable over time to accommodate changes in unit types, sizes, living arrangements, and a mix of uses.

LU 4.6

Incentivize the creation of housing options that are affordable to and occupied by lower income households, especially housing at the deepest levels of affordability, near transit.



LU GOAL 5

ACCESS TO SAFE, AFFORDABLE HOUSING AND SERVICES FOR PEOPLE EXPERIENCING OR AT RISK OF EXPERIENCING HOMELESSNESS.

LU 5.1

Support efforts and opportunities to increase funding for new social services sites that are linked to public spaces such as parks, plazas, community centers, and transit stops.

LU 5.2

Encourage the creation of new public health infrastructure, such as rest stops with hygiene services including showers, restrooms, and cold drinking water, charging stations, and public wireless internet, along with social services outreach, in spaces that are publicly available.

LU 5.3

Prioritize the development of permanent supportive housing and affordable housing at extremely low and deeply low-income levels for residents transitioning out of supportive housing.

LU 5.4

Ensure a range of supportive housing types and services to meet the needs of populations vulnerable to, or currently experiencing, homelessness, including but not limited to communities of color, immigrant communities, women, LGBTQIA+, youth, students, families with children, seniors, veterans, and those formerly incarcerated.

LU 5.5

Promote diverse and equitable distribution of uses that contribute to a community's well being. Limit uses detrimental to the health and welfare of the community due to nuisance or overconcentration of uses, such as off-site alcohol sales, that are incompatible in neighborhood context to avoid negative impacts to the neighborhood.

LU 5.6

Encourage greater use of the City's revocation process to close down serious public nuisance alcohol sales outlets involved in repeated alcohol sales violations.

LU 5.7

Provide a high level of outreach targeted toward people experiencing homelessness to inform them of their rights and opportunities to move into permanent housing with appropriate support services.

ECONOMIC DEVELOPMENT

Fostering the development and vigor of Downtown’s employment base and providing for the economic security and comfort of Downtown’s residents are efforts that reinforce one another. Each plays a part in encouraging both economic opportunity and economic equity. As such, economic development encompasses more than fiscal growth, but also economic inclusiveness and sustainability.

The following section includes economic development goals emphasizing the need for a broad-based economy that fosters a diversity of industry sectors from advanced manufacturing to creative office.

Policies address this by establishing locations that maintain a baseline of productive and job-generating floor area, and creating areas that prioritize employment and production activities. Policies identify the power of partnership between educational institutions and local employers, to offer workers in a range of industries a promising entry into the workforce. This section further calls for expanding the areas where a mix of employment and other uses are permitted; creating a balance of jobs, housing, and other uses to promote prosperity across Downtown.

LU GOAL 6

A BROAD-BASED ECONOMY THAT LEVERAGES DOWNTOWN’S CENTRAL LOCATION, LAND USE MIX, AND INFRASTRUCTURE TO FOSTER A DIVERSITY OF INDUSTRY SECTORS AND BUSINESS SIZES.

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 6.4

Support efforts to expand Convention Center business and position the City to host world class events like the Olympic Games.

LU 6.5

Support Specific Plans or other master planning efforts on multi-acre or phased development sites to facilitate the creation of alternative public benefits such as infrastructure improvements.

LU GOAL 7

A CENTER OF WORLD-CLASS INNOVATION, ENTREPRENEURSHIP, AND NEW MARKETS THAT REFLECT AND STRENGTHEN THE CULTURAL DIVERSITY OF DOWNTOWN.

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 7.6

Encourage art production and exhibitions spaces that are accessible and affordable to community based artists.

LU 7.7

Support community ownership of creative space, including incubators, studio space, and art production and exhibition space.

LU 7.8

Encourage mixed-use and commercial developments to provide commercial spaces conducive to community-serving small businesses and business incubation.

LU 7.9

Encourage the development of new commissaries and commercial kitchens, as a new or accessory use, to support low-income street vendors in accessing permits and sustaining their business.

LU 7.10

Support existing neighborhood stores (i.e. mom-and-pop shops) that support the needs of local residents, are culturally relevant, and create a stable economic environment.

LU GOAL 8

AN ECONOMY THAT IS RESILIENT TO MARKET CHANGES AND EVOLUTION.

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.

LU 8.5

Support the creation of technical assistance programs for low-income entrepreneurs and community-serving small businesses such as signage, storefront design, construction, lease review, business development services, and legal services.

LU 8.6

Facilitate the protection of existing markets and swap meets that provide low-income entrepreneurship opportunities and offer affordable and/or culturally significant retail opportunities.

LU 8.7

Incentivize mixed-use and commercial developments to provide long-term leases and reduced rent to community-serving small businesses to prevent the displacement of community-serving small businesses as a result of new development.

LU GOAL 9

AN ENVIRONMENT CHARACTERIZED BY EQUITY AND ECONOMIC OPPORTUNITY.

LU 9.1

Improve economic opportunity through local hiring, living wage provisions, job resource centers and job training, and supporting workforce development programs and partnerships.

LU 9.2

Increase the availability of resources and programs to support existing small businesses, new business startups, and local entrepreneurs.

LU 9.3

Expand opportunities and resources for low-income microentrepreneurs to establish business enterprises and contribute to the Downtown economy.

LU 9.4

Identify strategies to increase opportunities for community-serving small businesses and social enterprises to secure procurement contracts from new development projects.

LU 9.5

Support programs that make long-term commercial leases and rent subsidies available to community-serving small businesses, prioritizing businesses owned by lower-income or moderate-income residents.

LU 9.6

Cultivate a prosperous and complete community in Downtown that provides an opportunity for local employees in all sectors to live and work in close proximity.

LU 9.7

Expand access to employment opportunities with improved physical connections to and within Downtown and expanded transit service to employment districts.

LU 9.8

Facilitate the location of extension and satellite educational campuses within Downtown.

LU 9.9

Encourage mixed-use and commercial development to provide retail spaces conducive to community serving small businesses and business incubation.

LU 9.10

Support street vending to increase access to economic opportunity and healthy food, and reinforce Downtown's active street life.

LU 9.11

Expand opportunities and resources for low-income microentrepreneurs to establish business enterprises and contribute to the Downtown economy.

LU 9.12

Foster opportunities for individuals facing barriers to employment, including persons experiencing homelessness, single parents, persons receiving public assistance, persons without a GED or high school diploma, persons with a criminal record, and veterans.

URBAN FORM

The design of the built environment guides the way that pedestrians and users experience their communities. Downtown contains a spectrum of forms that express the cultural, historic, and functional characteristics of its many neighborhoods. This urban fabric has helped to shape Downtown's identity as a walkable, compact, and active place.

The Plan envisions a Downtown that supports its legacy forms, while elevating the standard of design for new development and encouraging innovation. The Plan seeks to guide building and site design in a manner that facilitates pedestrian connectivity and ensures that the built environment can support vibrant, urban street life.

LU GOAL 10

DEVELOPMENT PATTERNS THAT CREATE A CONNECTED AND SEAMLESS EXPERIENCE WHILE REINFORCING THE IDENTITY OF DOWNTOWN'S SPECIAL PLACES.

LU 10.1

Strategically concentrate the highest densities and intensities within the Plan area to respond to historic development patterns and match infrastructure investment.

LU 10.2

Reinforce the distinct qualities of each neighborhood, and ensure that growth complements and is compatible with existing character and historic resources; and supports community needs.

LU 10.3

Plan for a connected network of districts that together provide a full range of services and amenities to support workers, residents, and visitors Downtown.

LU 10.4

Support infill development that responds and contributes to neighborhood character.

LU 10.5

Encourage building design in transitional areas that complements and bridges the character of adjacent districts for more seamless transitions.



LU GOAL 11

AN URBAN FORM THAT CONNECTS PEOPLE AND PLACES AND CREATES A WALKABLE ENVIRONMENT.

LU 11.1

Require active ground floors and street frontages that improve walkability and connectivity, especially between transit stations and nearby destinations.

LU 11.2

Encourage development that is well integrated with the public realm to create an inviting urban environment.

LU 11.3

Incentivize the inclusion of paseos through large sites to improve pedestrian access.

LU 11.4

Encourage building design that connects and orients people toward destinations and activity centers.

LU 11.5

Prohibit pedestrian bridges unless they are necessary to provide access to public buildings, address physical constraints, or provide safe linkages between institutional buildings such as hospitals and schools.

LU 11.6

Require that pedestrian bridges minimize visual impacts, be architecturally integrated into building design, connect with public entrances, incorporate lighting and directional signage, and include maintenance and safety programs.

LU 11.7

Limit the impact of pedestrian bridges on public streets and infrastructure below them and incorporate improvements to public streets.

LU 11.8

Promote compact development and encourage walking, biking, and transit use by encouraging no or minimal parking, when possible.

LU 11.9

Encourage underground parking, when provided, to increase the amount of above grade building square footage dedicated to active uses and to improve the pedestrian environment.

LU 11.10

Wrap with active uses or fully screen with architectural features above grade parking in mixed use, residential, or commercial developments to enhance the pedestrian environment.

LU 11.11

Line the ground floor of stand-alone garages with active uses and require that upper levels be screened to increase street life and pedestrian activity, and improve the aesthetic quality of buildings and neighborhoods.

LU 11.12

Ensure that signs contribute positively to the urban fabric, complement neighborhood character, and are oriented towards pedestrians.

LU 11.13

Consideration of new sign districts should be limited to entertainment focused areas with regional draws.

LU 11.14

Discourage hostile architecture and other urban design elements that prevent inclusive and equitable use of public space.



LU GOAL 12

A BUILT ENVIRONMENT THAT IS SUSTAINABLE AND ADAPTABLE OVER TIME.

LU 12.1

Anticipate the evolution of land use needs to support a greater diversity of activity by facilitating new development that is flexible and can accommodate changing uses over time.

LU 12.2

Encourage efficient building techniques and sustainable materials to guide lasting development that minimize adverse effects on the environment.

LU 12.3

Encourage flexible parking structure design to facilitate possible future conversion of parking areas to active uses and create zoning flexibility to allow by-right conversion in the future.

HISTORIC AND CULTURAL RESOURCES

The following section includes goals and policies that call for the continued presence and enhancement of Downtown's historic resources.

As the birthplace of the City, Downtown has developed a rich heritage that is reflected in its neighborhoods, institutions, art, community, and culture. Another key component of Downtown's legacy is its buildings. The built environment mirrors the waves of development and change in arenas such as architecture, transportation, social history, politics, industry, and entertainment. As the community and built environment evolve, it is important to preserve this heritage and the history that accompanies it to maintain a sustained sense of place and expression of Downtown's distinct past.

Policies address this by calling for the preservation and restoration of Downtown's historic resources, strengthening the visibility of these assets, and encouraging institutions and organizations to coalesce in an effort to make these histories publicly accessible.



LU GOAL 13

AN ENVIRONMENT CHARACTERIZED BY A RICH COLLECTION OF HISTORIC BUILDINGS, SITES, AND RESOURCES.

LU 13.1

Protect and support the rehabilitation of historic resources designated at the local, state, or national level.

LU 13.2

Incentivize the preservation, rehabilitation, and adaptive reuse of one of the largest and most distinguished stock of historic buildings in the United States for a variety of uses.

LU 13.3

Prevent the unnecessary loss of resources of historic significance, special character, cultural, or social significance.

LU 13.4

Support existing and future policy that is intended to enhance, restore and activate resources eligible for listing on local, state, or national registers, including through the use of Survey LA, the Los Angeles Historic Resources Survey, and other City recognized surveys.

LU 13.5

Encourage incorporation of existing buildings in new development as feasible and appropriate.

LU 13.6

Administer the allocation of the Arts Development Fee Credits in coordination with community-based organizations and artists and engage community residents in the development of the Final Art Plan.

LU GOAL 14

HISTORIC RESOURCES ARE HIGHLIGHTED AND RECOGNIZABLE.

LU 14.1

Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.

LU 14.2

Support local institutions' and organizations' efforts to advocate for, educate, and share the legacy of historic and cultural resources.

LU 14.3

Support existing and future efforts that are intended to enhance, restore, and activate historic resources.

LU 14.4

Promote community participation and input in cultural and historic preservation efforts.

LU 14.5

Partner with community organizations and local residents to identify and protect cultural resources and assets.

LU GOAL 15

AN EVOLVING DOWNTOWN COMMUNITY THAT MAINTAINS A POSITIVE CONTINUITY WITH THE PAST.

LU 15.1

Ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources.

LU 15.2

Retain the integrity of historic resources, while achieving a balance between preservation and the need to accommodate housing and jobs in Downtown.

LU 15.3

Preserve and promote the distinct qualities and features of historically and culturally significant neighborhoods and communities.

LU 15.4

Encourage innovative design that creates the preservation-worthy buildings of the future.

LU 15.5

Support efforts to preserve and restore the rich inventory of culturally significant murals and public art found throughout Downtown.

LU 15.6

Encourage new development to incorporate culturally relevant and community-driven public art along building facades and in outdoor areas.

WELLNESS AND SUSTAINABILITY

The policies included in this Plan lay the foundation to support healthier communities through a strategy that directs growth in a sustainable manner. The Plan calls for efficient use of land that supports walking, bicycling, and access to transit, reducing energy consumption, and fostering environments for active and passive recreation. This Plan envisions a Downtown that is comfortable, accessible, and safe for all as it continues to grow and thrive. In addition, it is important to incorporate design, infrastructure, and services that can remain resilient in the face of changing technologies and climates.

The following section includes goals emphasizing the need for a resilient urban landscape with strategies that consider pedestrian comfort, safety, and wellness of residents, workers, and visitors, while responding to the specific physical and cultural characteristics of each neighborhood.

LU GOAL 16 A SUSTAINABLE ENVIRONMENT THAT SUPPORTS A HEALTHY DOWNTOWN COMMUNITY.

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.

LU 16.2
Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAN.

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 16.4
Facilitate access to affordable, healthy, and fresh food for all Downtown residents and support community serving small businesses that sell affordable, fresh, and culturally relevant foods.

LU 16.5
Encourage the use of native flora that maximizes the capture of pollutants near freeways and industrial facilities.

LU 16.6
Encourage sustainable building design and construction standards that can increase building energy and water efficiency.

LU GOAL 17 A RESILIENT DOWNTOWN.

LU 17.1
Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.

LU 17.2
Seek opportunities to underground utility line infrastructure under sidewalks and public right of way to support disaster preparedness, improve the quality of the urban environment, and reduce barriers to pedestrians.

LU 17.3
Support the expansion and redundancy of utility capacity to accommodate a range of activities over time.

LU 17.4
Support systems that symbiotically reduce waste and capitalize on the multi-functionality of spaces.

LU 17.5
Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in Downtown that can increase local water supply.

LU 17.6
Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.

LU 17.7
Reduce the urban heat island effect by installing cool pavement and cool roofs throughout Downtown.

LU 17.8

Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power 2016 Final Power Integrated Resource Plan (IRP), to improve environmental resilience.

LU 17.9

Support local, regional, state, and federal programs seeking to reduce greenhouse gas emissions, in an effort to minimize pollution sources and to improve air quality.

LU 17.10

Encourage building design that promotes earthquake resilience so that buildings remain usable after earthquakes.

LU 17.11

Identify areas and buildings as resiliency centers for public use during future climate events and other emergencies.

LU GOAL 18

LEGIBLE AND COMFORTABLE SPACES TO ENGAGE IN PHYSICAL ACTIVITY, EXPERIENCE NATURE AND FIND RESPITE.

LU 18.1

Promote a pedestrian environment that enhances thermal and visual comfort and provides opportunities for resting and socializing.

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 18.3

Cultivate urban habitat for animals and plants and increase opportunities to experience nature in Downtown's urban environment.

LU 18.4

Provide space for recreational facilities for the health and enjoyment of Downtown workers, residents, and visitors.

LU 18.5

Encourage trees and architectural elements that provide shade; cooling stations; and seating areas for pedestrians along primary corridors in Downtown.

DOWNTOWN PLACES GOALS AND POLICIES

The General Plan Land Use Designations established by this plan recognize the distinction of Downtown's varied and unique places. These General Plan Designations identify areas of common policy vision in terms of physical built form and the functional uses that differentiate one area from another. These places vary in the height, land use, massing, and feel of the buildings along the street.

This section provides policies that represent a vision for the use of land and configuration of the built environment for each General Plan Land Use Designation. The strategies for each General Plan Land Use Designation implement the Plan's Guiding Principles by including policies that:

- Accommodate anticipated growth through 2040 in an inclusive, equitable, sustainable, and healthy manner while supporting and sustaining Downtown's ongoing revitalization
- Reinforce Downtown's jobs orientation
- Grow and support the residential base
- Strengthen neighborhood character

Within each "Downtown Place" are a range of neighborhoods, each with their own unique identity. Neighborhoods often embody varied characteristics and as such extend across multiple General Plan Land Use Designations. To support the defining characteristics of these neighborhoods and enhance their distinct qualities as they evolve, the Plan provides for an additional more granular layer of neighborhood policies, relating to specific opportunities and concerns, beyond the policies developed for each designation. Following the vision for each Downtown Place, are a series of policies specific to those neighborhoods and districts which are partially or wholly within the related General Plan Designation.

TRANSIT CORE

LU GOAL 19

DENSE CENTERS OF EMPLOYMENT, HOUSING, AND ENTERTAINMENT USES WITH THE HIGHEST INTENSITY OF DEVELOPMENT, WELL-SERVED BY A CONVERGENCE OF MULTIPLE TRANSIT LINES.

LU 19.1

Implement zoning regulations that allow the greatest intensity and density of uses; eliminate barriers and create incentives that ensure maximum development potential, especially of mixed-income and affordable housing, near transit investment and regional attractions.

LU 19.2

Ensure a vibrant mixture of land uses, including office, hotel, retail, residential, cultural, and entertainment, that together reinforce Downtown as the primary center of urban activity in the Southern California region.

LU 19.3

Encourage the redevelopment of underutilized buildings and properties to accommodate demand for housing and jobs that contribute to a vibrant Downtown.

LU GOAL 20

THE PRIMARY ECONOMIC, SOCIAL, AND CULTURAL FOCAL POINT OF LOS ANGELES THAT SERVES THE REGION, STATE, NATION, AND WORLD. A CENTER FOR INNOVATION AND A DESIRABLE PLACE FOR BUSINESSES AND INSTITUTIONS TO LOCATE.

LU 20.1

Promote the preservation, restoration, and adaptive reuse of existing structures and the development of new structures with a diversity of uses and an emphasis on regional office, hotel, and commercial uses.

LU 20.2

Prioritize space for employment, retail, and entertainment uses, supported by an enhanced public realm, to attract and sustain workers.

LU 20.3

Expand the range of incentives to facilitate the adaptive reuse of existing non-residential structures into commercial and hotel uses.

LU 20.4

Reinforce clusters of commercial activity and office uses, and maintain each cluster's predominant activity without losing the essential urban qualities that a mix of uses can provide.

LU 20.5

Recognize and support the cluster of corporate, financial, professional services, and business-related uses.

LU 20.6

Facilitate the development of hospitality serving uses, such as hotels, near cultural, entertainment, and institutional centers with a regional draw, and in close proximity to transit.

LU GOAL 21

A VARIETY OF HOUSING OPTIONS FOR A RANGE OF INCOME LEVELS, SUPPORTED BY SERVICES AND AMENITIES, INTEGRATED INTO A MIXED-USE COMMUNITY.

LU 21.1

Encourage the development and preservation of sustainable and complete neighborhoods, where workers and residents have safe and convenient access to jobs, open space, commercial services, and amenities.

LU 21.2

Create a range of housing options that supports a diversity of housing needs and affordability levels, in a manner that contributes to a resilient community.

LU 21.3

Expand the hours of commercial activity, services, and amenities to support Downtown's residents, workers, and visitors.

LU GOAL 22

DISTINCTLY URBAN NEIGHBORHOODS THAT HAVE THE HIGHEST LEVELS OF PEDESTRIAN ACTIVITY, WELL-DESIGNED BUILDINGS THAT MEET THE SKY TO CREATE AN INTERESTING SKYLINE, AND GROUND FLOORS THAT MEET THE STREET TO CONTRIBUTE TO A VIBRANT PUBLIC REALM.

LU 22.1

Encourage well-designed, intensive development that contributes to a safe and inviting pedestrian realm and includes substantial benefits that reinforce Downtown's character and enhance livability.

LU 22.2

Foster and reinforce a cohesive, pedestrian-friendly, and inviting streetscapes that promote walking, bicycling, and transit use. Encourage the creative infill of landscaped setbacks and inoperative spaces, such as those resulting from inconsistent streetwalls.

LU 22.3

Pursue the implementation of a legible and consistent wayfinding system that guides pedestrians to destinations of interest and transit portals, such as Metro Stations.

LU 22.4

Create new mid-block crossings that provide access to a safe pedestrian network in locations with large blocks and high foot traffic.

LU 22.5

Promote the activation of ground floors of buildings and public plazas with enlivening uses such as kiosks and shops to create a lively urban environment and seamless interaction between private open space and sidewalks.

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 22.7

Develop well-designed towers that include upper floor building design and rooflines that create visual interest and contribute to a distinctive skyline.

TRANSIT CORE NEIGHBORHOOD POLICIES

Financial Core

As the corporate heart of Los Angeles, the Financial Core is home to high-rise offices, residential buildings, hotels, as well as some of the City's most significant destinations and historic buildings.

LU 22.8

Improve pedestrian orientation of the district by seeking consistent 15-foot minimum width sidewalks, active ground floor uses, and streetscape improvements that provide rich and varied pedestrian amenities on Olive and Hill streets.

Bunker Hill

Bunker Hill serves as both a center for office activity and a cultural corridor that integrates commercial and residential uses.

LU 22.9

Encourage an active, walkable environment through building design that incorporates active ground floor uses and streetscape elements that provide an enhanced pedestrian experience.

LU 22.10

Ameliorate past automobile centric form by breaking up large blocks and finding opportunities to connect the street grid.

South Park

South Park is recognized to be a thriving residential mixed-use community, supported by commercial, office, and medical uses integrated into a walkable and transit accessible neighborhood.

LU 22.11

Seek opportunities to adapt alleys into sustainable, safe, inviting, and vibrant spaces that function as publicly accessible open space and pedestrian paths of travel, while accommodating necessary vehicular and loading functions.

LU 22.12

Facilitate efforts to improve transit operations at the Pico Station through signal priority for transit vehicles and grade separation of transit facilities.

LU 22.13

Enhance the role of the Pico station as a portal for regional destinations such as FIDM, the Convention Center, and LA Live through tactics such as enhancing station design, improving First Last Mile connections, and increasing pedestrian safety.

LU 22.14

Advance efforts to develop Hope Street as an enhanced shared street.

Union Station

Union Station is a regional transportation hub, home to local, regional, and national transit providers. As the regional transportation system expands, the Station will continue to evolve as a transit center and a mixed use destination.

LU 22.15

Encourage a mix of uses that intensifies and activates Union Station and surrounding neighborhoods.

LU 22.16

Advance efforts to plan for the future integration of high speed rail and other transit projects, such as the West Santa Ana Branch line and Link US, to reinforce Union Station and Downtown as the hub of regional transit.

LU 22.17

Support the implementation of the ConnectUS Action Plan to improve pedestrian and cyclist linkages between Union Station and surrounding districts.

Convention Center and LASED

The expanded Convention and Exhibition Center is situated on 63 acres close to the Downtown hotel cluster and the Financial Core. Strategically, it is located at the hub of the regional transit system, the Interstate Freeway System, and in relatively close proximity to the Los Angeles International Airport.

GOAL 22

The Staples Arena is located adjacent to the Convention Center. This sports and entertainment complex houses a 20,000 seat arena as well as other entertainment and retail uses. The Los Angeles Sports and Entertainment District Specific Plan (LASED), located immediately east and north of the Staples Arena, provides development regulations and incentives to support a successful and sustainable convention center area, and sports and entertainment district for the City and for the region.

LU 22.18
Support the objectives, policies, and implementation of the LASED.

LU 22.19
Encourage a smooth transition between the LASED and surrounding neighborhoods, with pedestrian connections, and a balance of regional-serving uses nearest the Convention Center and neighborhood-serving uses on the eastern side of the district.

LU 22.20
Support expansion of and improvements to the Los Angeles Convention Center, including streetscape enhancements and existing and future plazas on the site, to foster maximum urban activity and economic impact of the visitor and convention sector.

LU 22.21
Continue to foster the LASED as a twenty-four-hour visitor destination.

LU 22.22
Encourage the development of multi-use facilities and the shared use of facilities and venues that generate year-around activity and provide public access to open space and community amenities.

LU 22.23
Prioritize opportunities for communities of color and locally-owned businesses during Convention Center expansion efforts.

TRADITIONAL CORE

LU GOAL 23

INFILL DEVELOPMENT AND ADAPTIVE REUSE OF HISTORIC STRUCTURES RESPECT THE EXISTING CONDITION OF TRADITIONAL DEVELOPMENT PATTERNS. DEVELOPMENT CONTRIBUTES TO A PEDESTRIAN-FRIENDLY ENVIRONMENT, ACCOMMODATING RESIDENTIAL, ENTERTAINMENT, RETAIL, AND OFFICE USES.

LU 23.1
Create a streamlined process to ensure adaptive reuse of existing structures is the preferred development option.

LU 23.2
Remove prohibitive regulations to ensure maximum use of small or narrow infill sites for contextual new development or use as creative open space.

LU 23.3
Expand the range of uses permitted through adaptive reuse to include commercial reuse that encourages preservation and responds to market changes.

LU GOAL 24

A COLLECTION OF NEIGHBORHOOD SHOPS, AMENITIES, PROFESSIONAL AND CREATIVE OFFICES AND REGIONAL ENTERTAINMENT DESTINATIONS, OFFERING A RANGE OF EMPLOYMENT OPPORTUNITIES.

LU 24.1
Support emerging markets and productive functions, including live/work uses, in existing and new structures.

LU 24.2
Promote nighttime activities and retail to support local employees and make the area attractive for businesses to locate.

LU 24.3
Recognize the importance of the historic building stock to the film industry and facilitate filming activities in these areas.

LU GOAL 25

A VARIETY OF RESIDENTIAL OPTIONS SUPPORTS AN ESTABLISHED, SUSTAINABLE, AND MULTIGENERATIONAL RESIDENTIAL COMMUNITY IN EXISTING AND NEW STRUCTURES.

LU 25.1

Provide space for residential uses, supported by neighborhood-serving amenities.

LU 25.2

Encourage usable outdoor open space that is accessible to the public as part of new development.

LU 25.3

Expand housing unit types and sizes to accommodate a range of lifestyles and household formations.

LU GOAL 26

THE LEGACY OF THE TRADITIONAL CORE IS REINFORCED BY NEW DEVELOPMENT THAT IS WELL-INTEGRATED INTO THE HISTORIC FABRIC.

LU 26.1

The existing built environment will be supported by prioritizing public benefits that favor preservation, renovation and adaptive reuse, and new construction that is responsive to and respectful of traditional building forms.

LU 26.2

Reinforce traditional urban forms through a combination of form regulations and frontage typologies.

LU 26.3

Promote the conversion of targeted alleys into active, recreational, and pedestrian-oriented spaces.

LU 26.4

Encourage the development of a public realm that enhances linkages between major historic landmarks, entertainment attractions, and regional-serving uses.

GOAL 26

TRADITIONAL CORE NEIGHBORHOOD POLICIES

Broadway

The Broadway corridor is home to the highest concentration of historic movie palaces in the world, known as the Broadway Theater District, and a concentration of dynamic retail and entertainment uses. Efforts support the ongoing revitalization of this corridor with activation of vacant buildings and increased nighttime and entertainment uses. Additionally, Broadway functions as a major transit corridor hosting bus, streetcar, and rail connections.

LU 26.5

Encourage the development of visitor-serving and entertainment uses that contribute to an active street life and nightlife.

LU 26.6

Support existing and future revitalization efforts to expand the sidewalk for pedestrian and recreational use, as well as streetscape and landscape improvements in conjunction with major transit expenditures.

Historic Core

The Historic Core has one of the largest collections of historic buildings not just in Downtown Los Angeles, but in the country, with a number of Historic Cultural Monuments, and a National Register Historic District; including the Spring Street Financial District. Characterized by multi-story and elaborately ornamented Beaux Arts facades originally built for banks, financial services, and garment manufacturing, these buildings have been converted to residential lofts, showrooms, and office spaces with active street-level uses.

LU 26.7

Implement zoning regulations that contribute to the distinct, fine-grained commercial activity along the Spring Street and Main Street corridors.

LU 26.8

Focus on the revitalization of Los Angeles Street as a main pedestrian path and retail corridor connecting Little Tokyo and the Fashion District.

COMMUNITY CENTER

LU GOAL 27

COMPLETE NEIGHBORHOODS THAT WELCOME WORKERS AND RESIDENTS.

LU 27.1

Allow for compact development patterns, creating opportunity for small and mid-size businesses and a full range of residential unit sizes.

LU 27.2

Prioritize underutilized lots for reinvestment and redevelopment that anticipates evolution to a greater diversity of industries and jobs.

LU 27.3

Create an inviting environment characterized by dense urban development and activated by a diverse mix of uses to anchor the local ecology of businesses and residents.

LU 27.4

Orient lobbies and primary pedestrian entrances as close to adjacent transit portals as possible, to maximize location and encourage transit use.

LU GOAL 28

AREAS WITH A RANGE OF COMMUNITY-SCALED COMMERCIAL ESTABLISHMENTS AND PROFESSIONAL OFFICES THAT OFFER OPPORTUNITIES FOR SMALL BUSINESSES.

LU 28.1

Foster a wide range of community-serving commercial uses.

LU 28.2

Provide opportunities for new businesses by prioritizing medium- and small-scale establishment sizes.

LU 28.3

Encourage supportive neighborhood commercial uses that cater to local employees and make the area attractive to employers.

LU GOAL 29

ACCESSIBLE RESIDENTIAL COMMUNITIES FOR A BROAD RANGE OF INCOMES AND HOUSEHOLD SIZES WITH INTEGRATED SERVICES AND AMENITIES.

LU 29.1

Promote services and amenities embedded within residential development, that respond to community-identified needs, such as healthy, affordable, and culturally relevant food options, childcare facilities, and neighborhood serving uses.

LU 29.2

Encourage mixed-income and affordable housing in close proximity to transit, jobs, amenities, and services.

LU 29.3

Support the development of housing options that can accommodate a range of household sizes and promote multigenerational living in Downtown.

LU GOAL 30

NEIGHBORHOODS WITH AN INVITING URBAN FORM THAT FOSTERS LONG-STANDING COMMUNITIES.

LU 30.1

Apply form regulations that encourage medium-scale development reflective of the surrounding community.

LU 30.2

Establish connections between common or publicly accessible open spaces to create a seamless pedestrian realm that extends and builds upon existing corridors, and provides key linkages between districts.

LU 30.3

Create strong mid-block pedestrian connections that extend and build upon the existing pedestrian network.

LU 30.4

Improve the public realm and activate ground floors to encourage street life and establish smooth transitions between adjacent neighborhoods.

LU 30.5

Strengthen pedestrian connections to transit facilities and centers of activity with improved signage and wayfinding.

GOAL 30

COMMUNITY CENTER NEIGHBORHOOD POLICIES

Chinatown, Little Tokyo: See Villages

Fashion District: See Markets

Skid Row and Central City East

Skid Row is a unique residential neighborhood that has long served people in need. The community is home to family and social services, permanent supportive housing, single room occupancy hotels, as well as community members experiencing homelessness. There are opportunities to support Skid Row residents and the local community by establishing physical infrastructure capable of facilitating a variety of human services, employment opportunities, housing options, arts and cultural activities, and recreational opportunities.

Central City East is characterized by wholesale, warehousing, and distribution uses, as well as retail and commercial marketplaces.

LU 30.6

Foster a mix of uses that contribute to a livable community that prioritizes lower levels of affordable housing, employment opportunities, daily amenity and service needs, educational and vocational facilities, as well as a variety of public gathering spaces.

LU 30.7

Encourage the creation of a range of housing options, including interim, transitional, permanent supportive housing, and a full spectrum of affordable housing.

LU 30.8

Promote a variety of housing options for the diversity of the Skid Row community, including families, veterans, seniors, women, local workers, and those who benefit from and need access to the area's supportive services.

LU 30.9

Encourage the retention of residential hotels.

LU 30.10

Encourage the enforcement of residential hotel tenant rights through proactive enforcement of the Residential Hotel Ordinance and other protection mechanisms.

LU 30.11

Enhance the public realm, with inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, gathering, and access to public restrooms. Prioritize safe, welcoming, and inclusive design and prevent hostile architecture and exclusionary design.

LU 30.12

Support neighborhood stabilization by promoting local enterprise, local business hiring, and encouraging partnerships with academic institutions and community organizations to develop job training programs.

LU 30.13

Support sidewalk vending as a means to enhance the public realm, create entrepreneurship and economic mobility opportunities, and provide affordable retail in the Skid Row community.

LU 30.14

Encourage new healthy food retail in Skid Row and incentivize Skid Row businesses to accept EBT, and other forms of government assistance for fresh produce.

LU 30.15

Support community arts organizations that help support Skid Row artists and direct resources for opportunities to create art, including live music and theatre.

LU 30.16

Coordinate with residents and community organizations to provide opportunities for daytime activities in the neighborhood with recreational centers, libraries, and managed open spaces with engaging and culturally relevant programming.

LU 30.17

Seek opportunities to meet basic needs by improving sanitation— including public restrooms, hygiene stations, and public water fountains— as part of new development and open spaces.

LU 30.18

Provide 24-hour restroom access and frequent maintenance in all Skid Row parks.

LU 30.19

Develop a comprehensive wayfinding program that identifies the neighborhood and highlights its history and culture and incorporates the work of local artists.

LU 30.20

Target San Pedro, 3rd, 4th, 5th, 6th, and 7th streets for improvements to increase safety, connectivity, and access for the Skid Row community.

LU 30.21

Upgrade basic street infrastructure to a state of good repair, including lighting, signage, pedestrian crossings and roadway markings, curb ramps, and traffic signals, and introduce traffic calming measures like speed humps, speed tables, or raised crossings at intersections and midblocks on the numbered streets in Skid Row and other streets with identified deficiencies or demonstrated history of vehicular speeding or speed-related traffic crashes.

LU 30.22

Devote resources and programmatic support for increased sanitation, hygiene stations, and public health services in Skid Row.

LU 30.23

Recognize the significant role that San Julian Park and Gladys Park serve as public realm assets and symbols of local history. Support efforts to memorialize such assets and sustain their presence in the community through on-going and effective maintenance, community programs, and services.

LU 30.24

Promote public spaces that allow people to gather, recreate, and hold festivals that showcase the history and artistic expression of the Skid Row community. Coordinate with Skid Row community-based organizations to plan and promote festivals, street performances, and community events in Skid Row public spaces. Increase accessibility through streamlining permit application processes.

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.

HYBRID INDUSTRIAL

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 GOAL 34

HYBRID INDUSTRIAL ENVIRONMENTS HAVE DISTINCT VISUAL AND PHYSICAL FEATURES THAT REFLECT AN INDUSTRIAL LEGACY.

LU 34.1

Reuse, protect, and preserve existing structures that characterize the unique form and development patterns present in Hybrid Industrial places.

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 34.5

Promote an enhanced public realm and network of pedestrian paths that connect neighboring resources, such as parks to the Los Angeles River.

GOAL 34

HYBRID INDUSTRIAL NEIGHBORHOOD POLICIES

Arts District

As a formerly industrial and wholesale district, the Arts District first began to evolve into a neighborhood as artists began using industrial buildings as working and living spaces. The community has since evolved into a hub of galleries, educational institutions, creative production and light industry uses, commercial and retail uses, and business incubation spaces.

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.

Cornfield Arroyo Seco

The Cornfield Arroyo Seco area is in the northeastern portion of the Plan area and is governed by the Cornfield Arroyo Seco Specific Plan. It establishes development regulations and an incentive system to encourage residential, live/work, commercial, and industrial employment uses with an emphasis on affordability, alternative transportation options, and sustainability.

LU 34.11

Support the objectives, policies, and ongoing implementation of the Cornfield Arroyo Seco Specific Plan.

MARKETS

LU GOAL 35

MARKETS ARE CHARACTERIZED BY ADAPTABLE AND FLEXIBLE STRUCTURES THAT ARE ABLE TO ACCOMMODATE DIVERSE LAND USES, INCLUDING LIVE/WORK, RETAIL, WHOLESALE, AND CREATIVE INDUSTRY.

LU 35.1

Encourage flexible structures that co-locate fabrication, distribution, retail, and living spaces in one building.

LU 35.2

Promote industry clusters and reinforce sub-market economic identities while allowing for residential, hotel, and institutional uses in targeted areas to increase activity throughout the day and night.

LU 35.3

Support active uses and programming that foster economic activity throughout the day and night and extend the area's hours of activity.

LU 35.4

Promote public realm improvements as new development occurs, such as new open space and pedestrian amenities, to support a high-energy street environment.

LU GOAL 36

CENTERS OF COMMERCIAL AND MANUFACTURING ACTIVITY, INCLUDING WHOLESALE, RETAIL, SHOWROOMS, DESIGN, AND PROFESSIONAL OFFICE, THAT ARE WELCOMING TO NEW INDUSTRIES AND BUSINESS MODELS.

LU 36.1

Support the development of new industries and employers in Market areas with flexible land use categories that allow spaces for mixed uses and the co-location of productive uses and limited living uses.

LU 36.2

Promote jobs-generating uses with work spaces that are flexible and have capacity to house a range of industries over time.

LU 36.3

Allow a combination of residential hotel, live/work, retail, creative office, wholesale, assembly, heavy commercial, light manufacturing, and warehousing, institutional, or urban agriculture to function in close proximity and in the same structure.

LU 36.4

Reinforce the distinct mix of commercial and wholesale uses that characterize the area and support its regional draw.

LU GOAL 37

RESIDENTIAL USES ARE WELL-INTEGRATED WITH COMMERCIAL USES AND HELP TO ENHANCE ECONOMIC VIBRANCY, SUPPORT THE LOCAL FASHION INDUSTRY, AND EXTEND HOURS OF ACTIVITY.

LU 37.1

Introduce and expand live/work uses through adaptive reuse and new construction as appropriate, where residents have the ability to be conveniently run a business from within their residence.

LU 37.2

Recognize and foster a community of residents engaged in creative and innovative activity and professions.

LU GOAL 38

UNIQUE ORIENTATION AND PHYSICAL LEGACY OF MARKET AREAS IS PRESERVED AND SUPPORTED BY FEATURES SUCH AS MARKET HALLS, ACTIVATED ALLEYS, AND OUTDOOR COMMERCIAL ACTIVITY.

LU 38.1

Apply zoning tools that provide capacity for manufacturing, warehousing, and distribution activity at the ground level, and accommodate residential and commercial activities in the upper levels.

LU 38.2

Encourage innovative methods to incorporate on-site landscaping, as well as open and recreational space on projects with high lot coverage.

LU 38.3

Expand the amount of open space resources with parks, paseos, parklets, and enhanced pedestrian amenities on public streets.

LU 38.4

Increase porosity and connectivity on development sites through a network of pedestrian paths.

LU 38.5

Promote commercial activity and walkability along streets and key alleyways.

LU 38.6

Encourage active ground floor uses and pedestrian improvements to support walkability.

LU 38.7

Recognize the parking needs of the wholesale industry and encourage shared parking facilities that can serve multiple establishments.

LU 38.8

Apply form regulations that reinforce the unique functional characteristics of existing structures, composed of active shopfronts and alleys, interior markets, and bazaars.

LU 38.9

Identify key alleys for conversion to active, recreational and pedestrian-oriented spaces, to support the blend of commercial activities present in Markets areas.

GOAL 38

MARKETS NEIGHBORHOOD POLICIES

Skid Row and Central City East: See Community Center

Fashion District and South Markets

A highly diverse major fashion, retail, wholesale distribution, and creative center, this area is the hub for garment sales, retailing, manufacturing, the flower wholesale industry, and regional distribution.

LU 38.10

Support specialty industry clusters, such as fashion and flowers, while allowing for evolution and innovation.

LU 38.11

Improve the pedestrian network and public realm through enhanced streetscapes, lighting, landscaping, shading, and public gathering areas.

VILLAGES

LU GOAL 39

COMPACT AND POROUS CENTERS WITH INFILL DEVELOPMENT AND ADAPTIVE REUSE OF EXISTING AND HISTORIC STRUCTURES.

LU 39.1

Encourage infill development that is context-sensitive and reinforces the village aspects of these areas, such as inward orientation and pedestrian passageways.

LU 39.2

Promote a mix of residential and commercial uses to reinforce compact and walkable neighborhoods.

LU 39.3

Support multi-generational communities that include culturally relevant and linguistically accessible local services, recreational facilities, and urban design that accommodates people of all ages, incomes, and levels of mobility.

LU GOAL 40

CLUSTERS OF SPECIALTY RETAIL, COMMERCIAL BUSINESSES, AND INSTITUTIONAL USES AT A NEIGHBORHOOD SCALE WITH A REGIONAL DRAW.

LU 40.1

Encourage specialty commercial uses that provide neighborhood services and have a regional draw.

LU 40.2

Cultivate and facilitate an environment that is supportive of community serving small businesses and create programs for their retention and sustainability.

LU 40.3

Regulate the size of individual retail establishments and limit incursion of formula retail establishments to preserve the fine-grained scale and character of small businesses in villages.

LU 40.4

Support accessibility to affordable retail options, such as grocery stores and goods and services used on a daily basis.

LU 40.5

Encourage the establishment of neighborhood land trusts in areas with long-standing businesses vulnerable to changes in market conditions to improve local control.

LU GOAL 41

COMPLETE COMMUNITIES THAT PROVIDE A VARIETY OF SERVICES AND HOUSING TYPES FOR ALL INCOME LEVELS AND AGES.

LU 41.1

Provide incentives for rehabilitation and conservation of existing housing to support livable, affordable, inclusive, and sustainable neighborhoods.

LU 41.2

Facilitate new construction and preservation of existing housing that is accessible to all income levels and ages.

LU 41.3

Support the location of community facilities, such as childcare, grocery stores, senior services, supportive services, and additional amenities in Village areas.

LU 41.4

Support affordable housing for seniors with space for in-home care facilities and intergenerational living and encourage the creation of adaptable residential buildings to accommodate aging populations.

LU GOAL 42

NEIGHBORHOODS THAT FEATURE AND SUSTAIN UNIQUE SCALE, BLOCK PATTERNS, AND CULTURAL DESIGN ELEMENTS. INTERNAL AND EXTERNAL SPACES ARE WOVEN TOGETHER BY A SERIES OF INFORMAL PATHWAYS, GUIDING USERS THROUGH A NETWORK OF VIBRANT COMMERCIAL ACTIVITIES.

LU 42.1

Apply form regulations that encourage pedestrian-scale development and respect the character of Village areas.

LU 42.2

Preserve the fine-grain character of villages through narrow building facades and frequent building entrances.

LU 42.3

Encourage the development of pedestrian paseos and internal courtyards to allow for internal circulation.

LU 42.4

Require activated ground floors to support pedestrian activity along key corridors.

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.

GOAL 42

VILLAGES NEIGHBORHOOD POLICIES

Little Tokyo

Little Tokyo is a historic-cultural neighborhood and symbolic center for the Japanese-American community. The neighborhood contains a variety of religious and cultural institutions and a mix of residential, commercial, and institutional uses. Small scale shops, restaurants, and storefronts contribute to the pedestrian-oriented nature of the area.

LU 42.6

Maintain and strengthen the pedestrian elements in Little Tokyo by preserving existing street frontages and internal pedestrian pathways, enabling commercial uses on the ground plane of all buildings, and supporting the orientation of mid-block paseos.

LU 42.7

Retain, support, and reinforce the historic and cultural elements of Little Tokyo, including the businesses and cultural institutions within the community.

LU 42.8

Complete, support, and reinforce the Little Tokyo mid-block Pedestrian Spine system to enhance connectivity in Little Tokyo.

LU 42.9

Support the advancement and expansion of performance and creative arts including but not limited to, the Unions Center for the Arts (East/West Players), Japanese American Community & Cultural Center (Aratani Theater), Japanese American National Museum (Takeuchi Democracy Forum) and Geffen Contemporary at MOCA.

Chinatown

Chinatown is a historic-cultural neighborhood with a variety of legacy businesses and institutions. The neighborhood is home to a long-standing multi-generational residential community, a variety of small and family-owned businesses, family associations, and institutions that serve the Chinese American, as well as other immigrant, communities. The historic neighborhood is characterized by walkable commercial corridors and internally oriented courtyard developments. A Metro Gold Line station sits at the northeastern corner of the neighborhood, and there has been a growing cluster of restaurant and nighttime activity.

LU 42.10

Support and reinforce the historic and cultural components of Chinatown, including architectural design, and the long-standing local businesses and legacy institutions that serve the local community.

LU 42.11

Encourage new open space and streetscape improvements to include design features for seniors, such as seating, shade, and ample gathering spaces.

LU 42.12

Encourage nighttime activity accessible to people of all ages in the commercial core of Chinatown by supporting community events and businesses to remain active throughout extended hours of the day and night.

LU 42.13

Promote courtyard-style commercial developments that are characteristic of the area and reinforce the neighborhood's historic pedestrian orientation and reflect the community's cultural heritage.

LU 42.14

Retain existing and encourage new facilities, resources, and services for seniors, such as recreation, medical care and adult day care centers, prioritizing services to high need populations such as limited English speaking residents and those with disabilities.

Toy District

The Toy District is a predominantly wholesale and retail district, distinct among other neighborhoods for its unique scale and uniform development pattern. The collection of narrow blocks consist of one and two story brick buildings with many storefront entrances, creating a system of narrow and curving pedestrian alleys.

LU 42.15

Facilitate new development that will reinforce patterns of bay entrances and fine-grained retail spaces within the Toy District.

LU 42.16

Prohibit alley vacations and street vacations to protect small blocks and lots.

LU 42.17

Encourage access to buildings from alleys, when feasible, along with primary street entrances.

LU 42.18

Promote a mix of uses that will facilitate extended hours of activity in the Toy District.

MEDIUM NEIGHBORHOOD RESIDENTIAL

LU GOAL 43

A RANGE OF HOUSING OPTIONS AND LIMITED COMMERCIAL OPPORTUNITIES IN APPROPRIATELY SCALED INFILL DEVELOPMENT.

LU 43.1

Allow for development intensities that expand opportunities for housing, while retaining the character of multi-family residential areas.

LU 43.2

Encourage compact development, offering a range of housing choices with access to small-scale neighborhood businesses to improve access to basic goods and services.

LU GOAL 44

RESIDENTIAL COMMUNITIES ARE WELL-CONNECTED TO NEIGHBORHOOD SCALE BUSINESSES AND SURROUNDING JOB CENTERS THAT PROVIDE EMPLOYMENT OPPORTUNITIES, COMMUNITY SERVICES, AND AMENITIES FOR THE RESIDENT POPULATION.

LU 44.1

Allow for the strategic location of small-scale neighborhood businesses so that they are safely and easily accessible to the residential community.

LU 44.2

Ensure that neighborhoods are well connected to adjacent employment hubs that provide services, amenities, and employment opportunities to the local community.

LU GOAL 45

COMMUNITIES PRODUCE A VARIETY OF QUALITY HOUSING OPTIONS AT A RANGE OF INCOME LEVELS, AND PRESERVE THE EXISTING BUILDING STOCK. PRODUCTION OF NEW HOUSING IS CONSISTENT WITH THE PREDOMINANT FORM AND SCALE.

LU 45.1

Facilitate the location of a range of housing types that sustain multigenerational residential communities.

LU 45.2

Promote the supply of larger units suitable for households with children.

LU GOAL 46

MULTI-FAMILY HOUSING IS RESPONSIVE TO THE SURROUNDING CONTEXT AND NATURAL TOPOGRAPHY AND IS ARRANGED IN A WALKABLE AND WELL-CONNECTED ENVIRONMENT THAT RESPECTS THE NATURAL TOPOGRAPHY.

LU 46.1

Ensure new development reinforces the existing fine-grain development pattern and building orientation, while appropriately responding to grade changes.

LU 46.2

Treat the relationship of the building to the sidewalk through thoughtful application of architectural features, such as landscaped setbacks, focal entryways, and stoops.

MEDIUM RESIDENTIAL NEIGHBORHOOD NEIGHBORHOOD POLICIES

Victor Heights/Figueroa Terrace

Victor Heights and Figueroa Terrace are primarily multi-family neighborhoods nestled along the hills northwest of the Downtown core. The walkable communities consist of buildings that range from one and two story multiplexes to multi-unit apartments, as well as a Metropolitan Water District building that was converted into apartment uses.

LU 46.3
Maintain walkability and support development that evokes the distinct architectural and site design features of these communities.

PRODUCTION

LU GOAL 47

DISTRIBUTION OF LAND USES ENHANCES INVESTMENT OPPORTUNITIES IN INDUSTRIAL AREAS, AND SUPPORTS THE EMPLOYMENT AND ENTREPRENEURIAL NEEDS OF THE CITY AND THE REGION.

LU 47.1

Facilitate the location of traditional industrial activity, in addition to clean technology, incubator businesses, and emerging industries in Production areas.

LU 47.2

Support the expansion of utility capacity to accommodate a range of industrial activities over time.

LU GOAL 48

VIBRANT CENTERS OF EMPLOYMENT FOR A DIVERSITY OF SKILLS AND INDUSTRIAL SECTOR ACTIVITIES, INCLUDING PRODUCTION, DISTRIBUTION, WHOLESALE, AND MANUFACTURING. THESE AREAS ACCOMMODATE SHIFTING AND NEW INDUSTRY, MAINTAINING EFFICIENT USE OF HIGH-QUALITY AND FLEXIBLE STRUCTURES.

LU 48.1

Prioritize space for jobs by preserving existing industrial functions, allowing production sectors to cluster, and facilitating goods movement with access to freeways and transportation corridors.

LU 48.2

Accommodate industry changes with flexible structures and infrastructure.

LU 48.3

Encourage the provision of jobs for a range of skills and experience levels.

LU 48.4

Facilitate easy access and direct connections to rideshare facilities.

LU 48.5
Stabilize industrial businesses by limiting commercial establishments as accessory to heavy industrial and goods movement activity.

LU 48.6
Position the area as an attractive location for emerging industries such as biomedical, clean technology, and advanced manufacturing through flexible zoning tools and investment in infrastructure.

LU 48.7
Support and reinforce the ecosystem of industry clusters while integrating new employment uses and economic activities.

LU GOAL 49

RESILIENT, SUSTAINABLE, AND FLEXIBLE STRUCTURES CONTRIBUTE TO A GENERAL URBAN INDUSTRIAL DEVELOPMENT PATTERN AND SUPPORT GOODS MOVEMENT ACTIVITIES.

LU 49.1
Support the co-location of businesses to complement industrial activity.

LU 49.2
Guide the development of structures that are oriented and conducive to goods movement and new industry, while balancing pedestrian needs, and supporting transit use.

LU 49.3
Balance flexible, large lot configurations that sustain industrial activity, while still improving the way in which structures meet the streets and contribute to a safe street environment that can accommodate users other than trucks.

LU 49.4
Enhance the public realm and improve transit connections to neighboring places.

LU 49.5
Encourage tree planting and landscaped screening in areas with industrial uses to improve air quality.

LU 49.6
Encourage a smooth transition between predominantly industrial areas and adjacent district.

PUBLIC FACILITIES

LU GOAL 50

CIVIC PLACES FUNCTION AS A COHESIVE AND SYMBOLIC FOCUS OF GOVERNANCE AND CULTURE. NEW DEVELOPMENT MAINTAINS AND REINFORCES THE CEREMONIAL FOCUS OF CIVIC PLACES.

LU 50.1

Promote Downtown as an attractive home for civic, cultural, and other institutional uses to reinforce the area's identity.

LU 50.2

Diversify land uses to encourage a broad range of activities and expanded businesses hours.

LU 50.3

Utilize historic buildings to accommodate institutional, commercial, and residential uses.

LU 50.4

Promote infill development on surface parking lots and other underutilized spaces.

LU GOAL 51

CIVIC PLACES ARE A MAJOR CENTER OF INSTITUTIONAL, CULTURAL, AND CIVIC JOBS FOR THE CITY AND COUNTY. LOCAL RETAIL AND RESTAURANT BUSINESSES PROVIDE ADDITIONAL EMPLOYMENT OPPORTUNITIES.

LU 51.1

Promote governmental, institutional, and cultural uses that are jobs generators and provide a range of employment opportunities for a diversity of skill levels.

LU 51.2

Allow for the integration of private office uses in Civic Places to expand the mix of uses and hours of activity.

LU 51.3

Support the introduction of services and amenities to support workers, residents, and visitors in Civic places.

LU GOAL 52

THOUGHTFUL ADDITION OF NEW HOUSING PROMOTES THE VITALITY OF CIVIC AREAS, AND ALLOWS RESIDENTS TO BENEFIT FROM THE AREA'S CONVENIENT ACCESS TO EMPLOYMENT, CULTURAL, AND ENTERTAINMENT USES.

LU 52.1

Expand the supply of housing to complement and enhance the surrounding neighborhoods and promote more activity and vibrancy for more hours of the day.

LU 52.2

Promote uses that support the residential and employee base, including neighborhood services, amenities, and entertainment uses.

LU 52.3

Maintain a high standard for the provision of affordable housing on publicly owned land in Civic areas, such that these areas serve as models for the rest of the City.

LU GOAL 53

CREATIVE AND FLEXIBLE BUILDING DESIGN FOR CIVIC AND INSTITUTIONAL USES ENCOURAGE THE DESIGN OF ICONIC STRUCTURES THAT INTEGRATE PUBLIC SPACES AND ARE WELCOMING TO THE PUBLIC.

LU 53.1

Improve, maintain, and develop grand public spaces that can accommodate and connect a range of cultural and democratic activities.

LU 53.2

Facilitate the location of cultural and institutional uses that provide services and amenities for Downtown residents in Civic areas.

LU 53.3

Support programming and partnerships between private entities and public agencies that activate Civic areas and help reinforce Downtown as the civic and cultural center of Los Angeles.

LU 53.4

Include commercial and retail uses in new institutional buildings, as well as programming to activate ground floor spaces to increase pedestrian activity throughout the day and night and encourage social interaction.

LU 53.5

Locate and design civic, institutional, and cultural buildings, and public spaces, to be easily accessible to pedestrians, cyclists, and transit users.

LU 53.6

Reinforce the many transit options in Civic areas by taking a transportation demand management approach to new development, and making transit use the most compelling alternative for employees, visitors, and residents.

LU 53.7

Support public events and programming that draw people to civic spaces, especially at night and on weekends.

GOAL 53**NEIGHBORHOODS****Civic Center**

The Civic Center is home to Federal, State, County, and local government agencies and is the second largest concentration of governmental offices in the country. It contains civic and architectural landmarks, as well as one of Downtown's primary open spaces, Grand Park. The Civic Center Master Plan effort is intended to centralize government offices to make efficient use of the Civic Center area, while creating the ability to incorporate a wider range of land uses in this neighborhood.

LU 53.8

Encourage a diverse set of activities and uses, including educational institutions, office, retail, hotel, and limited residential to expand the hours of activity and contribute to a more vibrant Civic Center.

LU 53.9

Support comprehensive master planning efforts of the Civic Center.

LU 53.10

Ensure that new structures are respectful of and responsive to City Hall as a primary focal point.

El Pueblo

El Pueblo de Los Angeles Historical District, also known as El Pueblo de Nuestra Señora la Reina de Los Angeles del Rio de Porciuncula is the birthplace of the City of Los Angeles. The historic district sits between the Civic Center and Union Station, and is the site of the original pueblo, and serves as a commercial and social center.

LU 53.11

Preserve the legacy of this area, and ensure future development provides clear access to the historic district.

LU 53.12

Encourage more active nighttime uses as residential uses are introduced in adjacent areas.

LU 53.13

Reinforce the historic character and low-scale form of El Pueblo.



Image: Cory Gruenfeld

Chapter 3

MOBILITY & CONNECTIVITY

Mobility is critical to support the diverse range of places and activities Downtown. Providing safe and convenient multimodal access throughout Downtown's districts addresses several of the guiding principles of this Plan. A safe, accessible circulation system reinforces land use policies and connects people to jobs, homes, and services. Respectively, land use and urban design policies can support a range of inclusive mobility options by creating a more bicycle, pedestrian, and transit friendly environment.

The mobility system should be human focused. Safety and comfort for all users is a primary priority of the Downtown mobility system. Ensuring safety will improve access and health outcomes Downtown. Several streets in the Plan areas are identified on the City's high injury network, demonstrating the need for enhanced safety improvements. Encouraging more people to walk, bike, or take transit will help to make Downtown a more sustainable community by reducing pollution and greenhouse gas emissions and reinforcing sustainable land use policies.

Walking should be the primary form of mobility within Downtown's districts and pedestrian friendly design is a priority throughout Downtown. Every person in Downtown is, at some point, a pedestrian, as every trip begins and ends with walking. On certain corridors, identified as primary streets, a higher standard of pedestrian friendly design will be required.

An enhanced pedestrian environment will not only improve safety and access, but will also support economic growth. Bustling and vibrant sidewalks are integral to the character of many of Downtown's districts, enhancing residential communities and

supporting commercial vitality. Investments in pedestrian, bicycle, and transit infrastructure will facilitate creative exchange and will improve access to businesses and institutions for customers and employees, helping to make Downtown an attractive location.

GOALS AND POLICIES

MC GOAL 1

A SAFE TRANSPORTATION SYSTEM THAT ACCOMMODATES THE NEEDS OF ALL PEOPLE.

MC 1.1

Implement physical improvements and education programs to ensure safe access throughout Downtown's districts for users of all ages and abilities.

MC 1.2

Prioritize safety improvements on the High Injury Network as designated by LADOT to achieve high impact reductions in injuries and fatalities.

MC 1.3

Implement calm street design and enforcement of speed limits to support economic vitality and improve safety on Downtown streets.

MC 1.4

Support the collection of safety data and the implementation of data driven safety improvements to best inform future projects and programs in the Downtown area.

MC 1.5

Facilitate the development of Safe Routes to School programs to ensure safe, multimodal access to Downtown schools.

MC GOAL 2

AN INTEGRATED AND SUSTAINABLE DOWNTOWN CIRCULATION SYSTEM THAT PROVIDES ACCESS BETWEEN DISTRICTS THROUGH PHYSICAL CONNECTIONS AND INFORMATION.

MC 2.1

Establish a mode share goal of 75% for transit, walking, and biking for the year 2040 to improve the sustainability of Downtown's mobility network and increase access for residents, workers, and visitors.

MC 2.2

Implement strategies to reduce vehicle miles travelled per capita.

MC 2.3

Support the development of mobility hubs at key destinations such as commercial, entertainment, and institutional centers, as well as at transfer points to inform Downtown residents, workers, and visitors about and provide access to a variety of mobility options.

MC 2.4

Promote the use of technologies that can facilitate multimodal travel by improving wayfinding and access to transit schedules, especially for visitors and new users of the Downtown transit system.

MC 2.5

Facilitate integration between different modes of travel to create a seamless experience as users switch between modes and to promote transit use and active transportation.

MC 2.6

Improve access to community services and amenities such as recreational facilities, cultural and educational institutions, medical services, and healthy, fresh food.

MC 2.7

Increase access and mobility for disadvantaged groups and aging populations through safe and affordable mobility options.

MC 2.8

Target critical east-west corridors, such as First St., Fourth St., and Seventh St. for improvements to increase connectivity within Downtown and to surrounding areas such as Central City West and Boyle Heights.

MC 2.9

Target critical north-south corridors, such as North Broadway and San Pedro Street for dedicated improvements to increase connectivity within Downtown and with the adjoining communities.

MC 2.10

Strengthen pedestrian and bicycle connections to the river to provide access to open space and recreation.

MC 2.11

Seek opportunities to extend streets as large blocks are redeveloped to improve connectivity when transitioning to commercial and residential uses.

MC GOAL 3

A SAFE AND INVITING PEDESTRIAN ENVIRONMENT.

MC 3.1

Implement a coordinated Pedestrian-First District that employs expanded use of Leading Pedestrian Intervals, scramble crosswalks, and right turns limitations on red, and other interventions to improve pedestrian safety and encourage pedestrian activity.

MC 3.2

Encourage the installation of curb ramps, signalized crosswalks, and other pedestrian safety improvements throughout Downtown.

MC 3.3

Prioritize pedestrian safety for construction detours, first contain construction staging onsite, then consider using parking and travel lanes before significantly disrupting pedestrian routes.

MC 3.4

Enhance the pedestrian experience between major destinations and transit stations through improved streetscapes and wayfinding programs.

MC 3.5

Include pedestrian crossing phases at all signalized intersections and eliminate the use of "beg buttons" to ensure dedicated crossing time for pedestrians and reduce conflicts between modes.

MC 3.6

Adjust traffic signals to increase the pedestrian crossing time beyond the minimum required to address the needs of disabled and elderly neighborhood residents and to ensure better access to and from social services sites and community gathering spaces.

MC 3.7

Construct mid-block crosswalks in places with high pedestrian volumes or long distances between crosswalks.

MC GOAL 4

A SAFE AND INTEGRATED BICYCLE NETWORK THAT PROVIDES ACCESS TO TRANSIT AND KEY DESTINATIONS.

MC 4.1

Promote the development of protected bicycle facilities, with dedicated signals, along key corridors to improve safety, comfort, and access for cyclists of all abilities.

MC 4.2

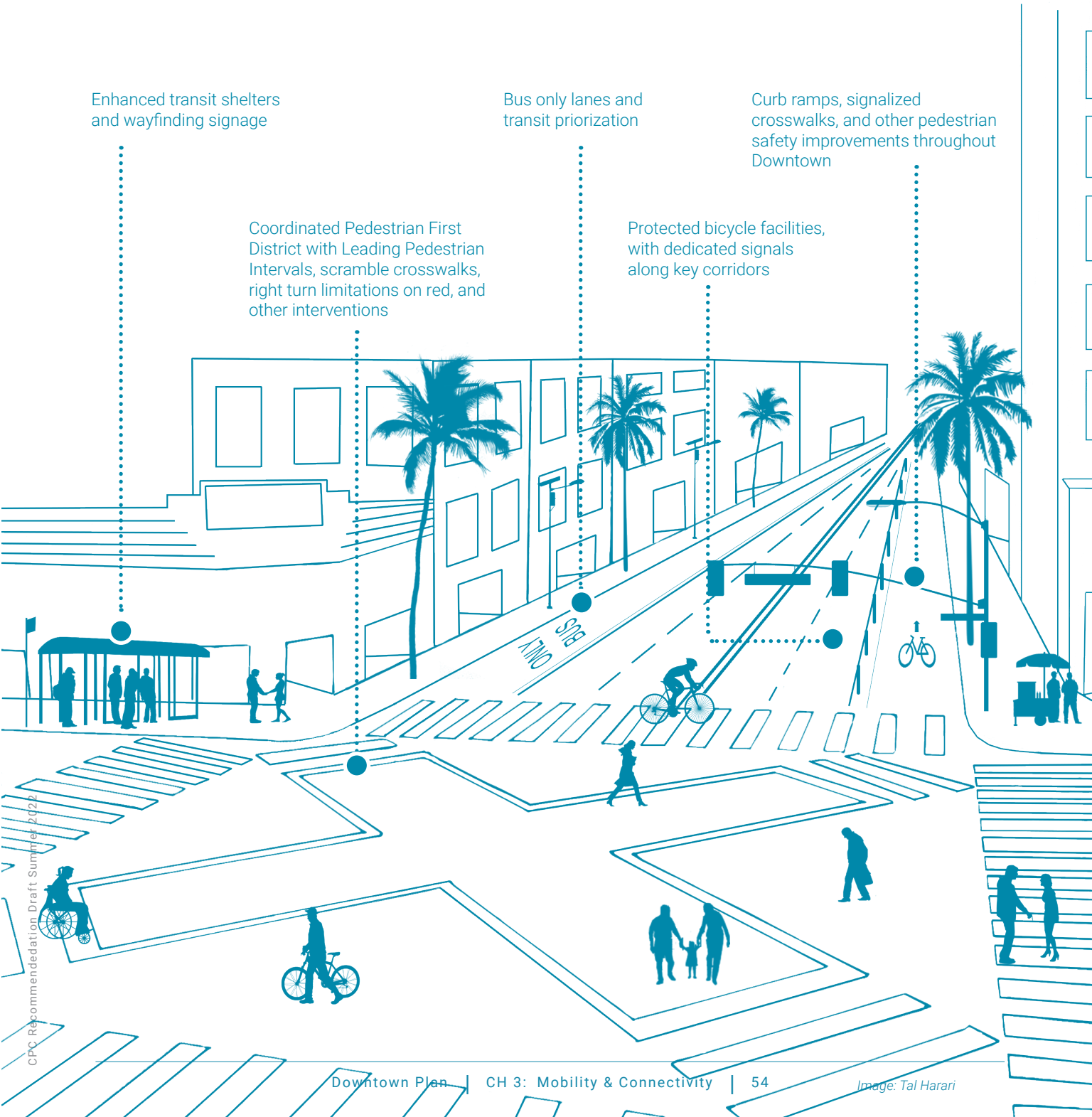
Encourage residential and office buildings to provide bicycle related amenities such as repair stations and showers to facilitate cycling for residents, workers, and visitors.

MC 4.3

Support the expansion of Bike Share throughout Downtown and adjacent areas, especially as a means to connect areas that are less served by transit.

MOBILITY & CONNECTIVITY

The Mobility & Connectivity goals and policies establish that a safe and accessible circulation system is critical to support the range of places and activities Downtown, regardless of age, ability, or transportation mode. This graphic exhibits key strategies discussed throughout the Chapter, which are intended to support a range of inclusive mobility options by creating a more bicycle, pedestrian, and transit friendly environment.



MC 4.4
Facilitate the integration of bikes on transit to improve first-last mile connections.

MC 4.5
Identify gaps in bicycle facilities and prioritize network completion to achieve significant gains in bicycle mode share.

MC GOAL 5

A COMPREHENSIVE TRANSIT SYSTEM THAT CONNECTS DOWNTOWN'S DISTRICTS AND DOWNTOWN TO COMMUNITIES THROUGHOUT THE REGION.

MC 5.1
Support major regional rail infrastructure projects, such as Link US and California High Speed Rail that will improve connectivity between Downtown and the surrounding region and reduce travel times.

MC 5.2
Improve weekend and night DASH service to better serve residential, entertainment, and cultural uses.

MC 5.3
Enhance wayfinding information that directs transit users to centers of activity and facilitates pedestrian connections.

MC 5.4
Extend DASH service to activity centers with few fixed transit stations, such as the Fashion District, the Arts District, and Central City East.

MC 5.5
Facilitate the development of Downtown circulators, such as the Los Angeles Streetcar System to better connect districts.

MC 5.6
Encourage the integration of information and payment systems across different transit service providers to provide a seamless experience for transit riders.

MC 5.7
Find opportunities to install elongated transit curb extensions and islands along key corridors to facilitate transit boarding and reduce conflicts with other modes. Consider temporary platform products only when phased implementation is a project consideration.

MC 5.8
Foster the expansion of light and heavy rail transit service to Eastern Downtown, through projects such as the proposed West Santa Ana Branch Line, proposed 6th Street Station, and extension of the B and D Lines, to serve the expanding resident, worker, and visitor populations.

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.

MC GOAL 6

AN EFFICIENT PARKING SYSTEM THAT ENCOURAGES NON-VEHICULAR TRAVEL AND SERVES THE NEEDS OF A RANGE OF USERS.

MC 6.1

Eliminate parking minimums Downtown to encourage non-vehicular travel, increase affordability, and improve design outcomes.

MC 6.2

Prioritize short term parking for visitors, then parking for residents, and finally parking for commuters.

MC 6.3

Price parking appropriately to encourage efficient turnover of spaces.

MC 6.4

Promote shared and publicly accessible parking to create a more flexible and efficient parking system that serves multiple users.

MC 6.5

Require that parking be unbundled from purchase price and lease rates in order to create mobility options and to encourage other modes of travel and increase affordability at all levels.

MC 6.6

Include square footage dedicated to above ground parking in the calculation of floor area to discourage over-parking and promote pedestrian friendly design.

MC 6.7

Create a parking management organization to direct efficient use of Downtown's parking resources and reduce the need for new parking facilities.

MC GOAL 7

A VEHICULAR TRANSPORTATION NETWORK THAT ENCOURAGES SHARING, GREATER EFFICIENCIES, AND IS BALANCED WITH OTHER MODES.

MC 7.1

Balance vehicular circulation with other modes of transportation to improve safety and sustainability for all Downtown stakeholders.

MC 7.2

Efficiently use curb space to facilitate ridesharing and connections to other modes.

MC 7.3

Encourage projects to include designated spaces for rideshare vehicles and pickup/drop off zones.

MC 7.4

Expand programs that offer access to carpools and vanpools for Downtown workers to reduce the commute mode share of single occupancy vehicles.

MC GOAL 8

AN EFFICIENT GOODS MOVEMENT SYSTEM THAT SUPPORTS ECONOMIC ACTIVITY DOWNTOWN.

MC 8.1

Promote urban curbside loading rules such as off-peak loading hours, curbside flex zones, and mid-street loading to reduce conflicts between modes on streets.

MC 8.2

Encourage the location of loading facilities zones and utilities in alleys to reduce conflicts between modes and create more public space on sidewalks.

MC 8.3

Preserve truck access in industrial areas and balance with pedestrian and cyclist safety to support economic activity.

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Chapter 4

PUBLIC REALM & OPEN SPACE

As Downtown grows, there is a need for more high quality public spaces for residents, workers, and visitors. Improving the public realm will help to make Downtown more livable, sustainable, and healthier and will support economic development. Public space should be accessible to all and provide benefits to all Downtown stakeholders.

Open space should be defined broadly and creatively Downtown. There is a need for a variety of types of open spaces and recreational opportunities. Traditional parks of different sizes, plazas, parklets, and streets can all serve important roles in the open space network. In Downtown, it may be difficult to find land for traditional open spaces, therefore streets, alleys, and plazas are important opportunities to create more usable open space. The Department of City Planning Health Atlas shows the Plan Area is underserved by parks.

In Downtown, streets are an important part of the open space network. Streets are not just paths of travel, but are also gathering spaces. Much of the public life in Downtown happens on the street and community is built on the street. Sustainable streetscape treatments can improve public health and mitigate environmental impact.

GOALS AND POLICIES

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 1.1

Find opportunities to create new parks and other open spaces through tools such as the transfer of development rights, public outdoor amenity space incentives, and non-traditional interventions in the public right-of-way, and as a part of major public and private projects.

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, handrails, pedestrian ramps, lighting, and mobility network connections.

PO 1.7

Support the development of catalytic new parks and reinvestment in existing public spaces. Namely:

- Pershing Square
- Park 101
- 6th Street Parc
- A new large park in the Fashion District
- Gil Lindsey Plaza
- San Julian Park

PO 1.8

Support the on-going maintenance and programming of neighborhood serving parks.

PO GOAL 2

STREETS THAT SERVE AS GATHERING SPACES AS WELL AS PATHS OF TRAVEL.

PO 2.1

Encourage the development of improved streetscapes throughout Downtown's districts that complement and support community character.

PO 2.2

Adapt streets that are not critical to vehicular circulation to increase right-of way use for pedestrian circulation.

PO 2.3

Facilitate commercial activity in the Frontage Zone of sidewalks that supports pedestrian activity.

PO 2.4

Support the utilization of remnant spaces such as odd angle intersections and dead-end streets as public open space.

PO GOAL 3

A SUSTAINABLE OPEN SPACE NETWORK AND PUBLIC REALM THAT EMPHASIZES HUMAN HEALTH AND COMFORT.

PO 3.1

Encourage design features of both private and public open spaces that reduce polluted runoff, maximize groundwater recharge, and reduce the heat-island effect.

PO 3.2

Encourage the use of native and drought tolerant plant species to improve sustainability.

PO 3.3

Require that public spaces are well lit and visible to ensure that they are safe and inviting.

PO 3.4

Facilitate the development of open spaces that can also improve access to fresh foods for Downtown residents, workers, and visitors.

PO 3.5

Support the development of sports and fitness facilities to improve community health.

PO 3.6

Promote a public realm equipped with durable and flexible infrastructure, landscaping materials, and recreational equipment that can adapt to changing conditions and community needs.

PO 3.7

Encourage partnerships for stewardship and maintenance through volunteer opportunities to expand opportunities for stakeholder engagement and ensure that public spaces are well maintained.

PO GOAL 4

PUBLIC SPACES THAT HELP CREATE AND MAINTAIN COMMUNITY.

PO 4.1

Support and maintain programming of public and publicly accessible private spaces to serve community interests and attract visitors.

PO 4.2

Facilitate the integration of locally produced and community oriented public art projects and cultural programming into public spaces to reinforce community character.

PO 4.3

Maintain and expand the use of public spaces as centers of democratic practice.

PO 4.4

Promote green spaces as inviting urban streetscapes that attract and serve all those who visit, live, and work in Downtown.

PO 4.5

Enhance the urban environment with increased open space and streetscapes that encourage pedestrian activity.

PO 4.6

Encourage the development of community-initiated and supported open spaces such as community gardens and orchards.

PO 4.7

Plan and design flexible public spaces that can accommodate a range of active and passive activities over time for users of all ages.

ALLEYS

Alleys have traditionally been the primary location for utilitarian functions needed to support commercial, industrial, and residential activities in an urban context. These functions can include deliveries, loading, parking entrances, waste collection, emergency access, and public utilities. Often termed “back of house” uses, these are necessary for the daily function of urban areas. Loading in alleys reduces conflicts between delivery vehicles and road users by keeping sidewalks, bicycle facilities, and on-street parking spaces clear. This has helped to make the streets safer, less congested, and more pleasant.

While providing space for “back of house” activities will remain the primary function of alleys, facilitating other activities has become an increasingly desirable role for alleys. Alleys have the potential to be multi-purpose spaces, offering the benefits of paths of connection, gathering spaces, and sustainable practices, while still serving vehicle traffic when appropriate. There are a variety of interventions that can increase the livability and expand the utility of Downtown alleys. The following section provides guidance for how to convert existing alleys into livable urban spaces that can expand Downtown’s public realm network.

ALLEY AND PASSAGEWAY RENOVATION TYPOLOGIES

The objective of alley improvements is to contribute to an interconnected pattern of streets and open space through thoughtful consideration and renovation of the alley network. Any passageway chosen for improvement should include conversion to permeable paving, as consistent with the City’s Low Impact Development (LID) Ordinance and Bureau of Engineering Standard Plans. The appropriate level of additional improvements for each alley is dependent upon the existing context, including the land uses, existing or future opportunity for mid-block connections, and proximity to other public open spaces. The following types of alleys and passageways provide benchmark descriptions of potential improvements. A combination of these typologies can be implemented as deemed appropriate.

CONNECTING ALLEYS

Connecting alleys link destinations and points of interest for pedestrians and bicyclists and are closed to vehicles. This typology can offer through-block connections in areas with superblocks and dense development patterns, to expand the non-motorized transportation network and enhance walkability. Connecting alleys incorporate basic capital

improvements such as landscaping, as well as aesthetic improvements such as public art, murals and enhanced pedestrian lighting to make the alley accessible and inviting.

SHARED ALLEYS

Shared alleys provide a safe path of travel for pedestrians, bicyclists, and limited shared use by vehicles. While vehicles cannot use the alley for parking, this typology provides the opportunity for businesses and residential buildings that rely on alleys for loading and unloading, as well as vehicular access, to remain unaffected. Shared alleys have limited space for programming and activation, but contribute to the safety of its users with infrastructural and design interventions. This includes paving and landscaping, bollards and defined paths for pedestrians, bicycle infrastructure, enhanced lighting, and public art.

ACTIVE ALLEYS

Active alleys create new destinations that revolve around and are supported by public gathering in areas with limited parks and open space. These alleys are closed to vehicles, and prioritize pedestrians and bicyclists for the purpose of placemaking. This typology provides opportunity for existing commercial businesses to extend their activity onto the alley with kiosks, outdoor dining, and creative programming. Interventions may include landscaping and drought-tolerant plants, seating, enhanced lighting, shade structures, and façade improvements.

POTENTIAL INTERVENTIONS

Additional sustainability and design interventions may include:

- Drought tolerant landscaping
- Bioswales
- Recycling and trash cans
- Dog waste station
- Wayfinding and signage
- Pedestrian lighting
- Public art, murals, green walls
- Drinking fountains
- Walking and jogging paths
- Bicycle infrastructure
- Restaurant and retail kiosks
- Seating

ALLEYS



PO GOAL 5

PUBLIC OPEN SPACE THAT IS INVITING AND ENGAGING FOR COMMUNITY GATHERING AND RECREATION.

PO 5.1

Develop design guidelines to promote alleys as shared, and multipurpose public spaces that are welcoming to a range of users.

PO 5.2

Encourage the use of creative lighting, public art, and seating treatments.

PO 5.3

Foster a commercial presence, including kiosks, dining, and retail vending, where appropriate.

PO 5.4

Provide family-friendly activities and spaces, as well as programming for children, youth, and seniors.

PO 5.5

Support walkability and safety with appropriate lighting, and legible wayfinding.



PO GOAL 6

OPPORTUNITIES FOR ENVIRONMENTALLY SUSTAINABLE BEST MANAGEMENT PRACTICES THAT CONTRIBUTE TO AN INVITING AND WELCOMING PUBLIC REALM.

PO 6.1

Require sustainable best practices relating to pollution reduction, stormwater management, heat reduction, and material recycling.

PO 6.2

Encourage landscaping of alleys with native plants.

PO 6.3

Identify a range of permeable paving solutions for different alley typologies.

PO 6.4

Honor existing historical features and support context sensitive design.

PO 6.5

Support and facilitate the integration of public art and community engagement in alley projects.

PO 6.6

Secure resources and entities that may include surrounding businesses, Business Improvement Districts, and Community Stewardship Projects responsible for the maintenance and upkeep of proposed alleys prior to their implementation.



PO GOAL 7

PASSAGEWAYS ARE SHARED BY A RANGE OF TRAVEL MODES AND USERS.

PO 7.1

Implement non-standard treatments in alleys that can allow for use by pedestrians, bicyclists, and motorists.

PO 7.2

Respect existing back of house uses, including vehicular access, loading and unloading, and utilities. Maintain the ability for alleys to accommodate these uses to minimize curb cuts on streets and increase space for pedestrians on sidewalks.

PO 7.3

Maintain safety for all users, with appropriate traffic control features and ADA accessibility.

PO 7.4

Maintain public access to alleys and prohibit the vacation of alleys and passageways for private use, unless required for institutional uses.



THE LOS ANGELES RIVER

Through revitalization efforts, the Los Angeles River can become the City's living, green spine that connects nature and communities, providing space for active and passive recreation. While the River is constrained by rail tracks through the Plan area, there is the potential to increase visual and physical access from surrounding communities.

These rail lines play an essential role in the local economy and in the movement of goods, services, and passengers through the region. As the revitalization of the River continues, plans should integrate the demand for continued rail service while minimizing barriers to River access for active transportation, recreational opportunities, and habitat restoration.

Source: LA Bureau of Engineering

THE LOS ANGELES RIVER

PO GOAL 8

CONNECTED INFRASTRUCTURE THAT RESPECTS AND PRESERVES DIVERSIFIED ECONOMIC ACTIVITIES WHILE ENHANCING RECREATIONAL OPPORTUNITIES.

PO 8.1

Maintain functional use of the rail facilities, while allowing for bold and innovative design along parcels adjacent to the Los Angeles River (River).

PO 8.2

Accommodate major regional rail connection projects such as Link US, High Speed Rail, and the West Santa Ana Branch Line.

PO 8.3

Encourage employment opportunities compatible with the River as an environmental and recreational amenity.

PO 8.4

Identify physical interventions, such as decking over rail lines that can improve connectivity and access to the River and coordinate with all affected landowners, agencies, and rail companies.

PO 8.5

Integrate direct visual access to the River in building design and site planning in the form of paseos, plazas, and open space facilities.

PO 8.6

Enhance wayfinding information that directs people to the river and facilitates connections.

PO 8.7

Integrate an equity driven approach to all infrastructure investments and improvements.

PO GOAL 9

A RESOURCE THAT ACCOMMODATES ACTIVE TRANSPORTATION AND RECREATION.

PO 9.1

Support infrastructure improvements to accommodate future passenger and transportation services and capacity needs, while ensuring the River functions as a public open space.

PO 9.2

Activate space adjacent to the Los Angeles River with active and passive recreational amenities and access points to the River.

PO 9.3

Design streets and sidewalks so that pedestrians, bicyclists, transit riders, transit vehicles, and automobile traffic can coexist safely with strategies such as Slow Street design.

PO 9.4

Support the recommendations of the Los Angeles River Design Guidebook.

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.



Image: Cory Gruenfeld

Chapter 5 IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of Downtown. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. The implementation of these programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Downtown Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's "police power" to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transportation

Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Downtown; adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff and ultimately decision-makers to guide and inform the land use decision making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens and the Plan Land Use Designations are designated on the General Plan Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Plan Area. Each General Plan Land Use Designation identifies corresponding form and use districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Downtown. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity that each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code, or as specific plans, overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Downtown have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Downtown is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed solely by the Los Angeles Department of Building and Safety, where the majority of the development regulations enacted by the Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review, under Project Review and will require adoption of the

discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to each zone. Maximum FAR may be achieved through participation in the various incentive systems described in Article 20 of the LAMC. Development exceeding base development rights may be permitted, in accordance with these systems, to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

COMMUNITY PLAN AMENDMENTS

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transportation Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision making. This section provides a series of tables describing future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resources considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE IMPLEMENTATION TABLES

The tables provided in this section organize programs into two broad categories: existing programs and resources, and future programs. Existing programs and resources are currently in effect and may already be playing an important role in addressing one or more of the plan's objectives. The list identifies opportunities to expand or continue existing programs in the Plan Area. Future programs are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Downtown. Future programs described in the tables are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Plan.

The tables identify each program with a distinct reference number (i.e. P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the tables identify the agency primarily responsible for implementing the program, as well as any agencies necessary for supporting in the program's implementation.

ACRONYMS FOR AGENCIES

| | |
|---|---|
| BSL - Bureau of Street Lighting | LA-DLA - Los Angeles Designated Local Authority |
| BOE - Bureau of Engineering | LADBS - Los Angeles Department of Building and Safety |
| BOS - Bureau of Sanitation | LADOA - Los Angeles Department of Aging |
| BOSS - Bureau of Street Services | LADOT - Los Angeles Department of Transportation |
| CAO - City Administrative Officer | LADWP - Los Angeles Department of Water and Power |
| Cal-DOC - California Department of Corrections | LAFD - Los Angeles Fire Department |
| CalHFA - California Housing Finance Agency | LAFPC - Los Angeles Food Policy Council |
| CalTrans - California Department of Transportation | LAHD - Los Angeles Housing Department |
| CD - Council District | LAPD - Los Angeles Police Department |
| CDD - Community Development Department | LAPL - Los Angeles Public Library Development Department |
| CoDRP - County Department of Recreation and Parks | LAUSD - Los Angeles Unified School District |
| DCP - Department of City Planning | METRO - Los Angeles County Metropolitan Transportation Authority |
| DOD - Department on Disability | NC - Neighborhood Council |
| DPW - Department of Public Works | OHR - Office of Historic Resources |
| DPSS - Department of Public Social Services | RAP - Recreation and Parks |
| DTSC - Department of Toxic Substance Control | SAN - Bureau of Sanitation |
| EMD - Emergency Management Department | SCAG - Southern California Association of Governments |
| EWDD - Employment and Workforce | |
| HCIDLA - Los Angeles Housing and Community Investment Department | |

FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

| Program Number | Description | Policy Reference | Coordinating Agency |
|----------------|--|---|-----------------------------------|
| P1 | Survey LA Findings - Eligible Historic Resources: The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify numerous potential historic resources throughout the Downtown Community Plan Area. Encourage protection of the resources through further study and historic designation of these sites (if eligible). | LU 13.2; LU 13.3; LU 13.4; LU 14.3 | |
| P2 | Healthy Corners: A Healthy Corners Program incentivizes the creation of neighborhood markets throughout Downtown which offer fresh and healthy produce. Coordinate with the Los Angeles Food Policy Council to expand the Neighborhood Market Conversion program and promote investment in new grocery locations via FreshWorks fund. | LU 16.4 | LAFPC California FreshWorks |
| P3 | Brownfield Remediation: Remediation and redevelopment of existing brownfields throughout Downtown through the City of Los Angeles' Brownfields Program. Identify additional funding sources for site remediation activities, such as the remediation programs under the RCRA (Resources Conservation and Recovery Act) and the CERCLA/Superfund. | | LAPW BOS |
| P4 | Cool Pavement: The City of Los Angeles Bureau of Street Services cool pavement pilot program seeks to fight urban heat, leading to cooler streets with less need for indoor air conditioning. Utilize cool pavement on surfaces and throughout Downtown's built environment to support livability and comfort. | LU 17.7; PO 6.1 | BSS |
| P5 | First-mile, Last-mile: Metro's First-Last Mile Strategic Plan identifies barriers in planning and implementing improvements for first and last mile (FLM) portion of an individual's trip, and provides a vision for addressing FLM improvements in a systematic way. Implement the infrastructural improvements and enhancement in the Downtown Plan Area. | MC 1.1; MC 2.1; MC 2.2; MC 2.5; MC 2.7; MC 3.1; MC 3.2; MC 3.4; MC 3.5; MC 3.6; MC 4.4 | Metro |
| P6 | Mobility Hubs: Identify priority locations in Downtown for the installation of Mobility Hubs with multi-modal supportive infrastructure and place-making strategies to create activity centers that maximize FLM connectivity. | MC 2.3; MC 2.4; MC 2.5; MC 4.2; MC 5.6; MC 7.3; | Metro LADOT |

| Program Number | Description | Policy Reference | Coordinating Agency |
|----------------|--|--|--|
| P7 | DASH Service: Encourage the revision of DASH services to reach areas of Downtown with public transportation service gaps, and expansion of DASH service hours to nights and weekend throughout all of Downtown. | MC 5.2; MC 5.4 | LADOT |
| P8 | People Street Pedestrian Plazas and Parklets: People Street is a program of the Los Angeles Department of Transportation (LADOT) that seeks to transform underused areas of the public right of way into active, vibrant, and accessible public space. Encourage partnerships between LADOT and community partners in Downtown to apply for approval to create Plazas or Parklet projects that enhance quality of life. | LU 18.4; LU 30.2; LU 30.11; LU 30.24; LU 38.3; LU 42.5; PO 1.1; PO 1.2; PO 2.4 | LADOT |
| P9 | LA Express Park: Implement the City's Express Park Program in Downtown, a demand-based parking meter program that uses technology to increase the availability of limited parking spaces, reduce traffic congestion and air pollution, and encourage the use of alternative modes of transportation. | MC 6.2; MC 6.3 | LADOT LADPW Mayor's Office Metro |
| P10 | Safe Routes to School: Caltran's "Safe Routes to School" programs implements safety design interventions to improve traffic safety for youth near schools. Prioritize Castellar Elementary in Downtown Los Angeles as a candidate for the LADOT and Metro Safe Routes to School K-12 Network Program. | MC 1.5; MC 2.6; MC 3.2 | LADOT LAUSD Caltrans Metro |
| P11 | LA RiverWay: Consistent with the LA River Revitalization Master Plan and associated design and implementation plans, restore and revitalize an 11-mile stretch of the Los Angeles River, while prioritizing public access to this public resource in densely populated communities such as Downtown. | LU 18.3; LU 34.5; PO 9.4; PO 10.1; PO 10.2 | LACDPW, BOE, RAP Mayor's Office, Arts Parks, and River Committee, LA River Cooperation Committee US Army Corps of Engineers |
| P12 | Park 101: Support the implementation of PARK 101, an urban design plan and sustainability strategy to cap the 101 Freeway in Downtown Los Angeles with a publicly accessible park, thus reconnecting the city's historic civic, cultural, and financial core with neighboring districts north of the freeway. | LU 30.2; LU 53.1; PO 1.7 | Mayor's Office Council Office Caltrans LADOT |
| P13 | Pershing Square Renew: Support the efforts of Pershing Square Renew Inc., a nonprofit that partners with government, community, and business leaders in Downtown Los Angeles to redesign Pershing Square into a world-class public space that facilitates connections between adjacent areas and serves as a place for gathering within the City's urban center. | LU 26.4; PO 1.7 | Mayor's Office Council Office RAP |

PROPOSED PROGRAMS

| Program Number | Description | Policy Reference | Coordinating Agency |
|--|--|---|-------------------------|
| Land Use & Urban Form: Housing & Complete Neighborhoods | | | |
| P14 | First Right of Refusal: Explore the creation of Citywide first right of refusal provisions to ensure lower- and moderate -income tenants that are displaced due to new residential construction have the First Right of Refusal to return to a rental unit at an affordable cost. | LU 2.11; LU 2.12; LU 3.2; LU 3.3; LU3.8; LU 3.10; | HCIDLA |
| P15 | No Net Loss Program: Explore the creation of a Citywide no net loss program to minimize the displacement of residents and ensure that there is no loss of affordable rental housing. | LU 2.7; LU 2.13; LU 3.2; LU 3.3; LU 3.8; LU 3.10; | HCIDLA City Attorney |
| P16 | Land Value Tax: Study the feasibility of an annual tax on the rental value of vacant land that is based on the permitted land use to encourage activation and development of underutilized land in urban areas, particularly near public transit infrastructure. | LU 19.3; LU 27.2; | CAO Mayor |
| P17 | Community Land Trust (CLT): Encourage partnerships that seek to implement community land trust projects. A CLT is a community-based non-profit organization designed to ensure community stewardship of land by purchasing or holding land and removing it from the speculative real estate market. | LU 3.5; LU 3.6; LU 3.9; LU 40.5; | Council Office CAO |
| P18 | Citywide Inclusionary Housing: Develop a program to study the implementation of inclusionary housing policies that support the Downtown Community Plan's base and bonus zoning system and that can further expand affordable housing opportunities. | LU 2.1; LU 2.4; LU 2.10; LU 3.3; | HCIDLA |
| P19 | Inventory of Affordable Housing: Monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households. | LU 2.7; LU 2.8; LU 2.13; 2.14; LU 3.3; | HCIDLA |
| Land Use & Urban Form: Jobs & Economic Development | | | |
| P20 | Small Business Assistance Portal: Promote agency programs that assist small and legacy business owners, such as low-interest loans, management programs, business retention programs, and business incubation centers. | LU 7.10; LU 8.4; LU 9.2; LU 9.4; LU 9.5; LU 9.9; LU 40.2; | CAO EWDD |

| Program Number | Description | Policy Reference | Coordinating Agency |
|----------------|---|-------------------------|--------------------------------|
| P21 | Community Informed Local Hire: Explore local hire programs that employ Skid Row community members to conduct bulky item pick-ups and street sweeping to prevent trauma associated with a history of confiscation and destruction of vital personal property such as medicines, identification and shelter. | LU 9.1; LU 30.12; | EWDD |
| P22 | Business Outreach and Mentorship Programs: Develop partnerships to create business outreach programs targeting local schools for student and adult participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs. | LU 9.1; LU 9.2; LU 9.3; | EWDD LA Chamber of Commerce |
| P23 | Equitable Contracting Programs: Study, research, and develop a pre qualification process that evaluates contractors on their record and commitment to high road wage, benefit standards, and local hire training. | LU 9.4; LU 22.23 | EWDD |

Land Use & Urban Form: Historic & Cultural Resources

| | | | |
|-----|---|---|--|
| P24 | Transfer of Development Rights Clearinghouse: Explore the creation of a centralized clearinghouse for historic properties with floor area eligible for transfer. | LU 13.1; LU 13.2; LU 13.4; LU 14.3; | |
| P25 | Best Practice Design Guide: Create a best practice design document to provide guidance for historic and cultural neighborhoods such as the Historic Core. | LU 13.1; LU 13.2; LU 13.4; LU 14.3; LU 15.1; LU 42.7; LU 42.10; | |

Land Use & Urban Form: Wellness and Sustainability

| | | | |
|-----|--|--|------|
| P26 | Air-Quality Monitoring: Explore the creation of an air quality monitoring program that uses metrics such as PM10 and ozone to identify ambient level pollutants and their location on a neighborhood level. | LU 16.5; LU 17.9; | AQMD |
| P27 | Street Tree Tracking: Create a publicly accessible database that displays the tree types within the City's public rights-of-way. Identify goals for an equitable tree canopy in Downtown, to address climate-resilience and the effects of urban heat island. | LU 16.3; LU 16.5; LU 16.6; LU 17.1; LU 18.2; | BSS |

| Program Number | Description | Policy Reference | Coordinating Agency |
|---|---|---|----------------------------|
| Land Use & Urban Form: Racial Justice and Equity | | | |
| P28 | Racial Justice and Equity Analysis: Explore the creation of a Racial Justice and Equity Analysis, that outlines recommended transformative or restorative strategies, such as targeted plan and code amendments, if harm is identified. | LU 1.2; LU 2.1 | |
| Mobility & Connectivity | | | |
| P29 | Pedestrian Priority District: Conduct a study for a potential pedestrian priority district in Downtown where enhanced pedestrian safety improvements and innovative treatments are implemented. These treatments include scramble crosswalks, raised crosswalks, and right turn on red prohibitions in order to reinforce pedestrian safety and comfort. | LU 18.1; LU 22.4; LU 30.3; MC 1.1; MC 1.2; MC 1.4; MC 3.1; MC 3.4; MC 3.5; MC 3.6; MC 3.7; | LADOT BOE BSS |
| P30 | Wayfinding Program: Develop and implement a unified signage way-finding program for Downtown that identifies neighborhoods, important destinations, historic resources and information, privately-owned publicly accessible open spaces, community facilities, and mobility options. | LU 14.1; LU 22.3; LU 26.4; LU 30.5; LU 30.19; MC 2.4; MC 3.4; PO 1.5; PO 5.5; | BOE BSS LADOT |
| P31 | Arts District Shared Streets: Develop standards for historic industrial shared streets, which have been identified in the Arts District, that enhance neighborhood character and protect the safety of all users. | LU 34.7; LU 38.8; MC 2.10; | BOE BSS SAN LADOT |
| P32 | Capital Improvement Plan: Develop a Capital Improvement Plan for Downtown Los Angeles that identifies important transportation infrastructure projects including bus rapid transit, light rail transit, heavy rail transit, bicycle lanes, and pedestrian safety enhancements to be prioritized, along with potential funding mechanisms to facilitate construction of these improvements. | LU 22.12; LU 30.20; MC 1.1; MC 2.6; MC 2.7; MC 2.8; MC 2.9; MC 2.11; MC 3.6; MC 5.1; MC 5.2; MC 5.4; MC 5.7; MC 5.8; | LADOT |
| P33 | Skid Row Bicycle Infrastructure Action Plan: Work with Skid Row residents and community-based organizations to develop a bicycle infrastructure action plan, as part of the Downtown Capital Improvement Plan, to ensure a complete network of bicycle facilities and eliminate traffic-related fatalities in the Skid Row neighborhood. | LU 30.20; LU 30.21; MC 4.1; MC 4.5; | LADOT |
| P34 | Car Free Broadway: Conduct a study for a car-free Broadway in the Historic Core, analyzing potential safety, connectivity, and economic benefits, as well as implementation options. | MC 1; MC 2; MC 3; | EWDD LADOT |

| Program Number | Description | Policy Reference | Coordinating Agency |
|----------------|---|---|---------------------|
| P35 | Transfer of Development Rights System (TDR): Explore the creation of a TDR mechanism that allows for the transfer of development rights from land that is dedicated as public park space, in accordance with the specifications of the Department of Recreation and Parks. | PO 1.1; PO 1.2; PO 1.7; | RAP |
| P36 | Public Open Space: Encourage the creation of a publicly accessible database of all public open spaces, and privately-owned public open spaces in Downtown, including plazas, small parks, parks, and atriums, accompanied by design and signage standards for these spaces. | LU 21.1; LU 22.6; LU 22.22; LU 25.2; LU 30.2; LU 30.4; LU 30.11; LU 34.5; LU 35.4; PO 1.5; PO 4.1; PO 4.2 | RAP |
| P37 | Alley Improvements Program: Conduct a study of existing alleyways throughout Downtown as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development. Prioritize improvements based on proximity to public transit infrastructure and potential opportunity to serve as connections to the Los Angeles River and other public resources. | LU 22.11; LU 26.3; LU 42.5; LU 42.8; LU 42.16; LU 42.17; PO 5.1; PO 5.2; PO 6.2; PO 6.5; PO 6.6; PO 7.1 | BSS DPW |
| P38 | Parks and Open Space Assessment: Conduct an assessment of parks and open space to ensure the creation of parks in Downtown are prioritized in areas where there is greatest need. | LU 1.1; PO 1.1; PO 1.2; PO 3.4; | RAP |

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CPC Recommendation Draft Summer 2022

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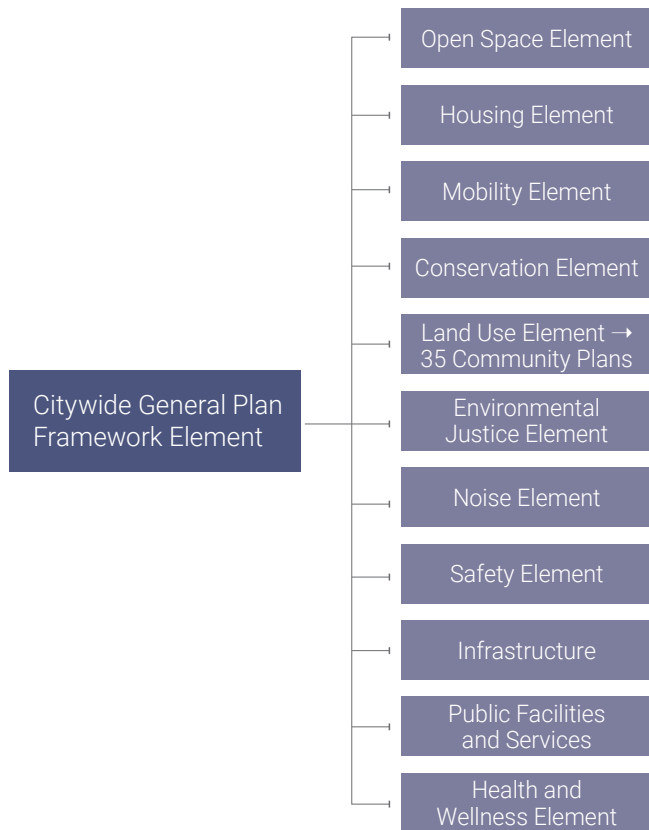
Appendix:
**RELATIONSHIP
TO OTHER
PLANS**

RELATIONSHIP TO THE GENERAL PLAN

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and human-caused hazards are guided by the General Plan.

State law requires that the General Plan contain eight elements: land use, transportation, housing, conservation, open space, noise, safety and environmental justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans, comprise the City's land use element. In addition, the City has adopted additional non mandated elements in "Framework Element," discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well.

FRAMEWORK ELEMENT GUIDING PRINCIPLES

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

Enhance neighborhood character through better development standards. Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes and users of all ages and abilities, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to “a plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context.”

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City’s General Plan Circulation Element, Mobility Plan 2035 incorporates “complete streets” principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City’s transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City’s high-level mobility priorities. Each of the goals and objectives (targets used to help measure the progress of the Mobility Plan 2035) and policies (broad strategies that guide the City’s achievement of the Plan’s five goals):

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Downtown Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 3 of the Downtown Community Plan.

RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Downtown Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning

decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Downtown Community Plan include Redevelopment Project Areas, established by the former CRA.

Los Angeles County Metropolitan Transportation Authority (Metro)

The Los Angeles County Metropolitan Transportation Authority is the state chartered regional transportation planning and public transportation operating agency for the County of Los Angeles. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Downtown Community Plan Area is the heart of the regional transit system and is served by the E (Expo Line), A (Blue), and L (Gold) light rail transit lines, the B (Red) and D (Purple) heavy rail transit lines, the J (Silver) bus rapid transit line, and many local and rapid bus lines. Metro operates the seven Metro transit stations in the Downtown Community Plan Area.

CRA/LA, A Designated Local Authority (DLA)

The Downtown Community Plan area includes three previously adopted Redevelopment Plans, the City Center Redevelopment Project, established by the City Center Redevelopment Plan, and the Central Industrial Project, established by the Central Industrial Redevelopment Plan (collectively, Redevelopment Plans). Collectively, the Redevelopment Plans comprise the majority of the Downtown Community Plan area.

The City Center Redevelopment Plan 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 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.

The Redevelopment Plans were historically implemented by the Community Redevelopment Agency of the City of Los Angeles (Agency). In 2012, the Dissolution Act (Assembly Bill x1 26) dissolved the Agency, along with all other redevelopment agencies in the State, and the CRA/LA, a Designated Local Authority (DLA), became the successor to the Agency. The DLA's role under the Dissolution Act is to wind down the enforceable financial obligations of the Agency. The DLA also assumed responsibility for administering the still active Redevelopment Plans, including those provisions related to the use and development of land in the Redevelopment Plans area. In November 2019, at the request of the City Council under a provision in State law, all "land use related plans and functions" of the Redevelopment Plans transferred to the City of Los Angeles.

The City Center Redevelopment Plan, as first adopted on May 15, 2002, which expires by its terms on May 15, 2033, and the Central Industrial Redevelopment Plan, as first adopted on November 15, 2002, and which expires by its terms on November 15, 2033, include substantial provisions regulating the use and development of land in the Program Area. Pursuant to those Redevelopment Plans, the purpose

of those regulations was generally to encourage 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.

Section 502 of the City Center Redevelopment Plan and of the Central Industrial Redevelopment Plan 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 Downtown Community Plan, comprehensively updated on _____, 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 Downtown Community Plan, with its implementing ordinances, provides a complete vision and regulatory scheme for the land uses in the respective Project Areas. 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, the sections and related implementing Design for Development plans cited below are in conflict with the Downtown Community Plan and its implementing ordinances because they, (1) prohibit what is allowed under the Downtown Community 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, 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, and all adopted Design for Development plans for the Project Area

Central Industrial: Section 400-410, 500-521, 523, 524, and 700, and all adopted Design for Development plans for the Project Area

Notwithstanding the above, Section 522 of the City Center Redevelopment Plan and of 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, adopted May 2006. The Development Guidelines and Controls for Residential Hotels in the City Center and Central Redevelopment Project Areas plan set forth unique regulations related to the preservation of residential hotels that are not in conflict with the Downtown Community Plan, but implement the Downtown Community Plan goals and policies related to the provision of affordable housing (Chapter 2 of this document), 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 Downtown Community Plan, for reasons stated above.

Los Angeles Unified School District (LAUSD)

LAUSD currently operates seven K-12 schools in the Downtown Community Plan Area. In addition, LAUSD operates adult education programs and administrative offices within the Downtown Community Plan Area. The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, City Planning review and approval are not required prior to LAUSD obtaining necessary permits.

RELATIONSHIP TO SPECIFIC PLANS AND OVERLAY ZONES

There are several specific plans, supplemental use districts and overlay zones that apply to the Plan area. These zoning tools customize the regulations of the Los Angeles Municipal Code to plan the land use of specific geographic areas. The Downtown CPA contains three specific plans, one supplemental use district, and five overlay zones.

The Alameda District Specific Plan (ADP)

The Alameda District Specific Plan (ADP) applies to a northeastern portion of the Central City North Community Plan area and includes Los Angeles Union Station. It is generally bounded by Alameda St., North Main St., Vignes St., and the Santa Ana 1-5/101 Freeway. The ADP encourages a pedestrian-oriented and mixed-use business district that is supported by an intermodal transportation center. Encourages hotels, retail, entertainment, housing, cultural, and transit-related functions in medium and high density development.

The Cornfield Arroyo Seco Specific Plan (CASP)

The Cornfield Arroyo Seco Specific Plan (CASP) applies to a northeastern portion of the Central City North Community Plan area, just south of the Los Angeles State Historic Park (the Cornfield) and north of the ADP. It establishes four zones to facilitate a mix of light industrial, production, and public-serving uses with new commercial, retail, and residential uses. The zones utilize a system of floor area ratio minimums and density bonus options to incentivize development that provides community benefits, such as affordable housing.

The Los Angeles Sports and Entertainment District (LASED)

The Los Angeles Sports and Entertainment District (LASED) Specific Plan applies to the southwest portion of the Central City Community Plan area. It seeks to expand the City's economic base and make Downtown a regional entertainment destination with regulations and incentives to promote tourism and entertainment. The LASED allows for mixed-use, hotel, office, commercial, retail, residential, live theaters, sound stages, and open space uses. It includes streetscape design guidelines and parking strategies for adequate and efficient use of space and resources in Downtown's entertainment district.

The Broadway Streetscape Master Plan

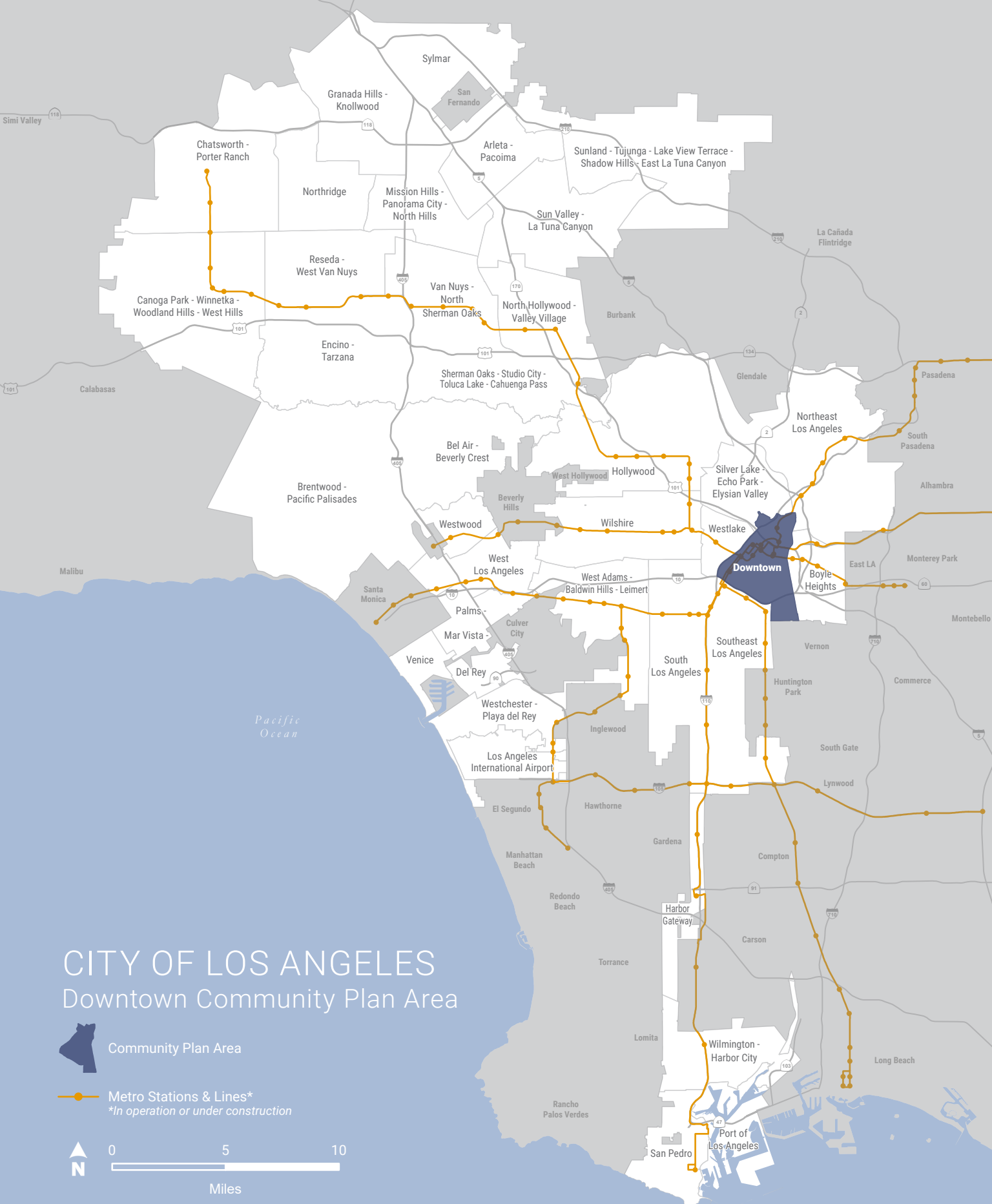
The Broadway Streetscape Master Plan applies to Broadway between 1st Street and 12th Street within the Central City Community Plan area. The Streetscape Master Plan was established to create a multi-modal, pedestrian focused street that can support and revitalize the historic theater district. The Streetscape guidelines call for expanded sidewalks with street elements and limited landscaping to enhance pedestrian interest and activity along the street.

The Downtown Street Standards

The Downtown Street Standards were developed and adopted in tandem with the first version of the Downtown Design Guide, in 2009. The Street Standards establish a street hierarchy and guidance to balance traffic flow, pedestrian walkability, bicycle routes, and access to create more context-sensitive, complete streets within Downtown. The document consists of a series of cross sections establishing future curb and property lines, and in some cases additional sidewalk easements.

The Broadway Sign Supplemental Use District (Broadway Sign District)

The Broadway Sign Supplemental Use District (Broadway Sign District) applies to the same portion of Broadway as the Broadway CDO and the Streetscape Master Plan, which is along Broadway between 1st Street and 12th Street. It includes standards for the design, placement, and orientation of signs along Broadway. The Sign District allows and provides guidance for sign types that are currently on Broadway but are not allowed by the existing Code regulation. It also includes an incentive program to spur building activity, revitalization, and to fund streetscape improvements.



CITY OF LOS ANGELES

Downtown Community Plan Area



Community Plan Area

Metro Stations & Lines*
*In operation or under construction

