

3.0 PROJECT DESCRIPTION

Consistent with the provisions of the California Environmental Quality Act (CEQA) Guidelines Section 15124, this chapter provides information regarding the Proposed Project, including the Downtown Plan and the New Zoning Code.

This chapter is required to contain the following information: the location of the Proposed Project; a statement of project objectives; a general description of the Proposed Project's technical, economic, and environmental characteristics; and a statement briefly describing the intended uses of the EIR. The *CEQA Guidelines* state a project description need not be exhaustive, but should provide the level of detail needed for the evaluation and review of potential environmental impacts.

The Project Description is the starting point for all environmental analysis required by the State CEQA Guidelines. Section 15146 of the CEQA Guidelines states that the degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity, which is described in the EIR.

3.1 PROJECT OVERVIEW

The Proposed Project consists of two components:

1. **Update the City's Downtown Community Plans ("Downtown Plan").** This is the primary component of the Proposed Project, and the purpose is to update the Central City Community Plan and the Central City North Community Plan, the two community plans covering Downtown Los Angeles. The updates to these two community plans are part of the City's New Community Plan (NCP) Update program to update all 35 of the City's community plans. The City's 35 community plans make up the land use element of the City's General Plan. The community plan updates will require: (i) amending the text of the community plan, including the goals, policies, and programs, (see details in Section 3.6.1) (ii) amending the designations on the community plan land use maps, which express a range of development intensities, distribution of land uses, and provides zoning consistency tables (see details in Section 3.6.3) (iii) adopting zoning ordinances to facilitate implementation of the Community Plans, including adopting zone changes to amend the Zoning Map, and (iv) making all other necessary amendments to the Framework Elements, Mobility Plan, and other General Plan Elements, specific plans, the Los Angeles Municipal Code (LAMC), and other ordinances to implement the above. For the updates to the two community plans, instead of adopting zone changes utilizing existing zoning classifications in Chapter 1 of the LAMC (the City's Zoning Code), the City will adopt and utilize portions of a proposed new zoning code ("New Zoning Code"), discussed below.

The component of the Proposed Project to update the Central City Community Plan and the Central City North Community Plan, including adopting changes to re-designate property in the Downtown Plan Area utilizing the zone classifications in the New Zoning Code, as well as all other required actions to update the community plans, is referred to in this EIR as the '**Downtown Plan**'.

2. **Adopt and implement the New Zoning Code for the Downtown Plan Area ("New Zoning Code")¹.** This component of the Proposed Project is to adopt and implement part of the New Zoning

¹ The Notice of Preparation for this EIR referred to the New Zoning Code as defined in this EIR as the, "Downtown Zoning Code."

Code in the Downtown Plan Area. The New Zoning Code is part of a citywide program (the re:code LA program) to comprehensively update the City's zoning ordinances through amendments to the LAMC. The LAMC amendments will add a new Chapter 1A to the LAMC, which will establish a new zoning code for the City. The existing zoning code is found in Chapter 1 of the LAMC. Adoption of the full text of the New Zoning Code is expected to occur over multiple projects and is beyond the scope of the Proposed Project. Implementation of the New Zoning Code outside the Downtown Plan Area will occur through future zone changes to re-designate land utilizing the zoning designations from the new Chapter 1A and is expected to occur through the community plan update process, or other future planning and zoning efforts. As part of the Proposed Project, the City intends to adopt that portion of Chapter 1A that will allow the City to utilize and implement the New Zoning Code in the Downtown Plan Area. This component of the Proposed Project will require adopting or amending regulations in the new Chapter 1A that include at minimum: (i) the new zone districts to be used in the Downtown Plan Area, including substantive requirements for those zone districts, and (ii) adopting all of the background parts of the New Zoning Code that do not already exist that would allow the new zoning to be implemented, which may include definitions, processes, development standard rules, rules for non-conforming uses, and zoning incentive programs, among others. (See details in Section 3.7.4)

The component of the Proposed Project to adopt or amend the new Chapter 1A to the LAMC is referred to in this EIR as the “**New Zoning Code.**”

The designation of properties with zoning from Chapter 1A is intended to implement the updates to the Central City and Central City North Community Plans and is part of the “Downtown Plan” component. While the EIR will analyze indirect impacts of the adoption of the New Zoning Code as part of this Proposed Project, future zone changes utilizing the New Zoning Code that are not included in the zone changes made as part of the Downtown Plan component of the Proposed Project would be speculative at this time.

This chapter provides an overview of these two components of the Proposed Project, the Project location, the background for the Proposed Project, the Project objectives, a broad description of the existing environment, and a description of the Project components, and the proposed land use and zone changes for the Downtown Plan.

Downtown Community Plan Updates

A community plan update generally refers to: (i) an amendment to the policies and land use designations in one or more of the City's 35 community plans, (which make up the Land Use Element of the City's General Plan); (ii) the adoption of zoning ordinances to implement the community plan amendments; and (iii) any other necessary and related actions to implement the community plan amendments, including adopting amendments to other elements of the City's General Plan (e.g., the Framework or Circulation Elements) to ensure consistency or adopting other land use related ordinances (such as amendments to housing regulations). A community plan, as a portion of the Land Use Element of the General Plan, is a vision statement for the City's desired growth and development of a particular area of the City. As a general matter, that vision is implemented through zoning ordinances that specifically regulate allowed land uses and standards for development and design for properties throughout the Community Plan Area (CPA).

The Proposed Plan would include amending both the text and the land use map of the Central City and Central City North Community Plans. The Proposed Plan would also adopt several zoning ordinances to implement the updates to the Community Plan, including amending the Zoning Map for all portions of the CPAs to regulate specific uses and apply development standards (including height of structures, Floor Area Ratios, site configuration). The proposed zoning ordinances will primarily take the form of the New Zoning Code. No substantive changes are proposed for the following specific plans located in the Downtown Plan

Area: the Los Angeles Sports and Entertainment District Specific Plan (LASED), the Cornfield Arroyo Seco Specific Plan (CASP) and the Alameda District Specific Plan (ADP).

The amendments to the community plan text and the land use maps for the Downtown Plan are intended to guide development through the year 2040 by establishing the City's broad planning goals, policies, and objectives, the arrangement of land uses and intensities, as well as specific development standards for the Downtown Plan Area. The Downtown Plan is intended to improve the link between land use and transportation in a manner that is consistent with the City's adopted General Plan Framework Element, Mobility Element, Senate Bill 375 and state and regional policies.

No new development would be entitled or built as a direct result of adopting the Downtown Plan. Future development projects would require additional discretionary and/or ministerial approvals. These development projects are expected to occur over the next several decades. The exact type, pace, and intensity of each new development cannot be assured through the adoption of the Downtown Plan, as the level of activity will be determined largely by private investment in Downtown and the condition of the local economy.

New Zoning Code

Realizing the objectives of the Downtown Plan as envisioned requires the application of New Zoning Code regulations, developed through re:code LA, the comprehensive revision of the City's zoning code. The New Zoning Code regulations include new zone designations, intended for application in the Downtown Plan, which require the bundling of several districts to make a zone including: Form, Frontage, Development Standards, Use and Density districts; development standard rules (such as landscaping requirements, on-site sign provisions, light and glare standards and others); definition of terms; rules of measurement (such as how to measure lot width and building height); zoning incentive system(s) tied to public benefits, nonconforming use and development provisions; maintenance of current rules for division of land; street/public right of way improvement requirements; incorporation of overlay district standards and regulations; and enabling language for Environmental Protection Measures, a set of standards that will be used to implement the mitigation measures from the EIR in compliance with CEQA Guidelines 15126.4(a)(2), in addition to other standards intended to protect the environment.

Even when adopted into the LAMC, the New Zoning Code is not effective until it is implemented through zone changes that apply the New Zoning Code zone designations (zone districts) on the City's Zoning Map for particular parcels of land in the City. The timing of the re:code LA initiative in relation to the Downtown Plan provides an opportunity to use the proposed New Zoning Code structure as part of the Downtown Plan and implement the New Zoning Code in the Downtown Plan Area. This Proposed Project will apply the New Zoning Code solely within the Downtown Plan Area. The application of the New Zoning Code outside of the Downtown Plan Area will be an incremental process over time. Ultimately, the New Zoning Code is intended to apply to the entire City of Los Angeles when all community plans and other applicable planning and regulatory documents are amended and adopted through the New Community Plan program. See Section 3.2, *Project Background*, and Section 3.7, *Project Components*, for more details about the New Zoning Code.

Proposed Project Area

As discussed below, the two components of the Proposed Project apply to two different geographic areas.

Downtown Plan Project Area

The Project Area for the Downtown Plan component is the Central City Community Plan Area and the Central City North Community Plan Area (jointly referred to in this EIR as the, "CPAs," "Downtown Plan

Area,” or “Plan Area”). The Downtown Plan Area is geographically contiguous, sharing a common boundary along Alameda Street. The Central City Community Plan Area encompasses approximately 2,161 acres and is generally bounded on the north by Sunset Boulevard/Cesar Chavez Avenue, on the south by the Santa Monica Freeway (Interstate 10), on the west by the Harbor Freeway (Interstate 110), and on the east by Alameda Street. Immediately to the east of Alameda Street is the Central City North Community Plan Area, which encompasses approximately 2,005 acres and is generally bounded on the north by Stadium Way, Lilac Terrace, and North Broadway, on the south by the City of Vernon, on the west by Alameda Street, and on the east by the Los Angeles River. The Downtown Plan Area is bordered by the communities of Boyle Heights, Silver Lake-Echo Park, Westlake, Southeast and South Los Angeles, and the City of Vernon. The Downtown Plan Area boundaries are shown in **Figure 3-1**.

New Zoning Code Project Area

The Proposed Project includes implementation of the New Zoning Code regulations applicable in the Downtown Plan Area with adoption of the Downtown Plan. The New Zoning Code regulations adopted with the Proposed Project could be applied or implemented elsewhere in the City through the community plan update process or other future planning and zoning efforts. This would require future legislative action to adopt plan amendments and zoning changes, as well as environmental review. Thus, the New Zoning Code component of the Proposed Project could affect all areas within the City’s jurisdictional boundaries, shown in **Figure 3-2** and **Figure 3-3**. Importantly, as community plans are updated and amended to use the new zoning, amendments to the New Zoning Code can also be made to address the policy goals of the plans. The City of Los Angeles encompasses roughly 478 square miles, including about 5 square miles of water area for the Port of Los Angeles and just under 472 square miles of land area within the County of Los Angeles. The City is generally defined by the San Gabriel Mountains in the north, the Santa Susana Mountains, Santa Monica Mountains, and Pacific Ocean in the west, Pacific Ocean in the South, and Verdugo Mountains, San Rafael Hills, and Repetto Hills in the east. The Santa Monica Mountains and Los Angeles River bisect the City, separating the San Fernando Valley in the north from the Los Angeles metropolitan basin in the south. Approximately 76 percent of the City is developed and 24 percent is undeveloped, with 22 percent of the undeveloped portion dedicated to open space.

3.2 PROJECT BACKGROUND

CITY OF LOS ANGELES GENERAL PLAN

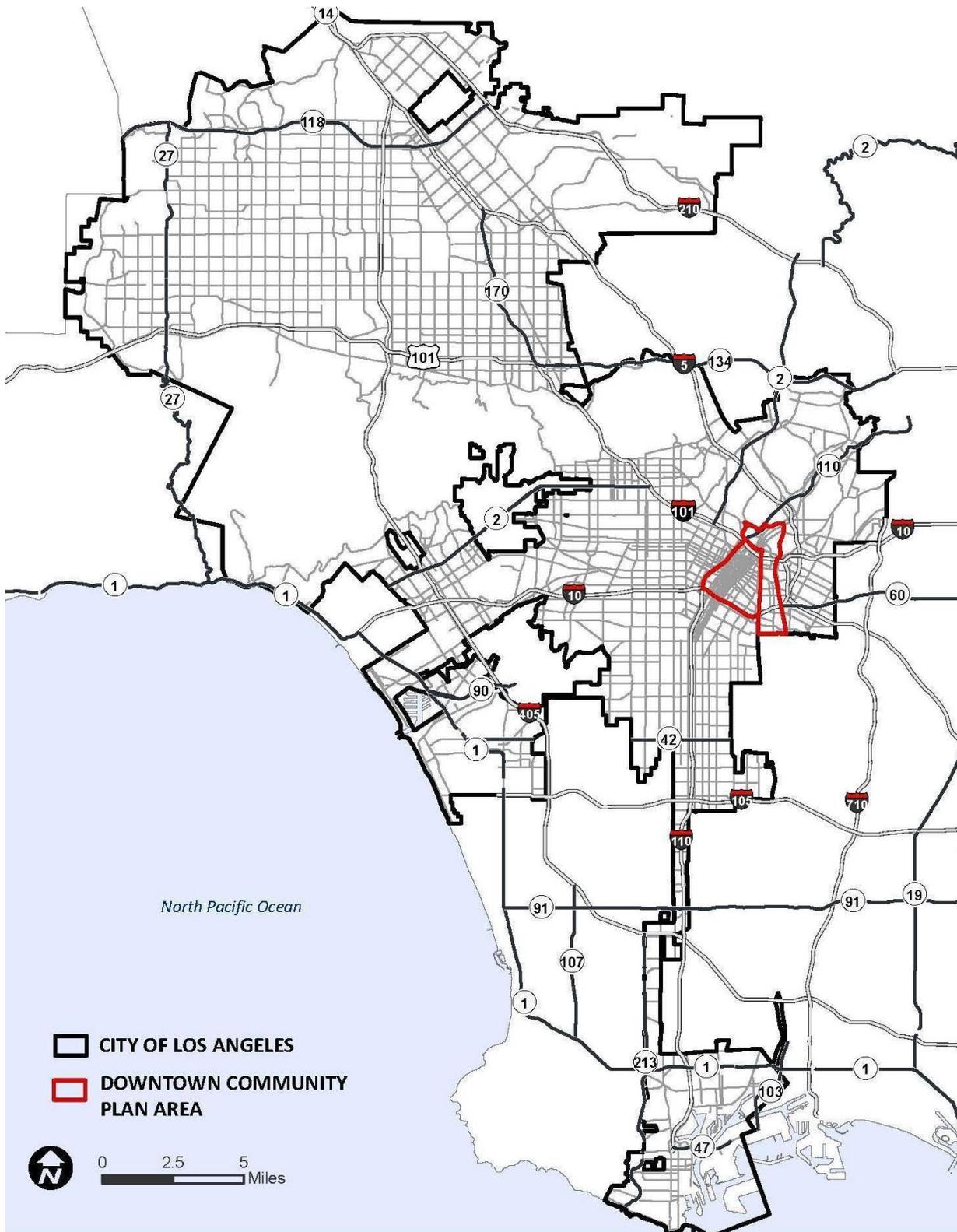
California State law (Government Code Section 65300) requires that each city and county, including charter cities and counties, adopt a comprehensive, integrated, long-term General Plan to direct future growth and development and accommodate projected increases in population and employment. The General Plan is a fundamental policy document. It defines how a city should use and manage its physical and economic resources over time. State law requires seven General Plan Elements: land use, circulation, housing, conservation, open space, noise, and safety. Government Code Section 65302(a) requires the General Plan to include a land use element described as follows:

(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan...

Figure 3-1 Downtown Plan Area Map



Figure 3-2 New Zoning Code/Citywide Project Area



The State requires that the General Plan be periodically revised to reflect new conditions, community input, and technological advances.

The Los Angeles Charter also requires that the City adopt a General Plan:

Sec. 554. General Plan – Purpose and Contents.

The General Plan shall be a comprehensive declaration of goals, objectives, policies and programs for the development of the City and shall include, where applicable, diagrams, maps and text setting forth those and other features.

(a) Purposes. The General Plan shall serve as a guide for:

- (1) the physical development of the City;*
- (2) the development, correlation and coordination of official regulations, controls, programs and services; and*
- (3) the coordination of planning and administration by all agencies of the City government, other governmental bodies and private organizations and individuals involved in the development of the City.*

(b) Content. The General Plan shall include those elements required by state law and any other elements determined to be appropriate by the Council, by resolution, after considering the recommendation of the City Planning Commission.

The General Plan’s guiding document for the City of Los Angeles is the **Framework Element**, which provides *a strategy for long-range growth and development* focused around the following 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;
- focus growth around transit stations;
- improve mobility and access; and
- identify a hierarchy of commercial districts and centers.

The Framework Element, adopted in 1996, establishes a long-range land use strategy to support the City’s viability and to accommodate projected growth. Framework Element policies reflect that where growth occurs, it is accommodated in a sustainable manner that protects residential neighborhoods and commercial districts, while guiding growth to higher-intensity commercial and mixed use centers that are served by transportation infrastructure. The Long-Range Land Use Diagram depicts this growth strategy with land use categories, including Neighborhood District, Community Center, Regional Center, Downtown Center, and Mixed-Use Boulevard, which reflect a conceptual relationship between land use patterns and transportation.

The Framework Element characterizes the majority of the Downtown Plan Area as the *Downtown Center*, “the primary economic, governmental, and social focal point of the region with an enhanced residential community.” It is described as having uses that serve not only the region, but the state, nation, and the world. The Downtown Center has the largest government center in the region and is the location for major

cultural and entertainment facilities, hotels, high-rise residential towers, the City's Convention Center, and the center of a regional transportation network. As such, Downtown is a primary center for urban activity, with a distinguished built environment characterized by the greatest development densities in the City, the highest permitted FARs of up to 13:1, as well as safe and high quality streets and public realm. The Framework Element anticipates the Downtown Center to continue to accommodate the highest development densities in the City and function as the principal transportation hub for the region. The big-picture goals established in the Framework Element are then further refined in other planning documents such as the community plans and the zoning code. In the City of Los Angeles, the Land Use Element is composed of 35 community plans. The 35 community plans guide the physical development of neighborhoods by establishing goals and policies for land use within each CPA. The community plans implement, at a community level, the citywide goals and policies established in the overarching Framework Element and all other elements of the General Plan.

EXISTING CENTRAL CITY & CENTRAL CITY NORTH COMMUNITY PLANS

The existing Central City and Central City North Community Plans (Existing Plans) are two of the City's 35 Community Plans, which comprise the Land Use Element of the City's General Plan. Community Plans are intended to promote an arrangement of land uses, streets, and services in the Project Area to encourage economic vitality, social and physical well-being, and promote the general health, safety, welfare and convenience of people who live and work in the Project Area.

The Existing Plans were written to guide development occurring through 2010. The Existing Plans were designed to accommodate growth anticipated at that time. They designate the general distribution, general location, and extent of uses of land for housing, business, industry, open space, education, public facilities, and other categories of public and private uses of land.

The Central City Community Plan was last updated in 2003 and the Central City North Community Plan was last updated in 2000. Since then, substantial changes have occurred, most notably, completion of the Los Angeles County Metropolitan Transportation Authority (Metro) Gold and Expo Lines, and implementation of the Metro Bike share system; approval and construction of large-scale commercial and residential developments; development of future plans and infrastructural improvements that need to be accommodated, such as the Los Angeles Streetcar, Metro Regional Connector, and High Speed Rail²; and new growth forecasts through the year 2040, released by SCAG. The proposed update to the Downtown Plan responds to these new conditions and aims to maximize associated benefits from these large scale infrastructure improvements.

DEPARTMENT OF CITY PLANNING'S NEW COMMUNITY PLAN PROGRAM

In 2006, the City established the New Community Plan (NCP) Program in order to update the current community plans. The intent of the NCP Program is to update the community plans regularly in order to encourage smart growth, identify appropriate locations for new development, minimize lengthy discretionary approvals, and provide certainty and predictability for developers, homeowners and anyone else concerned with the future development of the City of Los Angeles. *One of the primary goals of the NCP Program is to accommodate projected growth consistent with the Framework Element* (Framework Element, Page 1). The NCP Program also establishes an ongoing method to revise community plans with citizen input in order to address prevailing neighborhood and community issues consistent with the New

² Based on recent changes in direction at the State level, the High Speed Rail Station appears unlikely to be built in the foreseeable future.

Zoning Code framework. Recommended changes to Community Plans and their policies and programs are based on public input, as well as collaboration with other City departments and governmental agencies.

NEW ZONING CODE AND RE:CODE LA

The current City of Los Angeles Zoning Code (Chapter 1 of the LAMC) was written in 1946, and several overlays and specific plans have been implemented over the 70 years since the code was adopted in order to adjust to changing community needs. As such, the re:code LA program is being undertaken by the City to comprehensively revise the City of Los Angeles Zoning Code. One of the goals of re:code LA is to simplify and clarify the existing zoning regulations and translate the existing zoning, overlays, and specific plan regulations into new regulations that address the unique contexts and forms found throughout the City.

Due to the size and scale of the City and the current Zoning Code, the re:code LA program is a substantial undertaking. It is expected that parts of the re:code LA program will be adopted and implemented incrementally. Specifically, the complete New Zoning Code (proposed to be in Chapter 1A of the LAMC) will not be adopted as a whole or all at once as a part of this Project. Only the new regulations specifically applicable to the Downtown Plan and the general regulations necessary to implement the Downtown Plan are being adopted at this time.

The general regulations of the New Zoning Code that will be adopted as part of the Proposed Project will also be available for use citywide through discretionary review processes, zone changes and general plan amendments, but would not be expected to be used at this time without a community plan update, amendment, and other future planning and zoning effort. These elements include definitions, administrative rules, development standard rules, and general use standards. Consistent with the intent of the re:code LA program, these regulations will be adopted before or simultaneously with the first ordinance to implement the new zone districts of the Downtown Plan. When the New Zoning Code content is adopted into the LAMC as part of this Project, none of the new zone districts, and their respective development standards and requirements, will be operative for any property in the City until the relevant community plan is updated or amendments are completed to utilize the new zoning, which would require environmental review pursuant to CEQA.

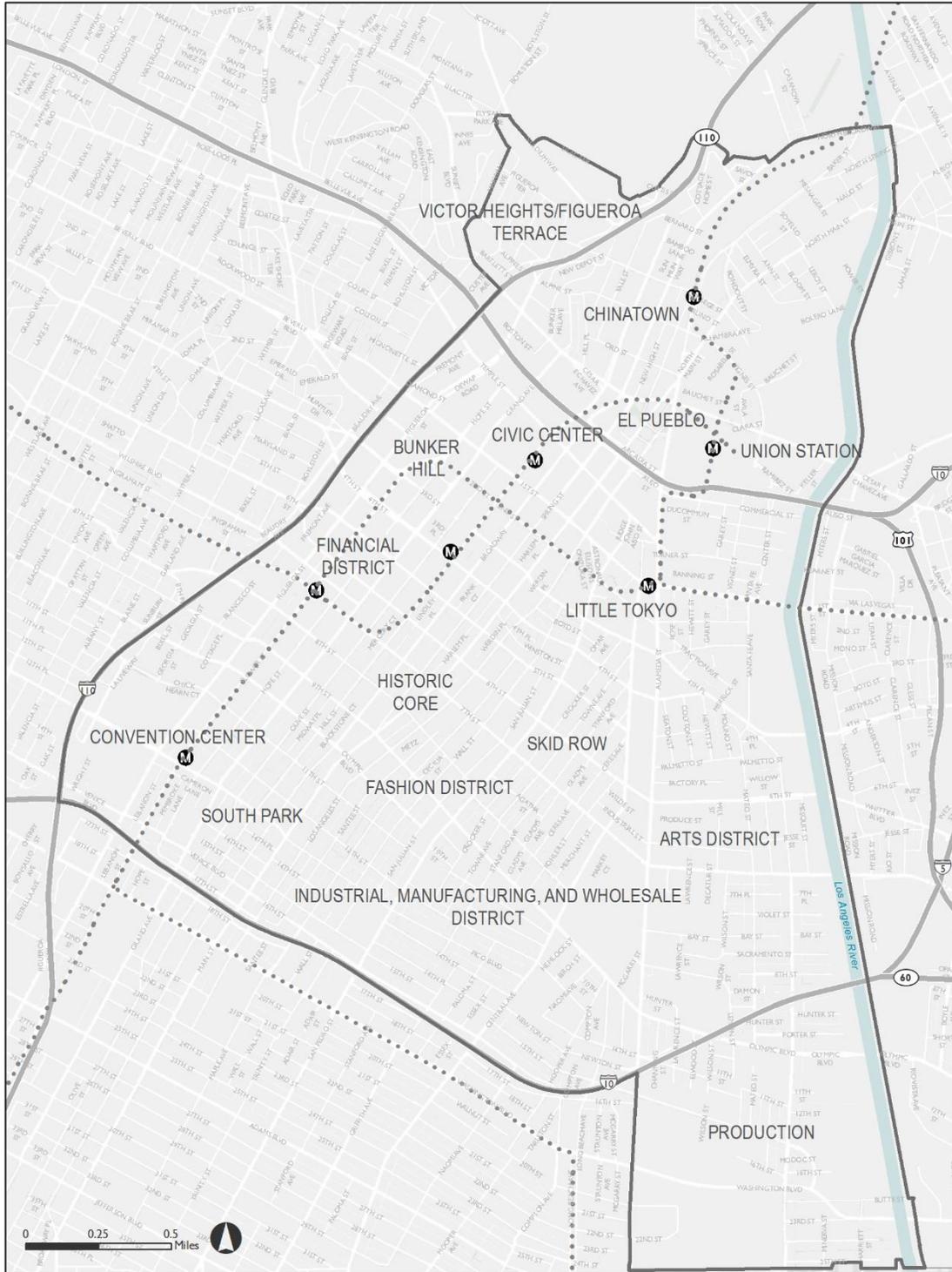
The existing Zoning Code regulations are not being repealed as part of this Project. The existing Zoning Code will continue to be in effect in Chapter 1 of the LAMC for those areas in which the new Zoning Code has not yet been applied. The existing Zoning Code would remain in place until all property in the City is rezoned and all the City's community plans are amended to apply the New Zoning Code.

Ultimately, when all property in the City is rezoned using the New Zoning Code, the existing Zoning Code will no longer apply to any property in the City. At that time, the existing Zoning Code could be repealed.

3.3 CURRENT LAND USE AND REGULATORY SETTING

The Downtown Plan Area contains a variety of residential, civic, commercial, hybrid industrial, industrial, cultural, and open space uses that exist within varying neighborhoods. While the specific names and boundaries of these neighborhoods are subject to interpretation and can vary widely across sources, they are identified here for the purpose of describing the Downtown Plan Area (**Figure 3-4**). These neighborhoods are categorized based on their unique characteristics and mix of uses and are independent of the General Plan designations. Nevertheless, they represent the existing composition of the Downtown Plan Area and are largely recognized by the general public. Consequently, existing uses, zoning and other regulatory controls within the Downtown Plan Area are described within the context of these neighborhoods as follows:

Figure 3-4 Neighborhoods in the Downtown Plan Area



Financial District and Commercial Core. The Financial District and commercial core of Downtown is generally located in the central-west side of the Downtown Plan Area, and contains both modern and historic office buildings, hotels, restaurant and retail destinations, and entertainment and nighttime attractions. These areas have the highest intensity of land uses, with the tallest buildings in the City. This portion of the Downtown Plan Area is well-served by transit, including regional and local bus lines, as well as Metro Rail stations connecting Downtown to the rest of the City of Los Angeles through the Red, Purple, Blue, and Expo lines. Additional infrastructural improvements are proposed for this area, including streetscape improvements for 7th Street, the primary pedestrian corridor for this area, and the Downtown Streetcar route. Buildings are primarily mid- and high-rises and include many of the skyscrapers that define the Downtown Los Angeles skyline.

The Financial District is predominantly designated Regional Center Commercial with C2 Commercial zoning, allowing for commercial, office, retail, housing, hotel, schools, auto sales, and limited manufacturing uses. This area does not have density limitations, due to the Greater Downtown Housing Incentive Ordinance, which applies to the entirety of the Central City Community Plan Area. The area is predominantly assigned Height District 3-D and 4-D and can reach up to 13.0:1 FAR with no height limitations through a transfer of development rights process.

Bunker Hill and Cultural Corridor. Bunker Hill is generally located in the western portion of the Downtown Plan Area and serves as both a center for office activity and a cultural corridor, featuring institutional and cultural landmarks including The Broad Museum, Walt Disney Concert Hall, and Dorothy Chandler Pavilion, and the Colburn School. Integrated with these uses are mixed-use commercial and residential buildings, and a Metro station currently under construction at 2nd Street and Hope Street that is part of the Metro Regional Connector Project.

Bunker Hill is predominantly designated Regional Center Commercial, and has R4 Multiple Dwelling and C4 Commercial zoning, which allows for C2 uses such as commercial, office, retail, multi-unit residential, hotel, schools, and auto sales, with limitations. A portion of this area is regulated by the Bunker Hill Specific Plan, which supports the development of Bunker Hill into a 24-hour environment with a mix of commercial, retail, residential, and cultural spaces, and includes urban design guidelines, transportation and parking regulations, as well as a pedestrian linkages network for the area. There are no density limitations and the area is assigned Height District 3-D and 4-D, allowing for up to 6.0:1 FAR with no height limitations. In certain portions of Bunker Hill, the Bunker Hill Specific Plan allow for up to 13:1 FAR with no height limitations through a transfer of development rights process.

Historic Core and Entertainment Center. The Historic Core and Entertainment Center (including Broadway District), generally located in the heart of the Downtown Plan Area, has one of the largest collections of historic buildings not just in Downtown Los Angeles, but in the country. As a result, the built environment is generally consistent, with 12-story Beaux Arts and Art Deco buildings built out to the property lines and ground floor active uses. While many of these structures were originally built to serve financial and commercial offices, much of the building stock has been adapted into residential apartments and condominiums.

The Historic Core is predominantly designated Regional Center Commercial with C4 and C2 zoning, and Height District 4-D, allowing for up to 13.0:1 FAR with no height limitations through a transfer of development rights process. Broadway between 1st and 12th Street is also governed by the Broadway Theater and Entertainment District Community Design Overlay, the Broadway Signage Supplemental Use District (SUD), and the Broadway Streetscape Master Plan. A description of these planning overlays can be found below, under *Regulatory Setting: Specific Plans, Planning Overlays, and Redevelopment Plans*.

South Park. South Park is in the southwest portion of the Downtown Plan Area. It is a walkable, residential mixed-use neighborhood, supported by commercial, office, and medical uses, and served by a Metro transit

station. A majority of the development in South Park occurred in the past decade, with structures commonly between six and twelve stories with active uses on the ground floor.

South Park is predominantly designated High Density Residential, with R5 Restricted Density Multiple Dwelling zoning and Height District 3-D and 4-D, allowing for up to 13.0:1 FAR with no height limitations through a transfer of development rights process.

Convention Center Area. The Convention Center area sits in the southwestern portion of the Downtown Plan Area and is bounded by State Route 110/Harbor Freeway (110 Freeway) to the west. It is the site of several of Los Angeles' sports and entertainment venues and is regulated by the Los Angeles Sports and Entertainment District Specific Plan (LASED). The district includes the Los Angeles Convention Center, Staples Center, L.A. Live, Grammy Museum, and Microsoft Theater. It also includes hotel, commercial, office, entertainment, and residential uses.

The Convention Center area is predominantly designated Public Facilities with PF or CEC (Convention Event Center) zoning, allowing for a wide range of institutional, office, commercial, and public-serving uses.

Skid Row. Skid Row is in the central portion of the Downtown Plan Area and is a residential neighborhood that has long served people in need. The community is home to family and social service organizations, permanent supportive housing, single room occupancy hotels, as well as homeless and unhoused community members. Structures in Skid Row range between one story to twelve stories in height.

The eastern portion of Skid Row is designated Light Manufacturing with M2 zoning and Height District 2D. The western portion of the neighborhood is designated High Medium Residential with R5 zoning and Height District 2D. Development in Skid Row can reach up to 3.0:1 FAR, and up to 6.0:1 through a transfer of floor area process.

Civic Center, El Pueblo, and Union Station. The Civic Center is home to Federal, State, County, and local 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.

El Pueblo de Los Angeles Historical Monument is a historical district that includes areas that once formed the original pueblo, or "town," from which Los Angeles later developed. El Pueblo encompasses approximately 44 acres surrounding the Los Angeles Plaza and is roughly bounded by Spring, Macy, Alameda, and Arcadia Streets, and Cesar Chavez Boulevard. It contains a number of historical buildings and features, including the Neustra Señora La Reina de Los Angeles Church (1822), Avila Adobe (1818), the Olvera Street market, and Pico House (1870) (City of Los Angeles 2018).³

Los Angeles Union Station is in the northeastern portion of the Downtown Plan Area, bounded by Alameda Street, Cesar Chavez Avenue, Vignes Street, and the U.S. 101. East of Union Station is the Los Angeles River and to the west is the City's historic Olvera Street and El Pueblo de Los Angeles State Historic Park, as well as the Civic Center. Union Station is the City's principal transportation hub, home to local, regional, and national transit providers, and the planned site for the California High Speed Rail (HSR) Los Angeles station.

The Civic Center and El Pueblo are predominantly designated Public Facilities with PF zoning, and Height District 2-D. Development in the Civic Center can reach up to 6:1 through a transfer of floor area process and development in El Pueblo can reach up to 3.0:1 FAR with unlimited height. The Union Station area is regulated by the Alameda District Specific Plan, which encourages a pedestrian-oriented and mixed-use

³ City of Los Angeles. 2018. Historical Monument: El Pueblo de Los Angeles. <http://elpueblo.lacity.org/>. accessed April 2018

business district with hotels, retail, entertainment, housing, cultural, and transit-related functions in medium and high density development.

Little Tokyo. Little Tokyo is a historic-cultural neighborhood and the symbolic center for the Los Angeles Japanese-American community. The neighborhood contains a variety of religious and cultural institutions as well as a mix of residential, commercial, and other institutional uses. Small-scale shops, restaurants, and storefronts with unique architectural features occupy buildings that range between one and twenty stories in height. Little Tokyo contains the Little Tokyo First Street National Historic Landmark, which is a historic Japanese commercial district originally settled in the late 19th century (National Park Service [NPS] 2018). The historic district is roughly bounded by 301-349 East First St., 110-120 Judge John Aiso Street, and 119 S Central Avenue.

Little Tokyo is predominantly designated Regional Center Commercial with C2 Commercial zoning and Height District 4D, allowing for up to 6.0:1 FAR with no height limitations. The area has Qualifying [Q] Conditions which limit ground floor activity to neighborhood-serving uses. Little Tokyo is also regulated by the Little Tokyo Community Design Overlay District (CDO) which is further described under *Regulatory Setting: Specific Plans, Planning Overlays, and Redevelopment Plans*.

Arts District. The Arts District is located in the eastern portion of the Downtown Plan Area and predominantly consists of industrial, manufacturing, and wholesale uses and has been transitioning to a more mixed-use environment in the recent past. Many of the existing low-scale warehouses and industrial buildings have been converted into live/work, commercial, and institutional uses. New mixed-use buildings with housing, commercial, light production, restaurants, retail establishments, and business incubation uses have been constructed and other similar projects have been proposed.

The Arts District is predominantly designated Heavy Manufacturing, with M3 Heavy Industrial zoning, which allows for the widest range of industrial uses including commercial, manufacturing uses, and storage. The area assigned Height District 1 allowing for up to 1.5:1 FAR with no height limitations.

The Los Angeles River is an important ecological feature, a portion of which is located in the Arts District on the eastern edge of the Downtown Plan Area. The Los Angeles River was once a free-flowing waterway but was encased in concrete in the 1930s as part of a flood control project undertaken by the United States Army Corps of Engineers (“CoE”). Efforts being led by the CoE and the City of Los Angeles are now underway to restore some of the river’s natural qualities over the coming decades. The rail corridor that runs adjacent to the length of the River was constructed in the early 1900s, as part of the Atchison, Topeka & Santa Fe Railway operating a system of both passenger and freight services. The area adjacent to the river is regulated by the River Improvement Overlay (RIO) which is further described under *Regulatory Setting: Specific Plans, Planning Overlays, and Redevelopment Plans*.

Chinatown and Victor Heights/Figueroa Terrace. Chinatown is located in the northern portion of the Downtown Plan Area and is home to a long-standing variety of small and family-owned businesses, family associations, and institutional services that serve the Chinese-American population throughout the region, as well as other communities. The historic center is characterized by walkable commercial corridors and internally oriented courtyard and mid-scale development. Victor Heights, also known as Figueroa Terrace, is a multi-generational residential community with primarily multi-family housing.

The commercial core of Chinatown is designated Regional Center Commercial with C2 Commercial zoning, and Height District 2, allowing for up to 6.0:1 FAR with no height limitations. Victor Heights and Figueroa Terrace are designated High Medium Residential with a mix of RD1.5, R3 and R4 Residential zoning, and Height District 1. The RD1.5 and R3 zoning with Height District 1 allows for up to 3.0:1 FAR and includes a height limit of 45 feet. The R4 zoning with Height District 1, allows for up to 3.0:1 FAR with no height limitations.

Industrial, Manufacturing, and Wholesale Districts. These districts are located in the south-central portion of the Downtown Plan Area and are characterized by large-format and medium to low-scale buildings with wholesale, warehousing and distribution uses. These districts also include a mix of additional uses, including social services, supportive housing, nonprofit, and institutional organizations that serve as an anchor for employment in the City. Some sub-districts, such as the Flower Market and Fashion District, have high levels of pedestrian activity with fine-grained alleys and market halls that attract patrons from across the City and region.

Production. The Production area is located in the southern most portion of the Downtown Plan Area with low-scale one to three story buildings that predominantly house industrial and manufacturing uses. The Production area serves as a jobs base for the region and offers employment in industries such as clean technology, heavy industrial, industrial manufacturing, and fabrication with very limited retail uses.

REGULATORY SETTING: SPECIFIC PLANS, PLANNING OVERLAYS

Specific Plans, planning overlays, and redevelopment plans allow zoning regulations to be tailored to local areas and include various types of regulatory limitations. Examples of these limitations include land use restrictions, maximum heights, building form and massing requirements, intensity limits, etc.

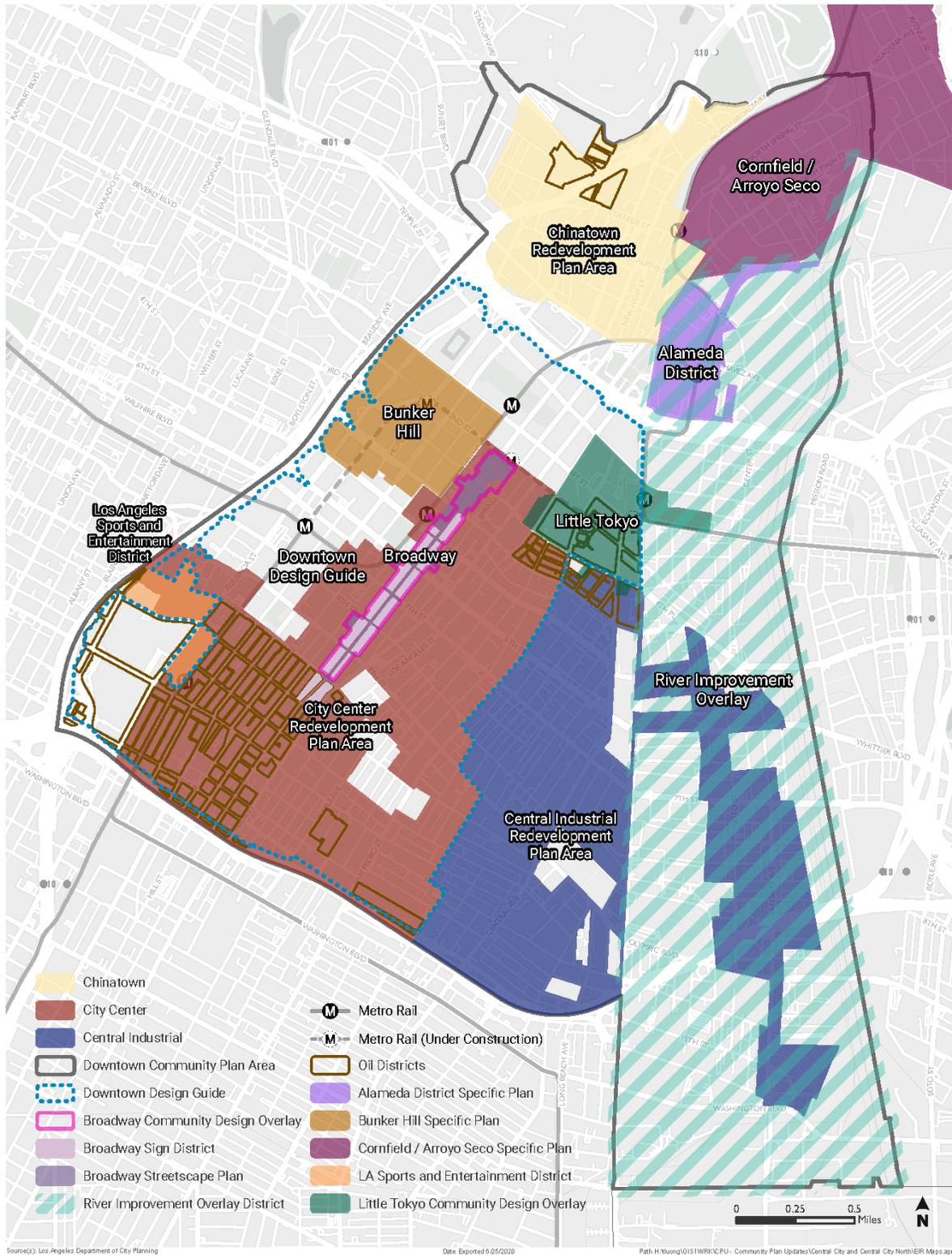
Figure 3-5 shows the Specific Plans, and Overlays that currently exist in the Downtown Plan Area. Below is a description of the existing redevelopment plans, specific plans, overlays, and other such plans within the Downtown Plan Area.

As part of the Downtown Plan, a selection of these specific plans will be amended and/or will become integrated into the New Zoning Code. See Section 3.7.3 for a discussion of how these overlays will be addressed in the Downtown Plan.

Specific Plans

- 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)** 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) 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.

Figure 3-5 Specific Plans and Overlays in the Downtown Plan Area



- The **Bunker Hill Specific Plan** applies to Bunker Hill, in the Central City Community Plan Area. It was established to create a mixed-use district with expanded housing, commercial, retail, cultural uses, and to retain the area's identity as a cultural, office and employment center. The Specific Plan includes open space requirements for projects redeveloping a block or large site. It also includes public realm improvement requirements through building setback, ground floor frontage, and massing regulations, and a pedestrian plan to encourage a network of linkages.

Planning Overlays

- The **Broadway Theater and Entertainment Design Guide and Community Design Overlay (CDO)** applies to Broadway between 1st Street and 12th Street within the Central City Community Plan Area. The Broadway CDO encourages the rehabilitation of existing building and guides the design and development of new buildings. Regulations include guidance for building setbacks, form, roof lines, building articulations, storefront and window transparency, facade materials, and lighting.
- The **Little Tokyo Community Design Overlay (CDO)** applies to a portion of the Little Tokyo community within the Central City Community Plan Area. It establishes design and development guidelines to promote a pedestrian-friendly environment and enhance the physical appearance of the area, with a focus on reinforcing the cultural and historic aspects of the neighborhood through a set of design guidelines.
- The **Los Angeles River Implementation Overlay (RIO)** applies citywide to properties abutting the River. It includes development regulations, landscaping screening and fencing requirements, as well as lighting and access regulations to support the goals of the Los Angeles River Revitalization Master Plan and contribute to a positive and sustainable interface between river adjacent properties and the River.
- **Oil Drilling Districts** applies citywide to properties where the drilling of oil wells or the production from the wells of oil, gases or other hydrocarbon substances is permitted, subject to conditions by the Department of City Planning. Within the Downtown Plan Area, the Oil Drilling Districts are located generally in the south-west corner of the Downtown Plan Area, west of Main Street and south of Olympic Boulevard and the blocks generally bounded by Alameda Street to the east, East 4th Street to the south, Los Angeles Street to the west and East 1st Street to the north.

Design Guidelines

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

Sign Supplemental Use District

- The **Historic 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.

CALIFORNIA REDEVELOPMENT PROJECT AREAS

Community Redevelopment Areas (CRA) are areas identified for revitalization through the building of new housing and commercial projects. Prior to 2012, the Community Redevelopment Agency of Los Angeles (CRA/LA) was the agency in charge of developing, implementing, and overseeing CRA projects in the City (Urban Land Institute, Los Angeles 2012). The passage of AB1x-26 and the California Supreme Court's decision in *California Redevelopment Association v. Matosantos* in 2012 effectively abolished redevelopment agencies in the State. Any existing redevelopment plans remained in effect to be administered by the successor agency until they expired under their own terms. Following the dissolution of the CRA/LA, activities in the redevelopment project areas were administered through the Designated Local Authority (DLA), as the successor to the CRA/LA. On November 11, 2019, the City of Los Angeles adopted an ordinance and resolution to assume the land use authority to implement the land use related plans and functions of the CRA/LA and the successor agency, and currently implements the land use provisions of those redevelopment plans that are still in effect, as well as any related Designs for Development, or similar land use plans. The DLA, in its role as the successor agency, continues to address the financial and other legal obligations of the effective redevelopment plans. The Downtown Plan Area includes three CRAs: Chinatown (expires January 2022), City Center (expires May 2033), and Central Industrial (expires November 2033).

- The **Chinatown Redevelopment Plan** designates land uses and specifies the Agency's powers and requirements in Redevelopment Plan implementation (CRA/LA 2002a). This Redevelopment Plan Area is generally bounded by Cesar E Chavez Avenue to the south, Solano Avenue to the north, Alameda Street to the east, and shares the Downtown Plan Area boundary to the west.
- The **City Center Redevelopment Plan** designates land uses, specifies the Agency's powers and requirements in Redevelopment Plan implementation, identifies distinct development areas within the Redevelopment Plan Area (i.e., City Markets, South Park, Historic Downtown), and includes specific requirements for development within the Redevelopment Plan Area. This Redevelopment Plan Area is generally bounded to the south by the I-10; to the west by Figueroa Street, Grand Avenue, and Hill Street; to the north by Second Street; and to the east by Los Angeles Street, San Pedro Street, Stanford Avenue, and Griffith Avenue.
- The **Central Industrial Redevelopment Plan** designates land uses and specifies the Agency's powers and requirements in Redevelopment Plan implementation and includes specific requirements for development within the Redevelopment Plan Area. The Redevelopment Plan Area encompasses most of the area bounded to the south by the I-10; to the west by Stanford Avenue and San Pedro Street; to the north by Third Street; and to the east by Alameda Street. It also encompasses an irregularly shaped area that is generally bounded by Washington Boulevard to the south, the train tracks paralleling the Los Angeles River to the east, Third Street to the North, and Lemon Street, Wilson Street, and Alameda Street to the west.

3.4 GROWTH TRENDS

The Downtown Plan, as an update to the City's land use element for the Downtown Plan Area, plans for and guides growth and development.⁴ This section discusses how the City identifies forecasted growth in population, housing, and employment and why the Southern California Association of Governments (SCAG) is the City's primary source for current and forecasted population, housing, and employment numbers. It also describes the growth trends for the City of Los Angeles and the Downtown Plan Area.

2040 REGIONAL TRANSPORTATION PLAN (RTP) SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

SCAG is designated as a Metropolitan Planning Organization (MPO) responsible for carrying out federal and state statutory duties within its region which encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles with over 18 million residents.

Federal and state laws require SCAG to develop regional plans for transportation, growth management, hazardous waste management and air quality⁵. SCAG is responsible for producing socio-economic estimates and projections at multiple geographic levels. The socio-economic estimates and projections are used for federal and state mandated long-range planning efforts, such as the Regional Transportation Plan (RTP). The RTP is a 20-year transportation plan for the region that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends.

Federal laws require that land use allocation in an RTP reflect development patterns most likely to be built in the region. While federal and state laws do not mandate consistency with the RTP, state law does require SCAG to identify and quantify housing needs for the region, prepare the Regional Housing Needs Assessment (RHNA), and for local agencies to update their Housing Elements to plan and zone to accommodate the agency's RHNA. SB 375 coordinates land use and transportation planning to reduce greenhouse gas (GHG) emissions and, to that end, requires SCAG to prepare a Sustainable Communities Strategy (SCS) as an integral part of the RTP. SB 375 also requires the RHNA process to be consistent with an SCS, and that RHNA must be coordinated every eight years (RTP is updated every four years).⁶

A function of SCAG, in preparing the RTP/SCS, is to forecast or prepare population, housing and employment projections in consultation with cities in the region. These projections are derived from a combination of sources and consider factors such as birth rates; migration rates; historical trends; household size; market and economic projections; existing and planned land uses; and consistency with relevant adopted local, regional and state land use policies and growth strategies. The development of the growth forecast is driven by collaboration between SCAG and local jurisdictions. The integration of the regional and local forecasts is achieved through joint efforts and collaboration among the various contributors. The 2016-2040 RTP/SCS is the most recently adopted RTP/SCS.⁷

Many municipalities and government agencies (including public service providers and other City departments) rely on the same source, i.e., the most current SCAG RTP/SCS data, for purposes of planning, both for estimates of current population, housing and employment, as well as for projections of future

⁴ Note, the New Zoning Code component of the Proposed Project is not a land use planning project and does not guide growth and development. This discussion is not intended to speak to intent or indirect effects of the New Zoning Code.

⁵Government Code Section 65080(b)(2)(B); Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations.

⁶Government Code Section 65080(b)(2)(B).

⁷ In preparation for the next RTP/SCS, which is anticipated for adoption in mid to late 2020, at the time of preparation of this EIR SCAG had begun engaging with local jurisdictions, subregions, and other stakeholders to inform development of the upcoming Plan.

population, housing, and employment. Use of such data is a consistent and best practice for local governments. It is also the Department of City Planning’s practice to use SCAG RTP/SCS data as a benchmark or as a reference point for estimates and projections locally.

CITYWIDE POPULATION GROWTH PROJECTIONS

The City of Los Angeles is approximately 478 square miles and has a population of approximately 3.95 million. The population is anticipated to increase by 17 percent from the 2016 estimate to approximately 4.6 million persons by the year 2040, according to the SCAG 2016-2040 RTP/SCS (**Table 3-1**). Every four years, SCAG prepares socioeconomic projections that are used by various City departments and agencies for their long-range planning efforts. The growth projection for the City of Los Angeles is based on several factors, including historical development trends, land values, as well as smart growth strategies to direct development to areas in proximity to rail and major bus stations, community centers, regional centers, and Downtown Los Angeles.

TABLE 3-1 PROJECTED POPULATION GROWTH FOR THE CITY			
Geographic Planning Area	2017 Estimated Population /a/	2040 Projected Population /a/	Projected Population Growth (2017 – 2040) /a/
City of Los Angeles	3,950,000	4,609,000	659,000
South Valley	754,697	875,559	119,770
South Los Angeles	755,206	874,467	120,352
North Valley	716,405	795,498	79,093
Central	690,070	903,754	213,684
West Los Angeles	430,481	497,159	66,678
East Los Angeles	402,716	448,846	46,130
Harbor	200,100	213,603	13,503
/a/ The 2017 estimated population and the 2040 projected population are based on SCAG’s 2016-2040 RTP/SCS. Due to rounding, percentages may not add up to 100 percent.			

The City’s 35 CPAs are divided into seven larger geographic areas for planning administration (**Figure 3-6**). Each of these geographic planning areas has an Area Planning Commission that reviews certain cases located within their planning area. The Project Area is located within the Central Los Angeles geography. According to the 2016-2040 RTP/SCS, the population in the Central Los Angeles geography, which includes the CPAs of Hollywood, Wilshire, Westlake, Central City, and Central City North, is anticipated to increase by approximately 220,000 by 2040. The Central Los Angeles geography represents approximately 20 percent of the anticipated population growth for the entire City (**Table 3-2**). The following tables summarize projected population growth for the City of Los Angeles.

Figure 3-6 Community Plan Areas in the City of Los Angeles

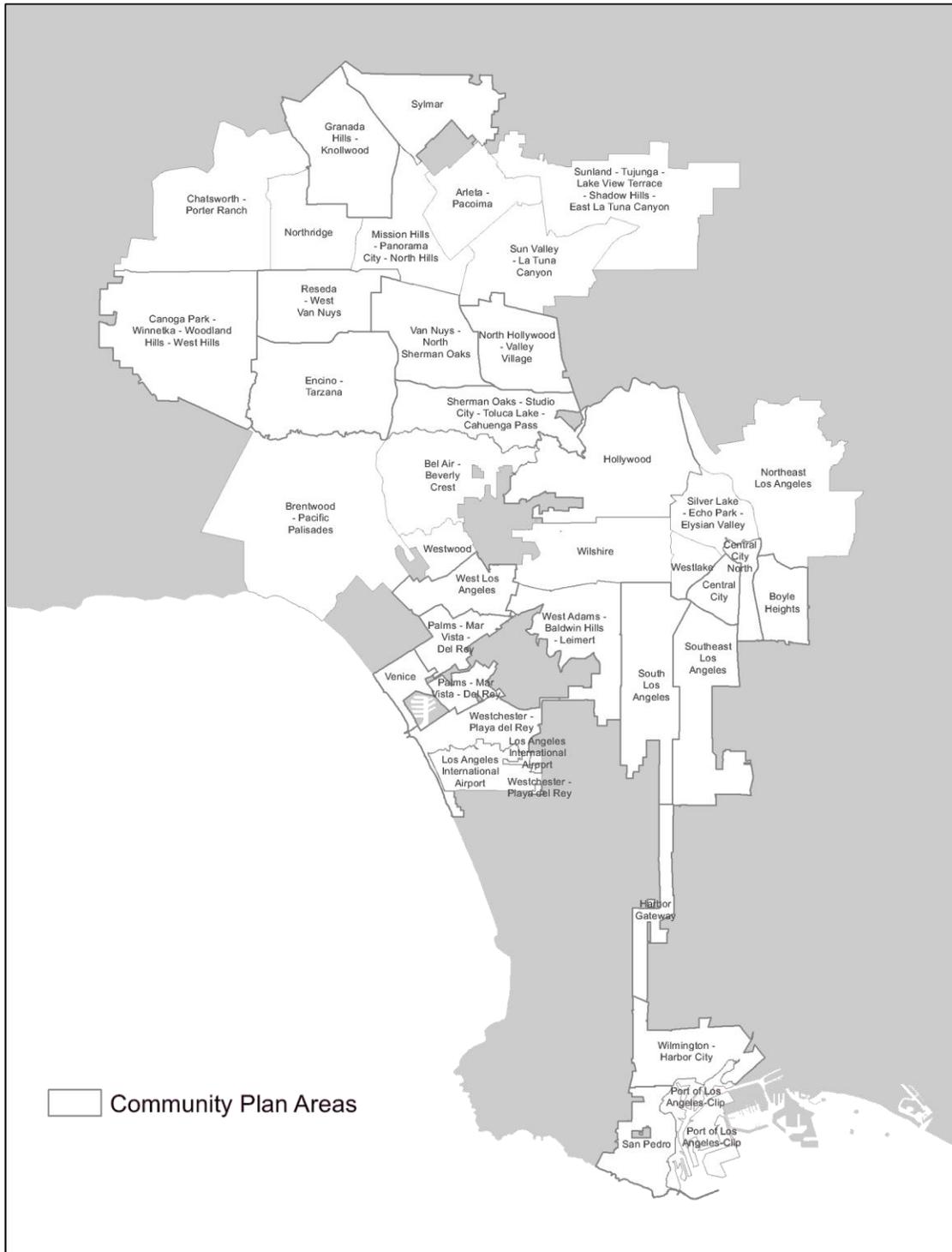


TABLE 3-2 PERCENTAGE OF CITYWIDE POPULATION AND PROJECTED GROWTH			
Geographic Planning Area	% of Citywide 2017 Population /a/	% of Citywide 2040 Projected Population /a/	% Change of Citywide Projected Population Growth (2017 – 2040) /a/
City of Los Angeles	100%	100%	100%
South Valley	19%	19%	-
South Los Angeles	19%	19%	-
North Valley	18%	17%	-1%
Central	17%	20%	3%
West Los Angeles	11%	11%	-
East Los Angeles	10%	10%	-
Harbor	5%	5%	-
/a/ The 2017 estimated population and the 2040 projected population are based on SCAG's 2016-2040 RTP/SCS. Due to rounding, percentages may not add up to 100 percent.			

The purpose of forecasting future population is to describe the likely future population based on current trends and be able to plan for and accommodate change. In general, projections help City departments to understand where current policies might lead to and determine whether those policies are leading the City towards its stated objectives consistent with federal, state, and local policies. They are also used by each City department in preparing long-range plans, such as community plan updates and infrastructure plans. DCP uses anticipated population growth, or population projections as a benchmark, to determine the level of development that is needed to accommodate this future growth. Population growth is a fundamental consideration in making long-range land use planning decisions. However, it is important to note that these projections are calculations based in part on a number of assumptions and, as with any data reliant on assumptions, projections have limitations. For example, projections are often based on recent trends that may or may not continue as conditions change.

DOWNTOWN PLAN AREA GROWTH PROJECTIONS

The State of California requires that cities plan for changes in demographics, including housing demand, population, and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. The Downtown Plan Area represents approximately one percent of the City of Los Angeles land area (nearly 6.6 square miles out of 478 square miles) and four percent of the City's population. Over the next few decades, population in the Downtown Plan Area is anticipated to increase by approximately 150 percent by year 2040, as identified by current SCAG projections in 2016 (see **Table 3-3**). The Downtown Plan Area is projected to continue growing at a faster rate than the City of Los Angeles as a whole.

The Downtown Plan would accommodate SCAG's 2040 population, housing, and employment projections based on the amount of development that is reasonably expected to occur during the life of the Downtown Plan, given the Downtown Plan's General Plan designations and policies.

TABLE 3-3 PROJECTED POPULATION GROWTH FOR THE DOWNTOWN PLAN AREA

Area	Existing Population (2017)	% of Citywide Existing Population	SCAG's 2040 Projected Population	Projected Population Growth (2017-2040)	% of Citywide 2040 Project Population	% Change in Project Population Growth (2017-2040)
City of Los Angeles	3,950,000	100%	4,609,000	659,000	100%	17%
Downtown Plan Area	76,000	2%	189,000	113,000	4%	150%

Note: Numbers are rounded to the nearest thousand.
SOURCE: 2016-2040 SCAG RTP/SCS.

CEQA requires an EIR to compare existing physical conditions (“baseline”) to the physical conditions after implementation of a project. For purposes of the Downtown Plan, which is a long-range plan for growth and development, there is no expected direct effect from the Proposed Project (such as for a construction project), but there are expected indirect impacts from the reasonable anticipated development that will occur. To assess the impacts of the Downtown Plan requires determining reasonable anticipated development and identifying current conditions. Both of these determinations rely in part on estimates of the current population, housing and employment, and the forecasted growth in population, housing and employment (See Section 3.4, *Growth Trends*, above for a discussion of the Downtown Plan’s forecasted growth).

CEQA Guidelines Section 15125(a) requires that an EIR include a description of the physical environmental conditions in the vicinity of a project, as they exist at the time the NOP is published. This environmental setting normally constitutes the baseline physical conditions to which the lead agency compares the impacts from the project and determines the significance of impacts. The NOP for this EIR was published on February 6, 2017 (see **Appendix A**). Thus, the Draft EIR uses 2017 as the baseline for existing conditions.

CEQA generally requires an analysis of the foreseeable impacts from a project against the existing environment or baseline conditions. However, there are some exceptions to this rule where that analysis would be misleading or not provide useful information for purposes of CEQA impacts from the project, and the lead agency provides a justification for using future baselines (*Neighbors for Smart Rail v. Exposition Metro Line Const. Auth.*). When this EIR does not analyze the impacts of the Proposed Project against the existing environment, such as in the GHG analysis, the alternative baselines is identified and a justification is provided for the use of the alternative baselines. A description of the methodology for analysis of impacts, including the use of alternative baselines, is included in Chapter 4 Environmental Analysis. The subject of baselines is not always established by population and housing information. The subject of the baseline is related to the particular impact area under consideration. For example, a baseline for purposes of agricultural and aesthetic impacts is related to current legal status and/or the physical condition of land in the project area (e.g., land that is designated prime farmland, a designated state scenic highway, or a valued scenic vista).

3.5 PROJECT OBJECTIVES

CEQA requires an EIR to include a statement of the objectives sought by a project proponent, in this case the City of Los Angeles. The statement of objectives should include the underlying purpose of the project.

UNDERLYING PURPOSE OF THE PROJECT

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

The underlying purpose of the New Zoning Code is to create the tools necessary to implement community visions expressed in adopted plans, including the Downtown Plan. The modular zoning tools of the New Zoning Code are designed to be adaptable to future needs throughout the City.

Objectives of the Proposed Project - Downtown Plan and New Zoning Code

The primary and secondary objectives of the Proposed Project are the following:

The **Primary Objectives** of the Proposed Project are to:

- **Primary Objective 1:** Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2040 to ensure that Downtown Plan Area continues to grow in a sustainable, equitable, healthy, and inclusive manner, consistent to implement policies of the City of Los Angeles General Plan Framework Element, by focusing new job-generating uses and residential development around transit stations;
- **Primary Objective 2:** Provide for economic diversification and reinforce Downtown Plan Area as a primary center of employment for the City and the Southern California region;
- **Primary Objective 3:** Build upon Downtown's role as a regional transportation center by allowing for intensive development throughout the Downtown Plan Area, and concentrating development opportunity immediately surrounding the transit stations with an appropriate range of building sizes and mix of uses;
- **Primary Objective 4:** Promote a mode-shift from private automobile usage and foster a transit, bicycle, and pedestrian supportive environment;
- **Project Objective 5:** Reduce vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions;
- **Primary Objective 6:** Support a growing residential population by expanding the areas where housing is permitted and allowing for a full range of housing options;
- **Primary Objective 7:** Celebrate and reinforce the character of each of the neighborhoods in the Downtown Plan Area;
- **Primary Objective 8:** Provide a set of implementation tools that are responsive to the range of physical and functional needs across the Downtown Plan Area, and enable the creation of similar tools across the City.

The **Secondary Objectives** of the Proposed Project are to:

- **Secondary Objective 1:** Refine and expand a system that links development with public benefits to deliver community amenities in the Downtown Plan Area, and is adaptable to the policy needs across the City;
- **Secondary Objective 2:** Maintain a meaningful amount of the Downtown Plan Area that is dedicated to production and high-intensity traditional industry;
- **Secondary Objective 3:** Promote a mix of land uses that fosters sustainability, equity, community, neighborhood density, and healthy living;

- **Secondary Objective 4:** Identify appropriate locations for housing and establish zoning tools that encourage a range of unit typologies;
- **Secondary Objective 5:** Ensure new development provides the appropriate range of outdoor amenity space and other recreational options to tenants and property owners; and
- **Secondary Objective 6:** Support and sustain Downtown’s ongoing revitalization.

3.6 PROJECT COMPONENTS

This section describes the two components of the Proposed Project: the Downtown Plan and the New Zoning Code.

DOWNTOWN PLAN LAND USE STRATEGY

The Downtown Plan includes updates to the Central City and Central City North Community Plans, including both the policy text (Plan Text) and the land use map (Plan Map), and adoption of implementing zoning ordinances, in order to accommodate anticipated growth through 2040, while promoting a sustainable Downtown core that is well-connected to the City and the region. The Downtown Plan Text (**Appendix C**) serves as a guide to achieve the vision for the Downtown Plan Area.

The Plan Text also seeks to implement the policies expressed in the City’s General Plan Framework Element, regarding citywide sustainable growth strategies. The development patterns described in the Framework Element provide direction for how the City will grow in the future, and a citywide context for updates to the City’s 35 community plans. The Framework Element provides guidance for Downtown Plan Area, describing its role to accommodate the highest development intensities in the City and serving as the principal transportation hub for the region.

The Plan Text goals and policies reflect this citywide policy, while creating a sustainable, equitable, and inclusive framework to accommodate anticipated growth in the Downtown Plan Area. The Plan Text also seeks to address challenges facing Downtown and the larger region, such as climate change, housing affordability, and a shifting economy, through strategies that will guide thoughtful growth.

The Downtown Plan articulates a strategy for land use planning that will accommodate projected growth by encouraging higher intensity development and the most expansive mix of uses in areas that are served by high-frequency transit service. This strategy promotes flexibility of uses over time, and a high-quality built environment, while reinforcing the range of unique places within the Downtown Plan Area. These strategies will guide the physical development in the Downtown Plan Area in a sustainable manner that will promote increased access to jobs, housing for all income levels, open space, services, and cultural resources while also implementing policies of SB 375 and SCAG’s Sustainable Communities Strategy to reduce overall VMT and greenhouse gas emissions.

DOWNTOWN PLAN “REASONABLY ANTICIPATED DEVELOPMENT”

The underlying purpose and a primary objective of the Downtown Plan is to accommodate future growth in the Downtown Plan Area, and specifically to accommodate the employment, housing, and population growth projections through the planning horizon year 2040. With implementation of the Downtown Plan, the General Plan designations and intensities of the Downtown Plan Area would be revised to accommodate population growth, housing, and employment demand projected by SCAG through the year 2040. The Downtown Plan would also meet the other project objectives and underlying purpose to accommodate growth in the City consistent with the Framework Element policies, the SCS and SB 375, including locating growth in transit centers.

To assess potential environmental impacts of the Downtown Plan, the reasonably anticipated development that is anticipated to occur in 2040 as a result of the Downtown Plan was determined. The reasonably anticipated development of the Downtown Plan Area was determined based on assumptions about the level of development that can be anticipated to occur during the life of the Downtown Plan (through the year 2040, or approximately 20 years into the future, coincident with the most recently adopted RTP/SCS.) A key factor in determining reasonably anticipated development is the allocation of land and the distribution of uses to reflect the development patterns most likely to be built, or that are reasonably expected to occur, including through implementation of the City’s growth strategies that are consistent with the Framework Element and SCAG’s Sustainable Communities Strategy (SCS) (e.g., locating density near transit, and regional centers). This approach is consistent with the approach used by SCAG to comply with federal laws that require RTPs to reflect development patterns most likely to be built in the region. As SCAG is a guiding precept, it is the City’s responsibility while planning for the entire City in light of the Framework Element, the Sustainable Communities Strategy, and SB 375 policies, to determine whether any given community plan should meet, exceed, or be under SCAG’s expected projections for that community plan area, and prepare a community plan update in light of that responsibility.

The development growth assumptions for the Downtown Plan, shown in **Table 3-4**, are based on the acreage of land designated for each type of function (by General Plan Designations); allowable development capacity in each designation; anticipated levels of development in the life of the Downtown Plan; and development constraints, such as topography and historic preservation regulations. The City’s methodology for determining the reasonably anticipated development and associated reasonably expected growth in population, housing, and employment is further discussed in **Appendix B**.

TABLE 3-4 2040 REASONABLY ANTICIPATED DEVELOPMENT OF THE DOWNTOWN COMMUNITY PLAN COMPARED TO SCAG FORECAST				
	2017 Baseline /a/	Existing Plan Reasonably anticipated development /b/	Downtown Plan Reasonably anticipated development /b/	SCAG 2040 Growth Forecast /c/
Housing	34,000	59,000	133,000	96,000
Population	76,000	112,000	252,000	189,000
Employment	219,000	278,000	305,000	257,000

Notes: Numbers are rounded to the nearest thousand, and percentages are calculated from the rounded values.
/a/ 2017 Baselines – SCAG 2016-2040 RTP/SCS
/b/ LADCP 2018a
/c/ SCAG 2016-2040 RTP/SCS.

DOWNTOWN PLAN DESIGNATIONS, ZONING, AND OTHER PLAN COMPONENTS

Proposed General Plan Designations

The Plan Map (proposed land use maps for the Central City and Central City North Community Plans) includes the proposed general plan designations in the Downtown Plan Area, as well as a corresponding zone table to identify the zoning types that are allowed for each type of land use designation (see **Figure 3-7**). The Downtown Plan also includes amendments to the General Plan Framework Element to introduce new land use designations of the Downtown Plan. These designations are designed to reflect the intent of the Plan's land use strategy and the proposed amendments will allow for their limited applicability to the Downtown Plan. The Downtown Plan will also include new policies and other minor amendments to the General Plan Framework Element to reflect the evolving goals of the City since it was first adopted in 1996. General plan designations help guide development by establishing the general location and intensity of different uses of land, in addition to the allowable scale of development. Each designation expresses a variety of goals and policies and corresponds to a set of implementing zones that regulate development, including uses, floor area ratios, and height. The plan map shows the locations of the proposed designations in the CPA. The proposed designations, along with implementing zoning actions, would reinforce a pattern of development that directs future growth to already urbanized and transit-served areas.

The underlying purpose of the Proposed Project is to accommodate foreseeable growth in the City and specifically to accommodate the employment, housing, and population growth projections through the planning horizon year 2040. The principal way of achieving this underlying purpose and the Proposed Project Primary Objectives (see Chapter 3.6 Project Objectives) is through the creation and application of these proposed General Plan designations. The application of designations and zoning is intended to accommodate the planned projected growth for the Downtown Plan Area through the year 2040 and to implement the policy objectives described in the Community Plan text. This strategy would allow for infill development of additional housing units and job-producing uses in areas with existing transportation infrastructure such as Metro Rail Line stops. Locating jobs and housing near transit to reduce automobile reliance and improve mobility is consistent with state mandates for sustainability. As a result, growth is directed away from low-density areas. The changes would also result in a more pedestrian-friendly environment, protect historical resources, and address updates that have occurred since the last Community Plan updates.

Proposed New Zoning Regulations (Updates to the LAMC as Part of re:code LA)

To implement the Downtown Plan, the Downtown Plan Area, excluding areas governed by the LASED, CASP and ADP Specific Plans will be assigned a set of new zone districts tailored to guide a range of conditions within the Downtown Plan Area. These zone districts are being created as part of the New Zoning Code. All areas within the Downtown Plan Area, excluding areas governed by the CASP, will be assigned a set of new General Plan designations.

As further discussed in Section 3.7.4, *New Zoning Code*, the new zoning system is comprised of a modular zoning system that requires the bundling of multiple districts to compose a complete zone string. The required "base" districts that establish a zone will include: Form, Frontage, Development Standards, Use, and Density districts. An optional Overlay district may be included in the zone string as well. The first three components of the zone string address the built environment, and the second two components address the activity within the structure. When there is a policy need to regulate aspects not covered in the base zoning, Overlay districts may be appropriate, which would allow for overlays such as a Community Plan Implementation Overlay (CPIO). There are many potential district combinations that can be applied to properties to make a zone.

A description of the proposed general plan designations and corresponding zone districts for the Downtown Plan Area can be found below. Form and Use Districts reflect a range of development capacities and land uses. See **Table 3-5, Proposed General Plan Designation and Zone District Correspondence**, for a general summary of proposed designations and corresponding zones and **Table 3-6** for the land area by designation. See Section 3.7.4, *New Zoning Code*, for more information on the new zoning system.

Transit Core (15% of Downtown 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 ranges from Moderate Scale to High Rise, with ground floor treatments that contribute to an enhanced and walkable streetscape. A diverse mix of office, residential, retail, cultural, and entertainment uses makes these places centers of activity around the clock.

Transit Core encompasses the largest share of the Downtown Plan Area to reinforce Downtown as a center of activity built around a regional transportation network. The purpose of this designation is to create centers of employment by prioritizing space for office uses, and allowing for entertainment, multi-unit housing, and cultural, retail, and commercial uses. It is intended to create an environment that provides easy access for pedestrians, transit users, and cyclists to a variety of experiences and activities. Transit Core areas are generally characterized by Form Districts with maximum permitted FARs ranging from 6:1 to 13:1 and does not include height limits which fosters an intensive built environment that defines and activates the streets, while supporting development of a distinctive and visually interesting skyline in transit-supported areas. The High-Rise Form Class accounts for the greatest development capacities in the Downtown Plan Area. Regulations for this form class requires high lot coverage, and minimum street walls with no height limitations to frame the street and encourage walkability. Building frontages reinforce a compact and active urban environment.

Transit Core areas are characterized by the ‘Commercial Mixed’ Use Class which allows for a palette of uses that serve as an attraction to the wider region.

Commercial-Mixed General 1 (XG1) is the most permissive commercial ‘Mixed’ Use District in the Downtown Plan Area. It allows for the concentration of regional-serving uses such as healthcare facilities, auditorium and entertainment destinations, and hotels, as well as professional office, multi-unit housing, dining, retail, and service uses. There is no establishment size limit in this use district.

Commercial-Mixed Community 1 (XC1) allows for uses necessary for a community’s primary commercial district, including office, multi-unit housing, community-serving commercial uses, institutional services, and entertainment activities. Tenant size for establishments in the Financial Services, Personal Services, Indoor Recreation, Eating and Drinking Establishment, and Retail Sales use groups are limited to 50,000 square feet.

Commercial-Mixed Entertainment 1 (XE1) allows for a range of uses similar to Community Mixed 1 (XC1), but prioritizes entertainment-serving uses that attract visitors and support high levels of pedestrian activity. XE1 incorporates use performance standards and a streamlined process to make it easier for these visitor-serving activities to exist in targeted entertainment focused areas.

Traditional Core (6% of Downtown 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 Scale 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.

Traditional Core areas are characterized by the Form Districts with maximum permitted FARs ranging from 6:1 to 13:1 and generally includes height limits which guide development that is responsive to the predominant form and encourage the reuse of existing structures. Regulations for these Form Districts include high lot coverage standards, and the building frontages encourage an engaging street life with transparent ground floors, and fine-grained building length facades.

Traditional Core areas are characterized by the **Mixed Use Districts** and apply use districts encouraging mixed-use communities that have entertainment and nighttime serving uses.

Commercial-Mixed General 1 (XG1) is the most permissive commercial ‘Mixed’ Use District in the Downtown Plan Area. It allows for the concentration of regional-serving uses such as healthcare facilities, auditorium and entertainment destinations, and hotels, as well as professional office, multi-unit housing, dining, retail, and service uses. There is no establishment size limit in this use district.

Commercial-Mixed Community 1 (XC1) allows for uses necessary for a community’s primary commercial district, including office, multi-unit housing, community-serving commercial uses, institutional services, and entertainment activities. Tenant size for ground floor establishments in the Financial Services, Personal Services, Indoor Recreation, Eating and Drinking Establishment, and Retail Sales use groups are limited to 50,000 square feet.

Commercial-Mixed Entertainment 1(XE1) allows for visitor-oriented uses such as entertainment venues, hotel, live theaters, professional office, dining, and tourism activities by integrating performance standards into the use standards and streamlining the process for allowing these activities.

Commercial-Mixed Neighborhood 1 (XN1) allows for clusters of commercial, cultural, and institutional uses catering to the local community. In order to maintain space for a high concentration of different uses to enliven the streets, certain commercial uses on the ground floor would have an establishment size limit of 5,000 square feet. These include the Financial Services, Personal Services, Indoor Recreation, Eating and Drinking Establishment, and Retail Sales Use Groups.

Community Center (8% of Downtown 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 Scale to Mid Rise and may extend to Moderate Rise in the Downtown Community Plan. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses.

The purpose of this designation is to promote medium-scale and dense urban environments with a flexible mix of multi-unit housing, office, commercial, and service uses to create balanced centers of activity. The Community Center designation provides a transition in scale between areas of high intensity development and activity, such as Transit Core designation, and areas of lower-scale urban forms, such as Village designation.

Community Center areas are characterized by Form Districts, with maximum allowable FARs ranging from 3:1 to 8.5:1 and includes height limits in the core areas while allowing for unlimited height in proximity to transit along the periphery. Development regulations support a variety of forms in a moderate and mid-scale walkable environment. These Form Districts establish a street-wall, shallow setbacks, and high facade transparency to create pedestrian-friendly activity on the street.

Community Center areas are characterized by the Mixed Use Class, specifically the **Commercial-Mixed General 1 (XG1)**, **Commercial-Mixed Community 1 (XC1)**, and **Commercial-Mixed Neighborhood 1 (XN1)**. As described above, the range of uses allows for retail shops, eating establishments, services, and

residential uses and includes establishment size limits for certain uses on the ground floor. This mix of uses provides opportunities for housing and small business that complement one another.

Hybrid Industrial (13% of Downtown 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 Very Low Scale to Mid Rise. Uses include light industrial, commercial, and office, with selective live/work uses.

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

Hybrid Industrial areas are characterized by the **Industrial Mixed Use District, specifically, Industrial-Mixed Hybrid 1 (IH1) and Industrial-Mixed Hybrid 2 (IH2)**. These variations require each development to dedicate a base amount of floor area towards production spaces such as office, research & development, clean-tech, wholesale, heavy commercial, and light industrial uses supported by daily retail and service needs. Live/work units and adaptive reuse to household living are the only permitted types of housing in IH2, and IH1 allows for all types of housing. The IH2 use district includes regulations for the size of live/work units and requires a minimum area allocated towards non-residential uses permitted in the Office Use Group, or the Agricultural, Heavy Commercial, and Light Industrial Use Categories.

Markets (18% of Downtown 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 Very Low Rise to Low Rise, and 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. Markets areas are characterized by the Form Districts with maximum allowable FARs ranging from 4.5:1 to 8:1. Development regulations include minimum street walls, high ground floor transparency, and fine-grained blocks with multiple building entrances to create a porous environment. These Form Districts encourage adaptive reuse and rehabilitation of existing structures to promote a resourceful and sustainable approach to development. These Form Districts allow for building frontages that facilitate active alleys and shopfronts to encourage an active pedestrian environment.

Markets areas are characterized by the **Industrial Mixed Use Class, specifically, Industrial-Mixed Hybrid 1 (IH1), Industrial-Mixed 1 (IX1) and Industrial-Mixed 2 (IX2)** allowing for a mix of residential hotel, live/work, retail, creative office, wholesale, heavy commercial, assembly and light manufacturing, and warehousing, institutional, or urban agricultural uses to function in close proximity to one another, or in the same structure.

Hybrid Industrial 1 (IH1) allows for a range of production and light industrial uses, and allows for residential uses as long a minimum amount of floor area is dedicated to non-residential uses permitted in the Office Use Group, or the Agricultural, Heavy Commercial, and Light Industrial Use Categories.

Industrial-Mixed 1 (IX1) allows for a mixed use community with a focus on light industrial uses, office, research & development uses, social services, and multi-family housing limited only to restricted affordable income levels.

Industrial-Mixed 2 (IX2) use district supports the ability for productive sectors to cluster - such as product fabrication, wholesale, retail, distributions use, and professional office. The only type of housing allowed is through adaptive reuse of existing buildings to live/work units.

Village (5% of Downtown Plan Area)

Village areas are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form is Very Low Scale, Low Scale, or Mid-Scale. 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 purpose of this designation is to encourage a range of housing types for all incomes and family sizes that are integrated with commercial uses such as restaurants, retail, services, and small professional offices to create complete neighborhoods and active streets and alleys to retain a lively and safe pedestrian atmosphere.

Village areas are characterized by the Form Districts with maximum permitted FARs ranging from 3:1 to 6:1 and height limits of 5 to 8 stories. Development standards guide the development of low-scale structures and ensure that adaptive reuse of historic structures and infill development are responsive to the historic and cultural legacy of these areas. These Form Districts reinforce inward orientation and allow for a range of outdoor amenity spaces to be incorporated into its overall development pattern.

Village areas are characterized by the **Residential Mixed** and **Commercial Mixed Use Districts**.

Commercial-Mixed Neighborhood 1 (XN1) supports a range of housing types along with clusters of commercial, cultural, institutional uses catering to the local community. Establishment sizes for ground floor commercial uses are predominantly limited to 5,000 square feet.

Community Mixed (XC1) allows for a broad mix of uses necessary for a community's primary commercial district, including commercial and service uses, and housing uses, while also serving as a regional destination. Establishment sizes for ground floor commercial uses are predominantly limited to 50,000 square feet.

Residential Neighborhood Amenity 1 (RN1) are primarily residential neighborhoods with limited commercial uses such as grocery stores and personal services. Such commercial establishments on the ground floor are limited to 1,500 square feet.

Medium Neighborhood Residential (4% of Downtown 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 Scale, and buildings are typically oriented toward the street.

Medium Neighborhood Residential areas are characterized by the Form Districts with FARs of 3:1 and a height limit of up to 8 stories.

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

Medium Neighborhood Residential areas are characterized by the **Residential Use District** particularly the **Residential General 1 (RG1)** and **Residential Neighborhood Amenity 1 (RN1)** use districts.

RG1 prioritizes household living and multi-family residential uses and allows for limited institutional uses such as community centers, garden centers, and parks.

RN1 are primarily residential neighborhoods with limited commercial uses such as grocery stores and personal services. Such commercial establishments on the ground floor are limited to 1,500 square feet.

Production (17% of Downtown Plan Area)

Production areas preserve and sustain industrial activity while serving as a regional jobs base. The building form ranges from Very Low Scale to Low 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, are accommodated. Housing is generally not permitted in Production areas but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.

Production areas are characterized by the low scale Form Districts with FAR's generally limited to a maximum of 3:1. Regulations for this form district guide development of large-format structures in flexible lot configurations to balance goods movement, loading, and distribution needs with pedestrian-scaled design that supports a healthy environment for all users.

Production areas are characterized by the **Industrial Use Class**, particularly **Industrial Restricted 1 (MR1)** and **Industrial Heavy 1 (MH1)** use districts. MR1 is intended to be a center of employment for heavy commercial and light manufacturing activity including research and development facilities, clean technology incubators, production, and distribution, wholesale and manufacturing uses. MH1 allows for the same breadth of heavy commercial and light industrial uses as MR1 while also accommodating the highest intensity of industrial activity, such as heavy manufacturing and storage, resource extraction, and dismantling facilities.

Public Facilities (9% of Downtown 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, from Residential Agriculture 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.

Public Facilities –Freeways (5% of Downtown Plan Area)

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

Open Space (1% of Downtown 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. The Open Space designation does not allow residential uses.

TABLE 3-5 PROPOSED GENERAL PLAN DESIGNATION AND ZONE DISTRICT CORRESPONDENCE						
General Plan Designation	Form Districts (2020 current)	Base FAR (max)	Bonus FAR (max)	Min Story Height	Max Story Height	Corresponding Use Districts
Transit Core	High-Unspecified-Broad 1 (HUB1)	6.0	10.0	4	--	Commercial-Mixed Use Community 1 (XC1)
	High-Unspecified-Broad 2 (HUB2)	7.0	13.0	6	--	Commercial-Mixed Community 1 (XC1); Commercial-Mixed General 1 (XG1);
	High-Unspecified-Broad 3 (HUB3)	9.0	13.0	10	--	Commercial-Mixed General 1 (XG1); Commercial-Mixed Entertainment 1(XE1)
	High-Unspecified-Broad 4 High-Unspecified-Broad 4 (HUB4)	13.0	--	--	--	Commercial-Mixed General 1 (XG1);
Traditional Core	Medium Plus-Limited-Medium 2 (PLM2)	6.0	8.5	6	15	Commercial-Mixed Entertainment 1(XE1) Commercial-Mixed Neighborhood 1 (XN1)
	High-Unspecified-Broad 3 (HUB3)	9	13	10		Commercial-Mixed General 1 (XG1);
	High-Unspecified-Medium 1 (HUM1)	6.0	13.0	10	--	Commercial-Mixed Use Districts 1 (XC1); Commercial-Mixed Entertainment 1(XE1); Commercial-Mixed General 1 (XG1)
Community Center	High-Unspecified-Broad 2 (HUB2)	7.0	13.0	6	--	Commercial-Mixed Use Community 1 (XC1);
	Medium Plus-Limited-Medium 1 (PLM1)	6.0	8.5	--	15	Commercial-Mixed Neighborhood 1 (XN1)
	Medium Plus-Unspecified-Medium 1 (PUM1)	4.0	8.0	--	--	Commercial-Mixed Use Community 1 (XC1); Commercial-Mixed General 1 (XG1);
	Medium Plus-Unspecified-Medium 2 (PUM2)	6.0	8.5	--	--	Commercial-Mixed Use Districts (XC1);

TABLE 3-5 PROPOSED GENERAL PLAN DESIGNATION AND ZONE DISTRICT CORRESPONDENCE						
General Plan Designation	Form Districts (2020 current)	Base FAR (max)	Bonus FAR (max)	Min Story Height	Max Story Height	Corresponding Use Districts
						Commercial-Mixed Neighborhood 1 (XN1)
	Low-Limited-Medium 2 (LLM2)	3.0	--	--	8	Commercial-Mixed Use Community 1 (XC1); Commercial-Mixed Neighborhood 1 (XN1)
	Medium-Unspecified-Broad 2 (MUB2)	3.0	6.0	--	--	Commercial-Mixed Use Districts 1 (XC1); Commercial-Mixed General 1 (XG1)
Hybrid Industrial	Low-Limited-Medium 1 (LLM1)	1.5	3.0	--	10	Industrial-Mixed Hybrid 2 (IH2)
	Medium-Limited-Medium 1 (MLM1)	1.5	4.5	--	18	Industrial-Mixed Hybrid 2 (IH2)
	Medium-Unspecified-Broad 1 (MUB1)	1.5	6.0	--	--	Industrial-Mixed Hybrid 2 (IH2)
	Medium-Unspecified-Broad 2 (MUB2)	3.0	6.0	--	--	Industrial-Mixed Hybrid 2 (IH2); Industrial-Mixed Hybrid 1 (IH1)
Markets	Medium Plus-Unspecified-Medium 1 (PUM1)	4.0	8.0	--	--	Industrial-Mixed Hybrid 1 (IH1)
	Medium-Unspecified-Broad 2 (MUB2)	3.0	6.0	--	--	Industrial-Mixed 1 (IX1)
	Medium-Unspecified-Medium 1 (MUM1)	4.5	--	--	--	Industrial-Mixed Use Districts (IX2)
Village	Low-Limited-Medium 2 (LLM2)	3.0	--	--	8	Commercial-Mixed Neighborhood 1 (XN1); Commercial-Mixed Use Community 1 (XC1);

TABLE 3-5 PROPOSED GENERAL PLAN DESIGNATION AND ZONE DISTRICT CORRESPONDENCE

General Plan Designation	Form Districts (2020 current)	Base FAR (max)	Bonus FAR (max)	Min Story Height	Max Story Height	Corresponding Use Districts
	Medium-Limited-Narrow 1 (MLN1)	6.0	--	--	5	Commercial-Mixed Neighborhood 1 (XN1); Commercial-Mixed Use Community 1 (XC1); Residential Neighborhood Amenity (RN1)
Medium Neighborhood Residential	Low-Limited-Medium 2 (LLM2)	3.0	--	--	8	Residential General 1 (RG1); Residential Neighborhood Amenity (RN1)
	Low-Limited-Narrow 1 (LLN1)	3.0	--	--	8	Residential General 1 (RG1); Residential Neighborhood Amenity (RN1)
Production	Low-Unspecified-Full 1 (LUF1)	3.0	--	--	--	Industrial Heavy 1 (MH1); Industrial Restricted 1 (MR1)
Public Facilities	Medium Plus-Limited-Medium 2 (PLM2)	6.0	8.5	6	15	Public Facilities 1 (PF1)
	Medium Plus-Unspecified-Medium 2 (PUM2)	6.0	8.5	--	--	Public Facilities 1 (PF1)
	Medium Plus-Unspecified-Medium 1 (PUM1)	4.0	8.0	--	--	Public Facilities 1 (PF1)
	High-Unspecified-Medium 1 (HUM1)	6.0	13.0	10	--	Public Facilities 1 (PF1)
	High-Unspecified-Broad 1 (HUB1)	6.0	10.0	4	--	Public Facilities 1 (PF1)
	High-Unspecified-Broad 2 (HUB2)	7.0	13.0	6	--	Public Facilities 1 (PF1)
	High-Unspecified-Broad 3 (HUB3)	9.0	13.0	10	--	Public Facilities 1 (PF1)
	High-Unspecified-Broad 4 High-	13.0	--	--	--	Public Facilities 1 (PF1)

TABLE 3-5 PROPOSED GENERAL PLAN DESIGNATION AND ZONE DISTRICT CORRESPONDENCE						
General Plan Designation	Form Districts (2020 current)	Base FAR (max)	Bonus FAR (max)	Min Story Height	Max Story Height	Corresponding Use Districts
	Unspecified-Broad 4 (HUB4)					
	Low-Limited-Medium 2 (LLM2)	3.0	--	--	8	Public Facilities 1 (PF1)
	Low-Limited-Narrow 1 (LLN1)	3.0	--	--	8	Public Facilities 1 (PF1)
	Low-Unspecified-Full 1 (LUF1)	3.0	--	--	--	Public Facilities 1 (PF1)
	Medium-Limited-Medium 1 (MLM1)	1.5	4.5	--	18	Public Facilities 1 (PF1)
	Medium-Limited-Narrow 1 (MLN1)	6.0	--	--	5	Public Facilities 1 (PF1)
	Medium-Unspecified-Broad 1 (MUB1)	1.5	6.0	--	--	Public Facilities 1 (PF1)
	Medium-Unspecified-Broad 2 (MUB2)	3.0	6.0	--	--	Public Facilities 1 (PF1)
	Medium-Unspecified-Medium 1 (MUM1)	4.5	--	--	--	Public Facilities 1 (PF1)
	Medium-Unspecified-Full 1 (MUF1)	6.5	--	--	--	Public Facilities 1 (PF1)
Public Facilities - Freeways	Very Low-Unspecified-Full 1 (VUF1)	1.5	--	--	--	Public Facilities Freeways (FWY)
Open Space	Low-Unspecified-Full 1 (LUF1)	3.0	--	--		Agricultural 1 (A1)
	Very Low-Unspecified-Full 1 (VUF1)	1.5	--	--	--	Open Space 1 (OS1)

TABLE 3-6 DOWNTOWN PLAN AREA, LAND AREA BY GENERAL PLAN DESIGNATION		
Proposed General Plan Designation	Area (acres)	Percent of Plan Area
Transit Core	516	15%
Traditional Core	126	6%
Production	557	17%
Markets	389	18%
Medium Neighborhood Residential	100	4%
Village	85	5%
Hybrid Industrial	425	13%
Community Center	195	8%
Public Facilities	428	9%
Public Facilities - Freeways	197	5%
Open Space	214	1%
Total		100%

Proposed Frontage Districts

Each parcel will be assigned a Frontage District designation, which further implements the goals and policies for each General Plan Designation by governing how a building facade interfaces with the street and shapes the built environment. The Frontage District regulates setbacks from the primary and side street lot lines, ground floor story height, the amount of transparency (such as windows) required, pedestrian entry requirements and spacing. There are 12 Frontage Districts being applied throughout the Downtown Plan Area. Their application throughout the Downtown Plan Area is tailored to meet a range of objectives, such as high pedestrian walkability, flexibility of function over time, and reinforcing existing built patterns and architectural features.

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

Downtown Frontage Districts

Multi-Unit Frontages (Multi-Unit (MU1), Multi-Unit (MU2)) require higher ground floor elevations, relatively low transparency, and frequent entrance spacing. This allows for greater privacy for ground floor

tenants while promoting natural surveillance of the public realm. Frequent entrances activate the public realm with pedestrian activity and visual interest.

General Frontages (General 1 (G1)) require moderate to high build-to widths while allowing a wide range of modifications for pedestrian amenity spaces. These frontage districts have a moderate transparency requirement with flexible entrance spacing standards while ensuring a high-quality pedestrian environment and providing flexibly for a variety of ground story tenants.

Shopfront Frontages (Shopfront 1 (SH1), Shopfront 2 (SH2), Ally Shopfront (AL2)) require high build-to widths, high levels of transparency, frequent entrance spacing and ground floor elevations at or near sidewalk grade. This promotes a legible street wall and activates the public realm with pedestrian activity and visual interest. The at-grade ground floor elevation allows for an increased connection between the interior uses and the pedestrian space.

Market Frontages (Market 1 (MK1), Ally Market (AL1)) require high build-to widths and frequent entrances integrated as market stalls and shopfront bays. These entry feature options, paired with frequent entry spacing, activates the public realm with pedestrian activity and visual interest in areas where market stalls are the dominant pattern.

Warehouse Frontages (Warehouse 1 (WH1)) have few standards and allow for a high level of flexibility. These frontage districts are designed for freight service. Warehouse Frontages are intended for areas where pedestrian-friendly environments are not a priority.

Character Frontages (Historic Core (CHC1), Daylight Factory (CDF1), Daylight Factory/River (CDR1)) provide standards for facade articulation, entry features, window design, siding materials, and roof form, in order to reinforce the prevailing architectural characteristics of the city's historically and culturally significant neighborhoods and districts.

Proposed Development Standards Districts

Each parcel will be assigned a Development Standards District, which distinguish areas within the City based on their physical built environment and functional aspects relating to mobility options. These districts package together requirements relating to pedestrian and automobile access, parking requirements, parking structure design treatments, and on-site sign requirements.

Development Standards District 5 is being applied to a majority of the Downtown Plan Area. It is designed to account for walking, biking, and transit as the primary modes of transportation, and thus requires no minimum parking. See Section 3.7.4 for a discussion of proposed Development Standards Districts.

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

Development Standard Rules

The New Zoning Code also includes Development Standards Rules that are not unique to a specific built environment or context. These standards include regulations for the following: Pedestrian and Motor Vehicle Access; Bicycle and Automobile Parking; Transportation Demand Management; Plants; Fences & Walls; Screening; Grading & Retaining Walls; Outdoor Lighting & Glare; Signs and project review

threshold. See Section 3.7.4 for a discussion of development standards. These development standards will apply to the Downtown Plan Area based on the designated zone districts and relevant regulations.

Density District

Each parcel in the Downtown Plan Area is assigned a Density District, which specifies the maximum allowable density. For a majority of the parcels within Downtown Plan Area, however, density will be limited by the allowable floor area and would not be governed by any additional density limitations.

Community Plan Implementation Overlay

The New Zoning Code enables the Downtown Plan to utilize a Community Plan Implementation Overlay District (CPIO), which identifies sub-areas in the Downtown Plan Area and applicable supplemental development regulations. The CPIO (**Appendix F**) primarily comprises of the Downtown Plan Community Benefits Program and offers neighborhood-specific design best practices that are not mandatory, which are described in detail further below. While Article 9 of the New Zoning Code establishes the framework for a standardized Community Benefits Program, the Downtown Plan CPIO will provide additional standards tailored to the unique conditions of the Downtown Plan Area.

Proposed Zoning Incentive System for Community Benefits

A feature of the Downtown Plan is an integrated zoning incentive system that links development capacity and public benefits. Under this system, proposed developments would be eligible for increased floor area or height in exchange for providing additional public benefits. **Table 3-5** illustrates the zones with a maximum base and maximum allowable floor area ratio (FAR). The base allowable floor area ratio would be permitted by-right. In order to take advantage of the maximum allowable FAR, the project would need to provide public benefits in the form of affordable housing, open space, historic preservation, or community facilities. The proposed menu of public benefits including affordable housing; publicly accessible open space; preservation of historic resources; community amenities; and transit-related infrastructure, are tailored to the needs of Downtown and support the Project Objectives (Section 3.6). In order to encourage projects and streamline their approval process, project review thresholds (same as the current Site Plan Review in Chapter 1 of the LAMC) for projects in the Downtown Plan Area utilizing this program would be higher than the existing threshold of 50 residential dwelling units or 50,000 square feet of non-residential development. For a project on a property zoned with Development Standards District 5 and participating in the Community Benefits Program, the threshold for project review pursuant to the New Zoning Code will be 500 residential dwelling units or 500,000 square feet of non-residential development. Projects located within areas designated as Transit Core in the General Plan and participating in the Community Benefits Program may access the Buildable Area calculation as established in the Downtown Plan CPIO, provided they meet the conditions outlined therein. At this time it is too speculative to identify which projects would participate in the Community Benefits program, so for the purpose of this analysis it is assumed all projects on a property zoned with Development Standards District 5 with a bonus floor area ratio would access the increased project review threshold and all projects within the Transit Core designation would access the Buildable Area calculation.

Additionally, properties outside of the Downtown Plan will not be able to utilize the increased threshold unless the respective community plan is updated or amendments are completed to utilize the new zoning, (specifically Development Standards District 5), which would require environmental review pursuant to CEQA. It is speculative as to whether and where Development Standards District 5 would be utilized outside of the Downtown Plan.

The process and requirements for utilizing this zoning incentive system are outlined in Article 9 (Public Benefits Program) of the New Zoning Code. Additional standards and guidelines specific to the Downtown Plan Area are described in the Downtown Plan CPIO.

Adaptive Reuse

The City's current Adaptive Reuse Programs allows for the retention and conversion of existing, historically significant buildings to dwelling units. Under the Downtown Plan, the proposed Downtown Adaptive Reuse Program will be expanded through the New Zoning Code to allow for the conversion of eligible buildings to any use permitted or conditionally permitted by the designated Use District of the property. Projects that meet at least one of the following criteria may qualify for this program:

- Buildings constructed in accordance with building and zoning codes in effect prior to July 1, 1974
- Buildings constructed in accordance with building and zoning codes in effect on or after July 1, 1974, if five years have elapsed since the date of issuance of final Certificates of Occupancy.
- Buildings designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ) established pursuant to Division 13B.8. (Historic Preservation) of this Chapter.
- Any parking garage or structure, or parking area of any existing building, built at least 10 years prior to the date of application, in excess of any required minimum parking.

UPDATES TO SPECIFIC PLANS AND PLANNING OVERLAYS

As part of the Downtown Plan, a selection of the existing specific plans, planning overlays, and redevelopment plans would be amended. See Section 3.3, *Current Land Use and Regulatory Setting*, for a description of the existing specific plans, planning overlays, and redevelopment plans in the Downtown Plan Area.

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

- **Design Guidelines**

The Downtown Design Guide Urban Design Standards and Guidelines (“Downtown Design Guide” or “Design Guide”) would be revised as part of the Downtown Plan. The applicability of the Design Guide would be clarified, such that the content would apply only to discretionary projects within the Downtown Plan Area, excluding properties that have a Production land use designation. Content within the existing Design Guide that is redundant to proposed New Zoning Code provisions, such as Form District, Frontage, or Development Standards, is proposed to be removed. The Design Guide will include additional content that would provide design guidance tailored to specific neighborhoods. These neighborhood specific guidelines, although not mandatory or enforceable, will serve as informational resource to help guide new infill development towards reinforcing the unique identity of these neighborhoods and complement existing built patterns. See **Appendix F** for proposed amendments to the Downtown design Guide.

- **Community Design Overlays**

The guidelines and standards of both the Broadway Theater and Entertainment District Guide Community Design Overlay (Broadway CDO) and Little Tokyo Community Design Overlay (Little Tokyo CDO) will be amended to remove content that is redundant to proposed New Zoning

Code provisions, such as Form District, Frontage, or Development Standards. In addition, amendments to address consistency with the New Zoning Code as to form, numeration, and implementation are also proposed. See **Appendix N** and **Appendix O** for the proposed amendments to the Broadway and Little Tokyo CDO, respectively.

- **Specific Plans and other Overlays**

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

Applicable development regulations and measures to protect sensitive biological resources in the existing The Los Angeles River Implementation Overlay (RIO) will be incorporated into Frontage Districts and development standard rules of the New Zoning Code. In addition, the RIO will be amended to remove portions that are currently in the Downtown Plan Area to avoid redundancy with the New Zoning Code provisions.

The following overlays will not be amended as part of the Proposed Project, except as may be necessary to address consistency with the New Zoning Code as to form, numeration, cross-references and implementation:

- Three Specific Plans in the Downtown Plan Area, the Los Angeles Sports and Entertainment District (LASED), the Cornfield Arroyo-Seco Specific Plan (CASP), and the Alameda District Specific Plan (ADP) will remain unchanged under the Downtown Plan.
- The Broadway Streetscape Master Plan applies to properties fronting Broadway from First Street and Twelfth Street. The Master Plan was established to create a multi-modal, pedestrian focused street that can support and revitalize the historic theater district. The Streetscape guidelines call for expanded sidewalks with street elements and limited landscaping to enhance pedestrian interest and activity along the street.
- The Broadway Sign Supplemental Use District (Broadway Sign District) will remain unchanged and continue to be in effect as part of the proposed Downtown Plan.
- The Downtown Street Standards will continue to be in effect as part of the proposed Downtown Plan.
- The Oil Drilling Districts will remain unchanged and continue to be in effect as part of the proposed Downtown Plan.

CALIFORNIA REDEVELOPMENT AREAS

As discussed earlier in the Regulatory Setting of this Chapter, the Downtown Plan Area includes three redevelopment areas, namely the Chinatown, City Center and Central Industrial Redevelopment Areas.

The Downtown Plan allows for a wide mix of land uses, which generally align with the types of uses allowed under the three Redevelopment Plans in the Downtown Plan Area and would be generally consistent with the overall goals and policies of these Redevelopment Plans. Although the broad goals and policies between the Redevelopment Plans and the Downtown Plan are similar, certain regulations and procedures in the Redevelopment Plans are inconsistent or conflict with the goals, objectives, and policies of the Downtown Plan.

The Downtown Plan does not support carrying forward the requirements in the three Redevelopment Plans that are in conflict with the Downtown Plan. For a detailed discussion of regulations and procedures in the Redevelopment Plans that are not entirely consistent with the goals, objectives, and policies of the Downtown Plan, and how those will be addressed, please see Chapter 4.10, *Land Use and Planning*, of this EIR.

OTHER PLAN COMPONENTS

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

- As part of the Downtown Plan, certain streets in the CPA will be redesignated in the Transportation Element (Mobility Plan 2035).
- The Greater Downtown Housing Incentive Area will be amended to remove the portions that are currently in the Downtown Plan Area.
- The Downtown Plan proposes a new Community Benefits Program designed to apply for the entire Downtown Plan Area and will provide a pathway for projects to provide for affordable housing in exchange for development potential beyond what's available by-right.
- The Transfer of Floor Area Rights (TFAR) will be replaced with the new Downtown Plan Community Benefits Program.

NEW ZONING CODE

The Proposed Project includes the adoption of those portions of the New Zoning Code (**Appendix G**) needed to implement the Downtown Plan. This portion of the Project Description describes the new “base zoning” districts and the additional New Zoning Code regulations that are required to implement the new zoning proposed for the Downtown Plan Area.

Modularity of the New Zoning System

The new zoning system is modular, requiring the bundling of multiple districts to make a zone. The zoning system includes the following five (5) districts, referred to collectively as the “base zoning”: **Form, Frontage, Development Standards, Use, and Density districts**. These are organized within the New Zoning Code into two separate bracket sets addressing the built environment and activities. The diagram below (**Figure 3-8**) outlines the base districts of the new zone string. The first five (5) components of the zone string are mandatory. Not shown in the zone string diagram is an optional third bracket containing a sixth district, **Overlay**. Many of the requirements currently mandated by existing overlays, will be addressed by the first five (5) districts of the zone string, reducing the need for overlays in the new system. However, when there is a policy need to regulate aspects not covered in the base zoning, overlays may apply.

As described in further detail below, there are many potential combinations of Form, Frontage, Development Standards, Use, and Density districts that can be applied to properties to make a zone. Ultimately, the appropriate combinations for any neighborhood or property will be determined by the goals and policies outlined in future community plan updates or other future planning and zoning efforts.

Figure 3-8 Base Zoning Diagram

Content and Organization of New Zoning Code

The New Zoning Code consists of 15 Articles. The five new “base zone” districts for the Downtown Plan are described and contained in Articles 2, 3, 4, 5, and 6. The remaining articles of the New Zoning Code include the optional specific plans and supplemental use districts (Article 8) and the general provisions and standards to implement these new districts, such as definitions. **Appendix G** contains the preliminary draft of the New Zoning Code, including the details about the exact regulations proposed.

Article 1 - Introductory Provisions: Article 1 provides an overview of the Zoning Code, including the intent and applicability of the Code. The intent of the Zoning Code is to provide a comprehensive zoning system that regulates the form and use of buildings and land, balances conservation and development, achieves design excellence in the built environment, and guides the City to a prosperous and sustainable future. Generally, the New Zoning Code will only apply in parts of the City where property has been rezoned and community plans have been amended. The Downtown Plan is the first community plan update; other areas of the City will become subject to the New Zoning Code through future community plan updates or other future planning and zoning efforts. Article 1 also describes the organization of the Zoning Code, establishes zoning districts, and introduces the Zoning Code Atlas, as well as emergency provisions. The Zoning Code Atlas establishes the zoning map, rules regarding zone boundaries, and maps that trigger the application of certain development standards or regulations (e.g. Hillside Area Map, Primary Street Map, Coastal Zone Map, and High Fire Severity Zone Map).

Articles 2 - Forms: Article 2 establishes Form Districts, the first district in the zone string shown above in **Figure 3-8**. Form Districts generally govern the shape and size of buildings. There are two (2) standardized types of regulations, or “metrics” in each Form District: “Lot Parameters” and “Bulk and Mass,” as shown in **Figure 3-9** on the following page.

The intent, applicability, measurement, standards, and relief mechanism for each metric shown above in **Figure 3-9** can be found in Part 2C – Form Rules of Article 2 of the New Zoning Code provided in **Appendix G**.

Form Districts are organized into groups by their maximum FAR and maximum building width. These groupings are reflected in the naming of the districts. The FAR categories are Very-Low, Low, Medium, Medium Plus, and High. There are also two categories included in the name that pertain to height: Unspecified, the size of which is primarily regulated by FAR; and Limited, the size of which is primarily regulated by FAR and height limits. The building width categories are Narrow, Medium, Broad, and Full.

Figure 3-9 Example Form District

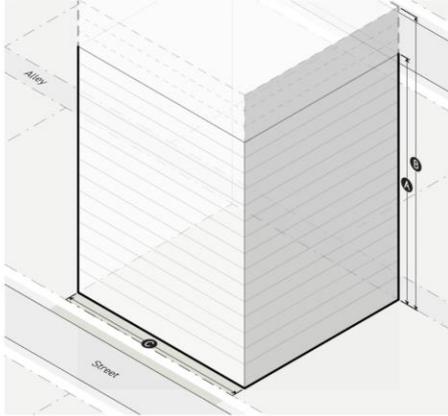
SEC. 2B.11.1. MEDIUM-LIMITED-MEDIUM 1 (MLM1)

A. Lot Parameters



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

B. Bulk and Mass



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

As part of the Proposed Project, this Article includes a variety of Form Districts appropriate for the range of areas across the Downtown Plan. There are 13 different groups of Form Districts and 23 individual Form Districts that represent the varying scales, intensities and building massing that are found in, and characteristic of the Downtown Plan Area. These Form Districts are further described in Part 2B – Form Districts of the New Zoning Code provided in **Appendix G**. Please also see Section 3.7.3 of the Project Description, which describes in greater detail the proposed Form Districts and how and where they are being applied to implement the goals and policies of the Downtown Plan.

Ultimately, a wide range of Form Districts will be needed to accommodate the variety in scale of development found in the City, including those forms appropriate for areas ranging from rural, single family neighborhoods to high intensity, high rise areas. With future community plan updates, additional Form Districts may be added into Article 2 in order to meet the policy needs across the City. Form Districts that are not being applied in the Downtown Plan Area are not a part of the Proposed Project.

Article 2 also includes Form Rules that provide supporting standards, definitions, and measurements for the metrics included in the Form Districts. For example, Form Rules will outline how Lot Size, Coverage, Amenity, Height and FAR, Upper-Story Bulk, and Building Mass are defined and measured. The FAR rules will also enable to Downtown Community Plan Implementation Overlay to include and utilize a definition of Buildable Area as described in Section 3.7.3.

For informational purposes, the current Zoning Code (Chapter 1 of the LAMC) bases the requirement for useable open space on the number of residential units provided in a building. The New Zoning Code will base the requirement for Amenity Space on a percentage of lot size in addition to including an additive requirement based on the amount of residential floor area. Each Form District specifies the amount of Amenity Space required.

Article 3 - Frontage: Article 3 establishes Frontage Districts, the second part of the zone string diagram shown in **Figure 3-8**. The Frontage District governs how a site or building addresses abutting street(s) or right-of-way(s). There are two (2) types of regulations, or “metrics” in each Frontage District: “Lot” and “Facade” as shown in **Figure 3-10**.

The intent, applicability, measurement, standards, and relief mechanism for each metric shown above in **Figure 3-10** can be found in Part 3C, General Frontage Standards, of Article of the New Zoning Code provided in **Appendix G**.

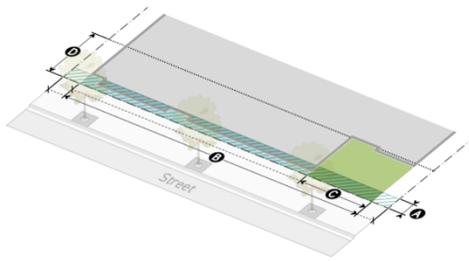
Certain Frontage Districts are called “Character Frontages”, which will include additional metrics (regulations) pertaining to articulation and architectural features as well as specific standards for entry features, window transparency and design, cladding materials, and roof design.

A wide range of Frontage Districts are needed to fit the wide-ranging development patterns and uses found citywide, acknowledging differences between areas, for example, that are more transit accessible and walkable from those that have more automobile-oriented development patterns. Frontage Districts ranging from the Shopfront Frontage to the Warehouse Frontage are included in this Proposed Project. The Shopfront Frontage is appropriate for highly walkable places and requires frequent pedestrian entrances and high levels of ground floor transparency to contribute to an active pedestrian environment. The Warehouse frontage requires very little transparency, allows large amounts of blank wall area, and orients to access for freight trucks. Frontage Districts are outlined in Part 3B of the New Zoning Code provided in **Appendix G**; the first section in each of the divisions provides an overview of the range and intent of the groups of Frontage Districts proposed for use in the Downtown Plan Area. See Section 3.7.3 for further discussion of the application of Frontage Districts in the Downtown Plan.

Figure 3-10 Example Frontage District

SEC. 3B.4.2. SHOPFRONT 1 (SH1)

A. Lot



	Primary St.	Side St.
1. BUILD-TO Sec. 3C.2.		
Applicable stories (min)	5	5
A Build-to range (min/max)	0'/5'	0'/10'
B Build-to width (min)	90%	70%
C Pedestrian amenity modification (max)	20%	10%
2. PARKING Sec. 3C.3.		
D Street setback (min)	20'	5'
3. LANDSCAPING Sec. 3C.4.		
Planted area (min)	30%	30%
Privacy Screen allowed:	A1	A1

B. Facade



	Primary St.	Side St.
1. TRANSPARENCY Sec. 3C.5.		
A Ground story (min)	70%	50%
B Upper stories (min)	30%	30%
C Blank wall width (max)	20'	30'
2. ENTRANCES Sec. 3C.6.		
D Street-facing entrance	Required	Required
E Entrance spacing (max)	50'	75'
Required entry feature	No	No
3. GROUND STORY Sec. 3C.7.		
F Ground story height (min)		
Residential (min)	16'	16'
Nonresidential (min)	16'	16'
G Ground floor elevation (min/max)		
Residential (min)	-2'/2'	-2'/2'
Nonresidential (min)	-2'/2'	-2'/2'

With future community plan updates and other planning and zoning efforts, additional Frontage Districts may be added into Article 3 in order to meet the policy needs across the City. Frontage Districts that are not being applied in the Downtown Plan Area are not part of this Project.

Article 4 - Development Standards: Article 4 first establishes Development Standards Districts⁸, the third district in the zone string diagram shown in **Figure 3-8**. Development Standards Districts will regulate the following aspects of zoning: pedestrian and motor vehicle access, automobile parking quantities; parking design treatments; on-site signs; project review threshold. Other regulations may be added as needed in future planning efforts that are part of the broader regulatory framework that is needed to guide development. These key regulations will be bundled together into sets that are suited to the many types of places in the City, acknowledging that one set of rules for the entire City may not result in desirable development outcomes. There are two (2) Development Standards Districts that will be applied in the Downtown Plan. Development Standards Districts that would be applicable to the Downtown Plan Area would be designed for the intensely urban nature of the area and will eliminate parking quantity requirements; encompass pedestrian and motor access provisions that reinforce the walkable nature of most of the Downtown Plan Area; and, similarly, tailor regulations like parking design and on-site sign provisions to be more fitting of the intense, urban environment. A variety of additional and future Development Standards Districts will be required to accommodate the range of conditions found across the City of Los Angeles; Development Standards Districts that are not being applied in the Downtown Plan Area are not part of this Project. See Section 3.7.3 for more detail on the application of the specific Development Standards Districts in the Downtown Plan.

Article 4 also establishes Development Standards Rules, which are standards that provide further detail on the regulations included in the Development Standards Districts in addition to general standards that apply anywhere the New Zoning Code is applied. The Development Standards Rules include standards on pedestrian and motor vehicle access, bicycle and automobile parking, transportation demand management, plants, fences & walls, screening, grading & retaining walls, outdoor lighting & glare, signs, and enabling language for Environmental Protection Measures. Additional detail for the Development Standard Rules is included in Part 4C of the New Zoning Code provided in **Appendix G**. Overarching changes to development standards from the existing Zoning Code to the New Zoning Code are discussed below for information purposes.

Pedestrian Access: The intent of the Pedestrian Access Division is to promote walkability, improve pedestrian access from the public realm to the interior of buildings, and ensure that required entrances are conveniently and effectively accessible to pedestrians. The division includes a range of pedestrian access packages which are designated through the Development Standards Districts. The pedestrian access packages range from those intended for highly walkable and pedestrian-oriented areas to those intended for more auto-oriented areas. The division also includes pedestrian passageway requirements, which promote walkability and are intended to improve pedestrian circulation through large sites. The Development Standards Districts designate whether pedestrian passageways are required and the minimum distance allowed between pedestrian passageways.

Motor Vehicle Access: The intent of the Motor Vehicle Access Division is to ensure driveways are located as to minimize conflicts with pedestrians, cyclists, and vehicular traffic on the abutting public right-of-way and to avoid detrimental effects on the surrounding public realm, while providing sufficient access to parking and vehicle use areas. The division includes a range of motor vehicle access packages, which are designated through the Development Standards Districts. The motor vehicle access packages range from those intended for highly walkable areas to those intended for highly walkable and pedestrian-oriented areas

⁸ Note that the Notice of Preparation referred to Development Standard Sets as “Context.”

to those intended for more auto-oriented areas. The division also includes standards on motor vehicle use area design, loading, and queueing.

Bicycle Parking: The Bicycle Parking Division incorporates the standards from the current Zoning Code regarding the requirements for the provision of bicycle parking spaces, short-term bicycle parking design, and long-term bicycle parking design.

Automobile Parking: The intent of the automobile parking division is to regulate the provision of parking and parking amenity design requirements. The automobile parking section includes requirements for the quantity of automobile parking stalls required, alternative parking strategies, parking area design, parking lot design, and parking structure design.

The automobile parking division includes tandem and valet parking requirements, electric vehicle charging requirements; the location, maintenance, landscaping, lighting, and surfacing of parking lots; parking space and aisle dimensions; and parking structure design and screening. Parking quantity requirements are addressed in specific Development Standards Districts and defined in the Development Standards Rules.

For informational purposes, the current Zoning Code (Chapter 1 of the LAMC) mandates that required parking spaces in many single-family zones be provided within a private garage. The New Zoning Code will not carry this existing requirement forward. Additionally, the current Zoning Code allows parking for non-residential uses to be provided off-site within 750' of the use the parking is intended to serve. The New Zoning Code will extend this provision to include residential uses as well.

Transportation Demand Management: The intent of the Transportation Demand Management (TDM) Division is to reduce vehicle trips generated by developments by encouraging the use of alternatives to single-occupant vehicles. No substantive changes to the content or standards of the existing TDM standards are proposed as part of the Proposed Project; however, the Department of City Planning is, through a separate effort, updating the TDM ordinance. It is the intent of this Project to incorporate the most recently adopted version of the TDM ordinance into the New Zoning Code.

Plants: The intent of the Plants Division is to maintain and increase the City's tree canopy, reduce the consumption of electricity, improve air quality, promote infiltration of stormwater runoff, offset urban heat island effect, mitigate noise pollution, sequester carbon and support urban biodiversity. The Plants Division includes requirements for tree planting and plant design & installation. The Plants Division includes standards that are applicable in lots, amenity spaces, Frontage Districts, parking lots, fences & walls, and screenings. The landscaping standard establishes the types of plants to be planted (e.g., shrubs, trees, etc.), the locations and dimensions of landscaped elements, and supports the State Model Water Efficiency Landscape Ordinance (MWELo) water management and irrigation maintenance requirements.

For informational purposes, the current Zoning Code (Chapter 1 of the LAMC) requires trees to be planted based on the number of residential units provided in a building. The New Zoning Code bases the number of trees that have to be planted on the square footage of floor area provided in a building.

Fences & Walls: The Fences & Walls Division is intended to balance the needs for natural surveillance and visual interest along the public realm with security and privacy for private ground floor uses. The Division includes a range of fence and wall types, which are designated by the Frontage District. The Division also includes standards for side /rear yard fences and walls, in addition to standards for fence and wall design & installation.

Screening: The Screening Division includes a range of screening types to protect the public realm from adjacent uses and abutting lots from impactful uses; to screen outdoor storage, roof-mounted equipment, ground-mounted equipment, and wall-mounted equipment.

Grading & Retaining Walls: The New Zoning Code includes a placeholder for grading regulations which will be needed outside of the Project Area in the future. The intent of the retaining wall standards is to stabilize the soil of a slope. The New Zoning Code will carry forward the retaining wall standards from the current Zoning Code (Chapter 1 of the LAMC) with some minor changes to ensure the regulations are consistent with the other requirements of the new Zoning Code. The New Zoning Code retaining wall standards will only apply where community plans are updated to utilize the New Zoning Code, through the community plan update process and other planning and zoning efforts within the CPAs where the New Zoning Code has been adopted.

For informational purposes, the current Zoning Code retaining wall standards are applicable within the Hillside Area as defined in the Bureau of Engineering Basic Grid Map No. A-13372, while the retaining wall standards in the New Zoning Code will be applicable within the Hillside Area as defined by the Department of City Planning Hillside Area map.

Outdoor Lighting & Glare: The intent of the Outdoor Lighting and Glare Division is to minimize light trespass, shield adjacent properties and the night sky from outdoor lighting, provide lighting standards to support a range of environments, and minimize glare. The division includes regulations preventing the trespass of light onto adjacent properties and includes additional requirements on the amount of illumination allowed in certain zone districts and required for certain uses. The glare standards prohibit the use of materials that typically create high levels of glare and generate excessive heat.

Signs: The intent of the Signs Division is to regulate sign placement, size, and type. The division includes requirements for sign height, placement, materials, and safety (e.g., illumination of signs near roadways). For informational purposes, the sign regulations in the New Zoning Code include minor changes to existing sign standards, such as clarifications of some existing regulations, additional definitions for sign types, and the elimination of content-related regulations. The division include two Sign Packages that regulate on-site signs and are designated through the Development Standards Districts. Sign Package 1 generally maintains the rules for on-site signs from the current Zoning Code, while Sign Package 2 incorporates provisions from other policy documents such as overlays.

Ridgeline Protection: The Ridgeline Protection Division is a placeholder for regulations anticipated to be added into the New Zoning Code through a separate code amendment.

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

Article 5 - Use: Article 5 outlines standards for Use Districts, the fourth district in the zone string diagram shown in **Figure 3-8**. Use Districts establish which uses are permitted, permitted with limitations, conditionally permitted, or not allowed on a property. The permission levels are communicated in a visual table format where uses are shown on the far left column and each Use District is displayed across the top row, creating a matrix (see **Figure 3-11**). On the far left column are Use Categories, Use Groups, and Call-Out Uses. Use Categories simply organize similar uses together, and carry no regulatory meaning (e.g., Residential Uses). Below Use Categories are Use Groups. Use Groups are a broad term for many uses that fall under that group. All uses within that group are regulated at the same permission level, found by following the Use Group row across the Use Districts. In some instances, Use Groups are broken up into separate components as indicated by the phrase “As Listed Below.” In other instances, the phrase “Except as Listed Below” indicates that certain uses within the group have been called out because they are regulated uniquely or differently from the rest of the Use Group. Each use (i.e., Use Group) in the table has a definition which can be found in Division 5D.2 (Definitions) of Article 5. By creating groupings of uses

Figure 3-11 Use Districts

USE CATEGORY/USE GROUP	Residential Multi-Unit RM	Residential Neighborhood Amenity RN
RESIDENTIAL USES		
Household Living, As Listed Below:		
One-Unit	P	P
Two-Unit	P	P
Multi-Unit	P	P
Fraternity/Sorority Housing	P	L
Manufactured Home/RV Park	--	--
Community Care Facility, Licensed; As Listed Below:		
6 or fewer	P	P

with clear definitions, it is easier to determine if one uses is similar to another and thus how it may be regulated. This creates a use system that is adaptable to considering and regulating new uses.

Use Districts appear on the top row of the table. Each Use District has an intent, as outlined in Part 5B of the New Zoning Code provided in **Appendix G**.

With future community plan updates, additional Use Districts are anticipated to be added into Article 5 in order to meet the policy needs across the City. Use Districts that are not applied in the Downtown Plan Area are not part of this Project.

Article 5 also contains all of the General Use Standards and Use Rules required across all applicable projects and Use Districts. General Use Standards are organized by Use Category and are tied to Use Groups referenced in Part 5B under each Use District. Use Rules, however, are not tied to any specific Use Group, and act as standalone requirements that apply to a variety of uses and circumstances. Use Rules include requirements for how an activity may be conducted. For example, there is a Use Rule requiring that certain industrial uses be enclosed by a 6 to 8 foot tall solid wall and be located at least 500 feet away from Agriculture and Residential Use Districts.

Article 6 - Density: Article 6 contains provisions pertaining to Density, the fifth district in the zone string diagram shown in **Figure 3-8**. The Article contains the Density Districts that may appear in the zone string along with their corresponding density limit. The density limit indicator sets either the amount of lot area required for a Dwelling Unit or Guest Room, or the number of Dwelling Units permitted per lot. If a parcel were to have a Density District of 2, for instance, that would mean one Dwelling Unit is allowed per every 200 square feet of lot area. Division 6B of the New Zoning Code provided in **Appendix G** outlines the range of Density Districts available in the New Zoning Code. Most areas in the Downtown Plan Area do not have existing density limitations and will accordingly not include density limitations in the future as part of the Downtown Plan.

Article 7 – Alternate Typologies: Along with the rights allotted by the zone of a property, some particular situations will allow for the use of what is referred to as “Alternate Typologies.” Alternate Typologies are prepackaged exceptions to the different districts of a zone that are intended on producing specific built outcomes for certain types of uses or activities. There is one Alternate Typology intended for application within the Project Area, the Civic Institution 1 Typology.

The Civic Institution 1 Typology is intended to promote placemaking through architectural monuments and publicly accessible spaces. This typology allows greater design flexibility for civic institutions to

differentiate civic assets from the surrounding urban fabric, while maintaining standards essential for ensuring all projects actively contribute to a highly walkable urban environment.

Article 8 – Specific Plans & Supplemental Districts: Article 8 contains provisions pertaining to preparing, processing, adopting, implementing and amending supplemental districts and Specific Plans. The new zoning system will carry forward several types of supplemental districts from Chapter 1 of the LAMC, including Specific Plans, Community Plan Implementation Overlays, Historic Preservation Districts, Community Design Overlays, Oil Drilling Districts, and Sign Districts. However, many of the requirements currently mandated by existing overlays, will be addressed by the first five (5) districts of the zone string, reducing the use of supplemental districts in the new system. When there is a policy need to regulate aspects not covered in the base zoning, supplemental districts implemented through this Article 8 may be appropriate.

As described in further detail in Section 3.7.3, most Downtown overlay plans and regulations will remain intact. Where applicable, some provisions of these plans will be incorporated into the new zoning that will be applied to properties in the respective plan areas, while the remainder of the regulations will remain in the separate regulatory document. Examples of this instance include the Broadway Theater and Entertainment District Community Design Overlay, and the Little Tokyo Community Design Overlay.

In the case of some specific plans, such as the Alameda District Specific Plan, the Cornfield Arroyo Seco Specific Plan, and the Los Angeles Sports and Entertainment District Specific Plan, the specific plan zoning will remain. In other instances, such as the community design overlays, the presence of a supplemental district will be noted in the sixth and final component of the zone string.

Article 9 – Public Benefit Systems: Article 9 establishes a range of Public Benefit Systems including affordable housing incentive programs, public benefits incentive programs, housing incentives programs and Adaptive Reuse, the intents of which are described within Divisions 9.2, 9.3, and 9.4 of the New Zoning Code provided in **Appendix G**. For informational purposes, in the current Zoning Code, the Adaptive Reuse Program generally only allows for the conversion from eligible buildings within specific zones to dwelling units and joint live work quarters. Under the New Zoning Code, the Citywide and Downtown Adaptive Reuse Programs will be expanded beyond their current provisions to allow for the conversion and retention of existing or historically significant buildings, and conversion between uses permitted or conditionally permitted by the designated Use District of the property. For the Citywide Adaptive Reuse Program, a discretionary action will be required. See Section 3.7.3 for further details of the Downtown Adaptive Reuse Program.

The Form Districts described in Article 2 includes a base and bonus Floor Area Ratio. A maximum base and bonus FAR is set for each Form District. A project applicant may utilize the maximum base FAR by-right. In order to access the maximum bonus FAR, an applicant must provide public benefits per a set menu of options from the Affordable Housing Incentive Programs and Community Benefits Programs. The proposed menu of public benefits is tailored to the needs of Downtown as described in Section 3.7.3 of the Project Description. The categories of proposed benefits may include: affordable housing, open space, historic preservation, and community facilities. This Article also outlines additional incentive programs that waiver other development or use requirements in exchange for providing other benefits to the community.

Article 10 – Streets and Parks: Article 10 contains provisions pertaining to street improvement requirements (public or private) and park dedications. For informational purposes, the regulations from the existing City of Los Angeles Zoning Code pertaining to street improvements and park dedications will be carried forward into the New Zoning Code.

Article 11- Division of Land: The Division of Land Article contains the City’s regulations regarding Subdivision Maps. The Article contains regulations pertaining to tract maps, the Advisory Agency,

Subdivision Committee, design standards, tentative maps, final maps, street lighting maintenance assessments, sewer pumping and / or drainage facilities and maintenance, improvements, reversion to acreage, merger and re-subdivision, local drainage districts, modifications, park and recreation site acquisition and development provisions, subdivision requiring import or export of earth, modification of recorded final maps, vesting tentative maps, general provisions for parcel maps, filing of preliminary parcel maps, authority of Advisory Agency regarding parcel maps, approvals of preliminary parcel maps, appeals, map identification and reproduction, parcel maps, and other related topics. The regulations contained within the existing City of Los Angeles Zoning Code Article 11 (Division of Land) will be carried forward into the New Zoning Code with nominal modifications to ensure consistency with the New Zoning Code.

Article 12 - Nonconformities: Article 12 outlines modifications to existing nonconforming provisions to ensure consistency with the New Zoning Code.

Article 13 - Administration: Article 13 contains the provisions for administration, general procedural elements, legislative action, quasi-judicial action, clearance, specific plan implementation, relief, compliance, general administration, subdivision review, historic preservation, coastal development, CEQA administration, and definitions for the Zoning Code. The Department of City Planning is currently updating the administration provisions from the current zoning code, the update of which is being undertaken through a separate effort. It is the intent of the Proposed Project to carry forward these updated provisions without making substantive changes.

Article 14 – General Definitions & Measurement: Article 14 defines terms used throughout the New Zoning Code.

Floor Area is an example of a term that is defined in Article 14. For informational purposes, in the Development Standards Districts being used in the Downtown Plan Area, all above-grade parking will count toward Floor Area, while on the ground-floor, all active uses will be exempt from Floor Area.

Additionally, the current Zoning Code generally does not allow spaces that are covered to be exempt from Floor Area. The New Zoning Code would allow for certain types of covered spaces that meet the standards for Outdoor Amenity Space to be exempt from Floor Area. In order to ensure meaningful outdoor spaces, the Outdoor Amenity Spaces would have to be unenclosed and meet a minimum height to depth ratio in order to be covered.

Article 15 - Fees: Article 15 contains fees for submitting applications and approvals to the City. Fees are an on-going, regularly updated portion of the existing zoning code and will continue to be updated regularly through a different process in the New Zoning Code. Article 15 is not part of this Project.

3.7 CONSTRUCTION SCHEDULE AND PHASING

The Downtown Plan is an update to the existing Central City and Central City North Community Plans that would guide development in the Plan Area through 2040. No specifically planned development is proposed as part of the Downtown Plan. Therefore, the Downtown Plan has no construction schedule or phasing. The proposed Downtown Community Plan Update is anticipated to be adopted in 2021 with implementation starting after adoption and continuing through 2040.

3.8 DISCRETIONARY ACTIONS AND APPROVALS

Approval of the following would be required by the City Council in order to implement the Proposed Project:

- Certification of the Downtown Plan Update EIR; and
- Adoption of the proposed Downtown Plan Update and all related documents including:
 - Amendments to the General Plan, consisting of the Central City Community Plan and Central City North Community Plan text and land use maps (including changes to the footnotes and map symbols);
 - Adoption of the New Zoning Code as Municipal Code Chapter 1A;
 - Amendment of the Zoning Map to rezone Downtown with zone classifications from the New Zoning Code;
 - Adoption of the Downtown Community Plan Implementation Overlay (Downtown CPIO)
 - Repealing the Bunker Hill Specific Plan;
 - Amendments to the Downtown Design Guide Urban Design Standards and Guidelines (Downtown Design Guide), the Broadway Theater and Entertainment District Community Design Overlay (Broadway CDO) and Little Tokyo Community Design Overlay (Little Tokyo CDO), and the Greater Downtown Housing Incentive Area;
 - Minor amendments to the Los Angeles River Improvement Overlay (RIO) to address consistency with the New Zoning Code;
 - Amendments to the General Plan Framework, Circulation Map (**Appendix E**), Mobility Plan and other Citywide General Plan Elements, and ordinances, as necessary; and
 - Amendments to all other relevant ordinances and actions as necessary to ensure consistency of regulations and implementation of the Community Plan amendments.

Approval of the Proposed Project would not require action by any agency other than the City of Los Angeles.