



LOS ANGELES
CITY PLANNING

Planning

Summer 2020

Quarterly Report



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Faisal Roble Appointed Chief Equity Officer

City Planning has appointed Faisal Roble as its first Chief Equity Officer. In this new role, Faisal will lead the Department’s efforts on racial justice, equity, and restorative planning.

Faisal, a Principal City Planner with three decades of experience, is also a respected political and social justice analyst. As Director of Research for the Institute for Horn of Africa Studies and Affairs and a member of the editorial board of *Horn of Africa Journal*, he has written extensively about contemporary politics and social justice in the Horn of Africa Region and the African Diaspora.

One of Faisal’s first tasks as Chief Equity Officer will be the creation of an action plan to promote racial justice, equity, and inclusion.

Director’s Message

The shocking and tragic events of the first half of this year have forced us to reckon with uncomfortable facts. The senseless deaths of George Floyd, Breonna Taylor, Ahmaud Arbery, Rayshard Brooks, and countless others, along with the disproportionate impact of the coronavirus pandemic on Black and Latinx Americans, have made our society’s racial disparities impossible to ignore.

The summer of 2020 presents us with an opportunity to examine how planning has affected communities of color throughout Los Angeles’s history. In part, this means acknowledging the legacy of pain and suffering those communities live with today as the result of past practices. It also means rising to the challenge of this moment and using the land use tools at our disposal to make the City more fair, equitable, and just.

In June, I appointed Faisal Roble as City Planning’s first Chief Equity Officer. In this new role, Faisal will head up the Department’s efforts to promote racial justice and dismantle systemic racism in our planning practices. Working with our staff, he will lead a critical examination of our internal and external dynamics with a view to lifting up marginalized voices and addressing racial inequities.

This issue of our quarterly report profiles our ongoing update to the Community Plan for Boyle Heights and our commitment to weaving equity into our planning process, as well as our efforts to partner with locally rooted organizations to develop policies that reflect the rich cultural identity and heritage of our City.

We hope you find this issue informative and that you will join us in working to extend the City’s promise to all who live here. Together, we are #PlanningforLA.

Vince Bertoni,
Director of Planning



Boyle Heights Community Plan Update

Los Angeles has 35 Community Plans that determine how land is used. These plans assign land use designations, support the City's long-term economic growth, and regulate the size and scale of development.

They also include forward-looking goals and policies that guide the City's land use decisions, ensuring that these plans can position Los Angeles to address emerging challenges such as climate change and housing affordability.

Working with local stakeholders, City Planning is currently updating the Boyle Heights Community Plan to provide housing that meets the needs of both current and future residents as well as neighborhood-serving jobs.

For decades, Boyle Heights has maintained its legacy as a community rooted in families. City Planning aims to preserve that sense of place by applying zoning regulations that provide greater access to affordable housing units for its residents.

Since the plan was last updated in 1998, the community has seen infrastructure improvements including, but not limited to, the completion of the Metro Gold Line. These infrastructure investments are among several factors motivating City Planning to reassess the area's zoning, as part of a citywide effort to guide future development.

Los Angeles Newly Proposed Affordable Housing Plan for Boyle Heights

This summer, City Planning worked to finalize recommendations that expand affordable housing opportunities in Boyle Heights, in addition to offering additional opportunities for rental units on existing developed properties. As part of the proposed update to the community plan, the proposal aims to protect the current availability of housing, improve access to local amenities, and preserve the cultural legacy of Boyle Heights.

The plan's proposed policies address many longstanding issues related to equity and access—balancing the preservation of existing households with the need to provide new housing opportunities. In keeping with that goal, the Department has developed stronger development standards to minimize possible displacement pressures.

Specifically, the plan prioritizes the construction of housing along commercial corridors, by offering new incentives for housing projects at a range of income levels—including units reserved exclusively for Extremely Low Income households (those earning \$31,300 or less for a family of four).

By focusing future development potential near transit and away from existing residential areas, the plan incorporates community-focused strategies aimed at keeping households together. This will help reduce development pressures away from many of these longstanding neighborhoods that have been the childhood home for countless Angelenos. Boyle Heights has a long tradition as a community of families with strong ties to the neighborhood, not to mention a growing youth population in need of housing.

In addition to bolstering affordable housing, the proposed plan strengthens local business and job growth potential along major corridors such as First Street and Whittier Boulevard. Through the use of zoning, the plan implements tailored regulations limiting the size of commercial spaces to support mom-and-pop style businesses, rather than big-box stores and chains. The new zoning standards are intended to promote corner shops, or “tienditas,” that provide fresh groceries and household goods within residential neighborhoods by bringing amenities closer to residents.

In the coming months, City Planning will organize a workshop and public hearing to solicit additional input and feedback on the plan update, prior to advancing the final plan to the City Planning Commission and the City Council for their adoption.

“Boyle Heights has long been a place where diverse, hardworking families put down roots,” said Director of Planning Vince Bertoni. “Our plan puts housing and families first, so that we can preserve the neighborhood’s sense of hope and promise for future generations to come.”

Housing Options for Current and Future Residents

A key component of the Boyle Heights Community Plan is its proposed Community Benefits Program, which would establish affordable housing incentives throughout the Plan area. The Community Benefits Program strives to provide the greatest incentives for affordable housing in areas served by transit, while still preserving the existing characteristics of the surrounding neighborhood.

Land Use Policy 1.2 incentivizes new development to contribute towards the community’s Extremely Low, Very Low, and Low Income housing needs.

Land Use Policies 4.1 & 4.2 permit greater development scale and density around transit if a project provides high-quality affordable housing for Low Income households.

Land Use Policy 16.4 incorporates architectural details, building material, and ornamentation that reflect the local context and historic development patterns in Boyle Heights.

About the Community Benefits Program

The Boyle Heights Community Plan proposes zoning that would implement base and bonus development rights for Floor Area Ratio (FAR), density, and, in some places, height.

The Community Benefits Program is part of the incentives systems portion of the proposed zoning. Along with the proposed Community Plan Implementation Overlay (CPIO), the program offers a path for projects to exceed the base rights, up to the maximum allowable development rights, in exchange for providing affordable housing.

The proposed system aims to facilitate affordable housing for multigenerational residents and their families. Participating projects would be eligible to receive incentives such as reduced parking, open space, or setback requirements.

To qualify, projects must consist of five or more units and agree to set aside at least 11 percent of the total units in the project for Extremely Low Income households; or 15 percent for Very Low Income Households; or 25 percent for Low Income Households. Projects that are 100 percent affordable would be eligible for greater incentives. In addition, projects using the Community Benefits Program must provide two or more bedrooms in at least 30 percent of units in the project, to accommodate families and multi-generational living.



Relationship to the Transit Oriented Communities (TOC) Incentive Program

The Community Benefits Program would take the place of the Transit Oriented Communities (TOC) Incentive Program in Boyle Heights for properties that are located within a half-mile of transit, as well as expand the existing opportunities for affordable housing to reflect local development patterns that are specific to Boyle Heights.

For example, in many residential neighborhoods of Boyle Heights that are located close to transit, the TOC Incentive Program currently offers large incentives for height, density, and floor area.

Under the proposed Boyle Heights Community Benefits Program, the incentives for density and floor area would be similar to the incentives offered under the TOC program. However, because the Community Benefits system aims to maintain the existing scale and character of the surrounding area, it would remove the height incentive to keep future development more on par with the existing feel for the area.

On the other hand, along a major bus corridor where frequency intervals do not qualify for the Citywide TOC Guidelines, the draft Boyle Heights Community Benefits Program would offer more generous incentives to encourage the production of affordable and mixed-income housing in proximity to transit and other neighborhood-serving amenities.

Community Health and Environmental Justice

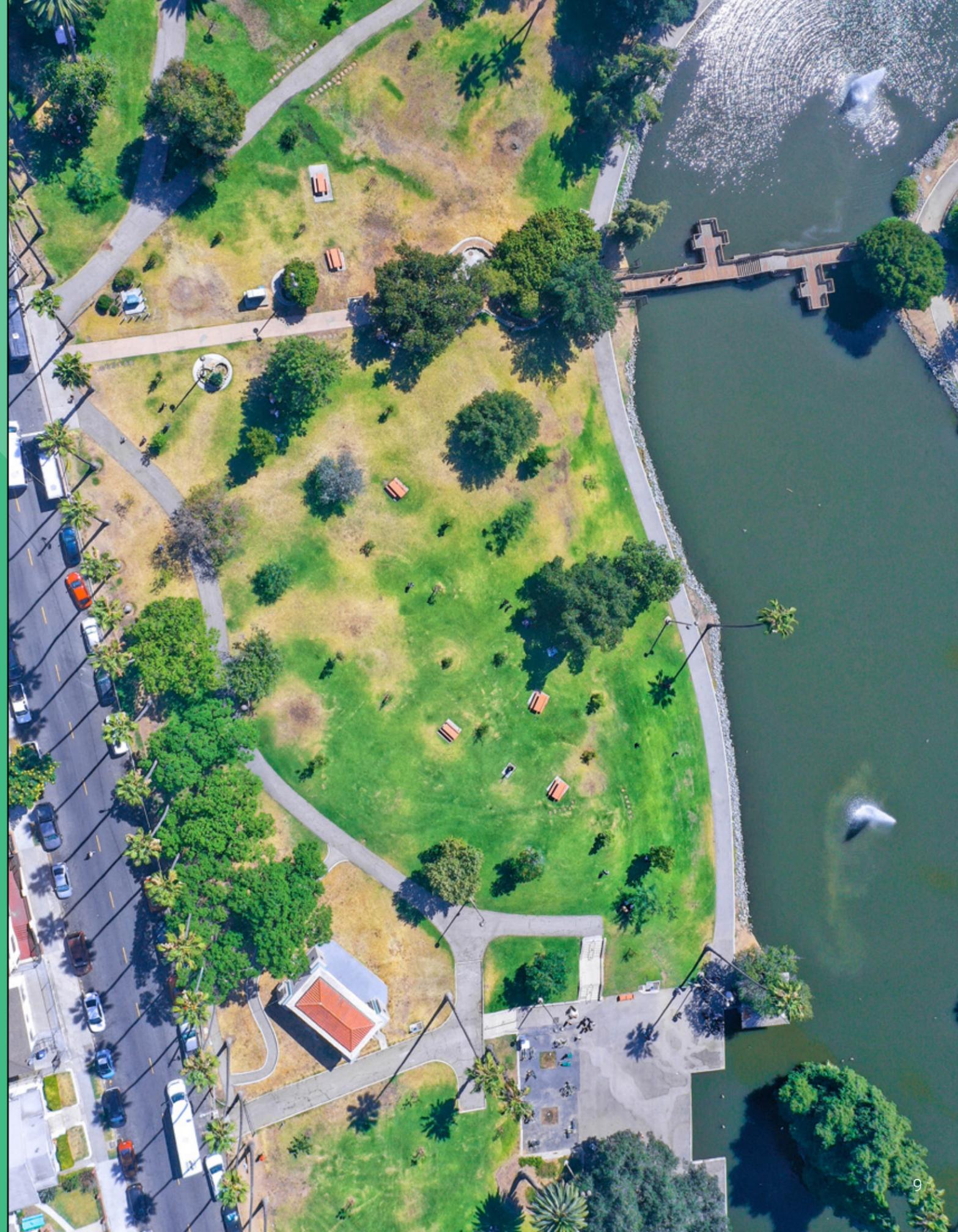
In 2016, Los Angeles adopted the Clean Up Green Up (CUGU) pilot program, which set out to address the overconcentration of pollution in economically underserved communities, such as Boyle Heights, Pacoima, and Wilmington.

CUGU incorporated stronger development standards to minimize the cumulative health impacts from incompatible land uses by limiting future concentration of potentially harmful, industrial activity in areas that include residential neighborhoods.

With the update to the Boyle Heights Community Plan, City Planning is seeking to implement the stated intent of CUGU into its local zoning rules. In addition to making these standards permanent, the Department is also proposing to change the zoning of certain existing heavy industrial areas into lighter industrial zoning, in order to establish greater distancing between heavy industrial uses and nearby residences.

The plan also institutes development criteria that would require new or rehabilitated facilities located near any residential sites to incorporate the appropriate screening, landscaping, and enclosure to prevent exposure to odor, refuse, dust, noise, etc.

These and other provisions seek to undo the past inequities and economic disinvestment in Boyle Heights by aligning the policies associated with this plan update to better deliver on goals that will advance the health and well-being of its residents.



Community Plan Updates

Community Plans are generally viewed as the cornerstone of Los Angeles's long-range planning efforts. The collection of 35 plans comprises the City's State-mandated "Land Use Element," one of seven required elements of a General Plan that prescribe policy goals and objectives that shape and guide the physical development of the City.

The Community Plan program, in its current form, began in the 1960s. At that time, the plans, often called "broadside," were large fold-out maps with supplementary policy text. These broadsides were updated as needed through the 1980s.

As priorities and needs changed, keeping the Community Plans' policies up to date took on renewed importance. Thanks to interest on the part of the Mayor and City Council, in 2017, City Planning secured resources to support an update of Los Angeles's 35 plans.

In total, there are 16 Community Plan updates currently underway, covering 180 square miles—approximately 40 percent of the entire City. This marks nearly a threefold increase since January 2017, when new teams were created and staffed.

Through these plan updates, Los Angeles will be able to achieve more sustainable results, ensuring that future plans keep pace with the latest development trends and bolster job growth, enhance mobility, and create more access to housing.



Community Plan Updates

Elsewhere across Los Angeles, City Planning has revisited some of the proposed policies and zoning for other community plan areas, in order to reflect more recent considerations and priorities on similar topics related to housing and the environment. These plan updates are one of the notable ways that planners work closely with neighborhood groups, as ideas are developed and refined to guide and shape future development across the entire City.

Central/East

The Central/East region consists of eight community plan areas. Currently, there are updates underway to four of the region's plan areas: Hollywood, Boyle Heights, Central City, and Central City North—the latter two areas comprising the Downtown Plan.

Following adoption of the Hollywood Community Plan, City Planning will begin efforts to update the Wilshire and Westlake Community Plans.

Following adoption of the Downtown and Boyle Heights Community Plans, City Planning will begin updates to the Northeast Los Angeles and Silver Lake-Echo Park-Elysian Valley Community Plans.

Valley

The San Fernando Valley region consists of 14 plan areas. Two of the region's Community Plans, Sylmar and Granada Hills-Knollwood, were recently updated.

During the 2017 calendar year, City Planning initiated updates to three plans in the Southwest Valley: Canoga Park-Winnetka-West Hills-Woodland Hills, Reseda-West Van Nuys, and Encino-Tarzana. Updates to three community plans in the Southeast Valley (Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Van Nuys-North Sherman Oaks, and North Hollywood-Valley Village) commenced the following year.

After these are completed, updates to the eight Community Plans for the North Valley will commence. These updates will include the plan areas of Sylmar, Granada Hills-Knollwood, Chatsworth-Porter Ranch, Northridge, Mission Hills-Panorama City-North Hills, Arleta-Pacoima, Sun Valley-La Tuna Canyon, and Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon.

South/West/Harbor

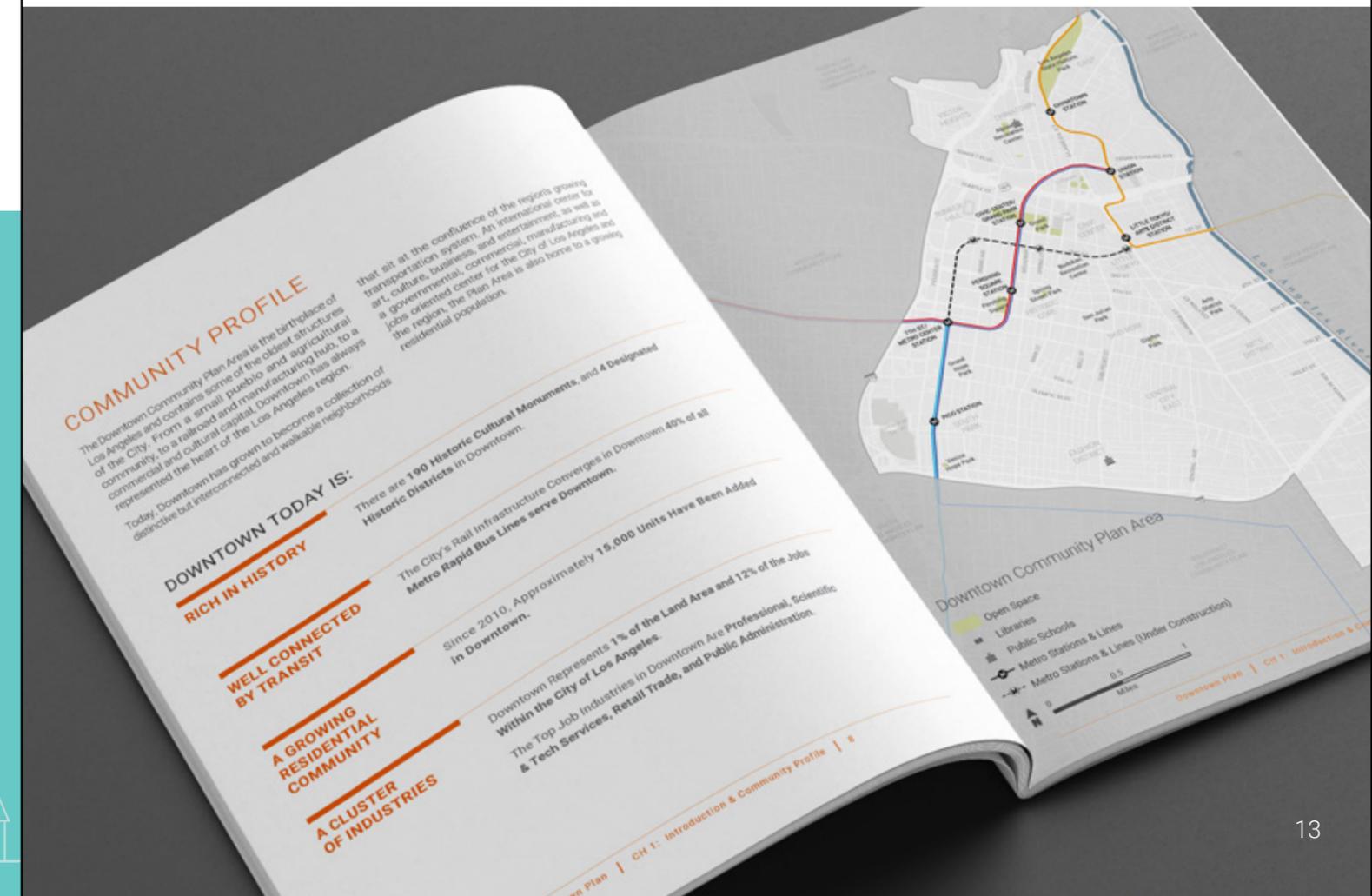
The South/West/Harbor region consists of 12 plan areas. Four of the region's plan areas have been updated: three covering South Los Angeles (West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles), and one comprising a portion of the Harbor (San Pedro).

In 2018, the Department commenced updates to four plans in the Westside and two community plans in the Harbor area. In the Westside, the plan areas undergoing active updates are West Los Angeles, Palms-Mar Vista-Del Rey, Venice, and Westchester-Playa del Rey; in the Harbor, they include the Harbor Gateway and Wilmington-Harbor City plans.

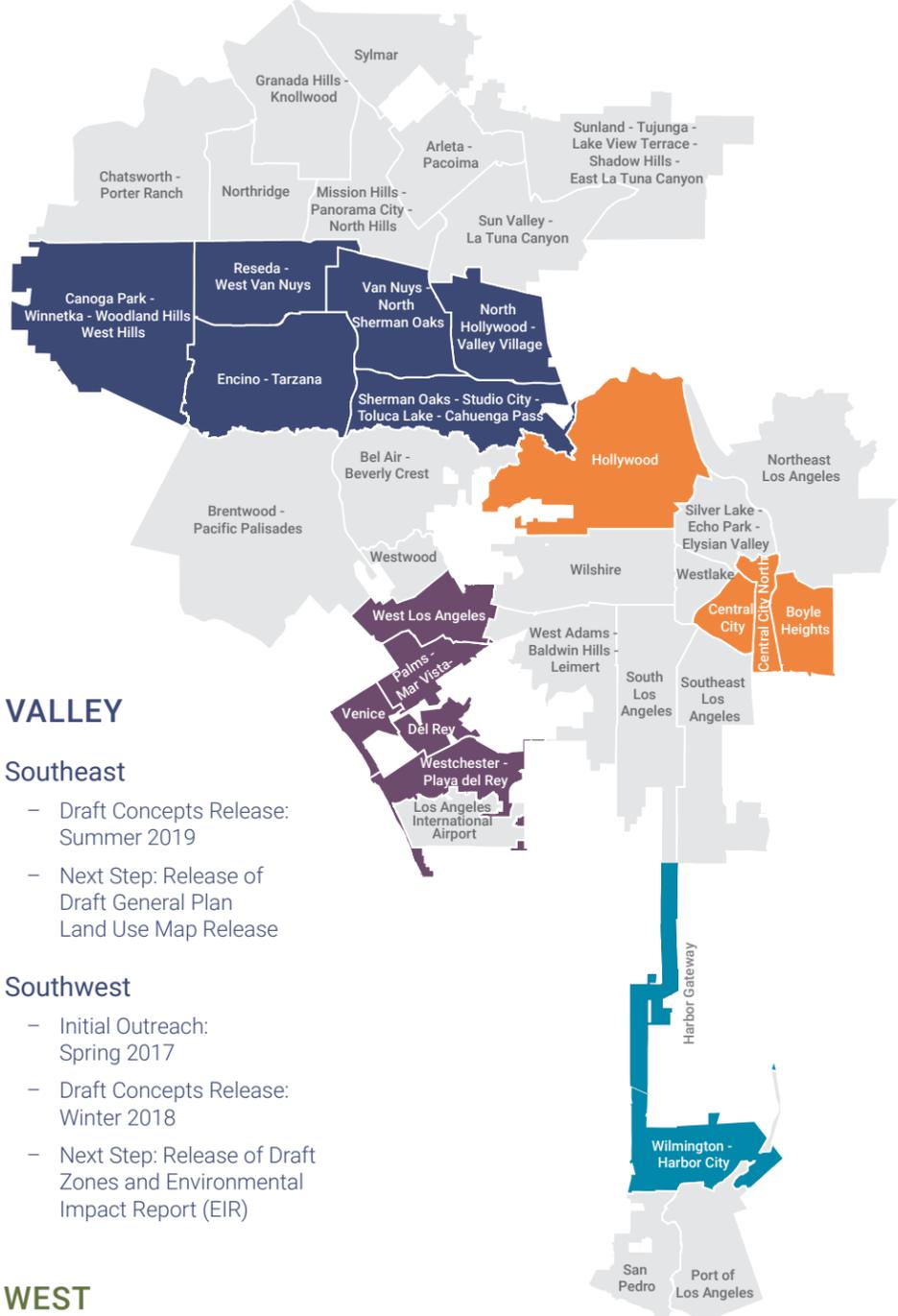
After these plans are completed, City Planning will update the three remaining plans on the Westside (Westwood, Bel Air-Beverly Crest, and Brentwood-Pacific Palisades).

A Community Plan

A Community Plan consists of a policy document and a land use map. The policy document lays out the community's goals, policies, and programs. The land use map identifies where certain uses (such as residential, commercial, and industrial) are permitted. Together, the policy document and land use map inform local zoning rules.



Project Milestones



- Southeast**
- Draft Concepts Release: Summer 2019
 - Next Step: Release of Draft General Plan Land Use Map Release

- Southwest**
- Initial Outreach: Spring 2017
 - Draft Concepts Release: Winter 2018
 - Next Step: Release of Draft Zones and Environmental Impact Report (EIR)

- WEST**
- Initial Outreach: July 2018 and 2019
 - Draft Concepts Release: July 2020
 - Next Step: Preparation of EIR Scoping Meeting

CENTRAL

- Boyle Heights**
- Initial Outreach: 2013-2014
 - Draft Concepts Release: Summer 2017
 - Draft Zoning Release: Fall 2017
 - Updated Zoning Release: Fall 2020
 - Next Step: Release of Draft Environmental Impact Report (DEIR)

- Hollywood**
- Initial Outreach: Spring 2016
 - Draft Concepts Release: Summer 2017
 - Draft Zoning Release: Summer 2017
 - Draft Environmental Impact Report (EIR) Publication: November 2018
 - Next Step: Facilitating a Public Hearing

- Downtown**
- Initial Outreach: Winter 2014
 - Draft Concepts Release: October 2016
 - Draft Community Plan: July 2019
 - Draft Zoning Release: October 2019
 - Draft Environmental Impact Report (EIR) Publication: Summer 2020
 - Next Step: Facilitating a Public Hearing

- HARBOR**
- Initial Outreach: Fall 2018
 - Draft Concepts Release: May 2019
 - EIR Scoping Meeting: August 2019
 - Next Step: Release of Draft Community Plan & Zones



Housing Quarterly Trends

When Mayor Garcetti issued the Safer at Home order, City Planning took immediate steps to ensure that the work of producing critically needed new housing would not slow even as employees shifted to working from home and the Development Service Centers (DSCs) closed to the public.

As opposed to tracking the number of in-person visits at the DSCs, over the past three months, the Department shifted to tracking communications with applicants through e-mail and by phone as new social distancing measures were implemented. Based on the data provided by this new system, interactions with applicants have not decreased, even as the public counters remain closed.

Despite the pandemic, City Planning has continued to approve housing at record levels. New units proposed are down just 7 percent from FY 2018-2019, while units approved have actually increased by 15 percent. A growing share of units approved each year by City Planning are affordable to low-income families.

During the last fiscal year, 21 percent of all units approved were restricted affordable, surpassing the share of affordable housing approved during the previous fiscal years (16 percent in FY 2018-2019 and 10 percent in FY 2017-2018). These record levels of affordable housing approval have been driven by changes to local policies and legislation that have incentivized developers to include more affordable housing.



Housing Quarterly Trends

With the outbreak of COVID-19 during the second quarter of 2020 (April to June), applications for new housing development projects were submitted as predicted at a lower rate, with new units proposed dropping 21 percent from the previous quarter.

However, restricted affordable units continue to make up a healthy 20 percent of new units proposed this quarter, and 27 percent of those proposed year-to-date—a significant improvement over years prior to 2019, when affordable units proposed ranged from 6 to 14 percent of the total.

The Transit Oriented Communities (TOC) and Density Bonus incentive programs continue to drive the production of affordable housing, accounting for more than half of the units proposed last quarter. For the first time since early 2018, units proposed through the Density Bonus program were on par with those proposed through TOC, with more than 900 units each.

At the same time, City Planning's review and approval of housing applications has not slowed during the pandemic, with 237 projects approved last quarter (resulting in 7,224 units)—comparable

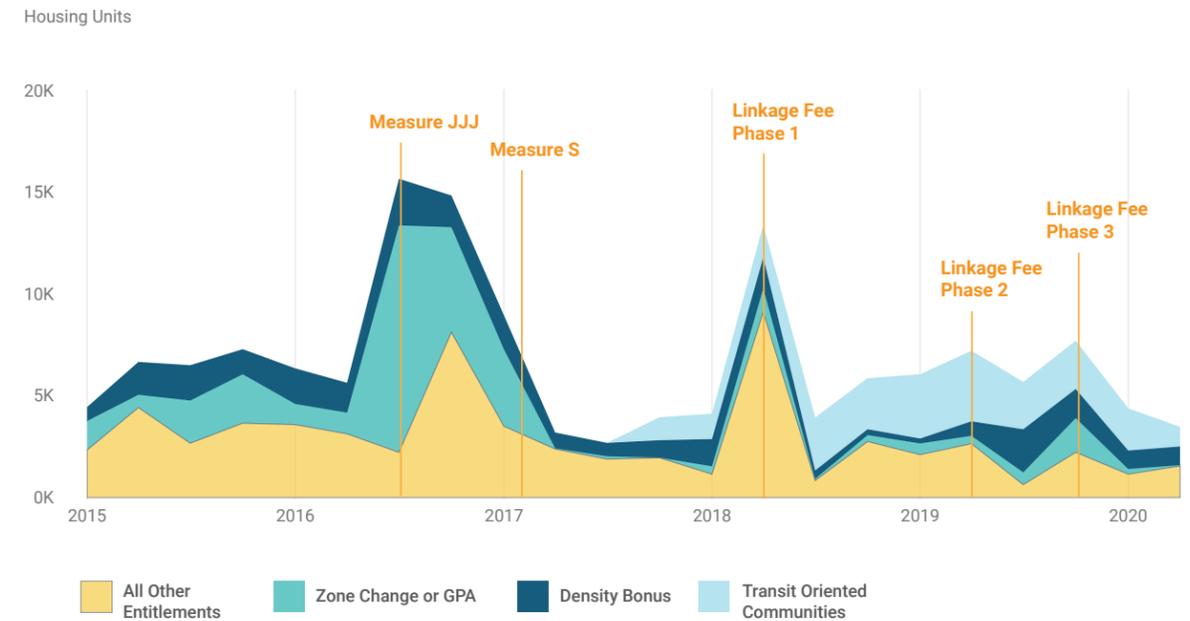
to the 273 projects approved (resulting in 8,012 units) between January and March, which amounts to just a 10 percent decline in units approved.

The percentage of affordable units approved has, on the other hand, held steady at 21 percent, reflecting the outcomes of many years of policy and community planning efforts to increase production of affordable housing.

In terms of the fiscal year numbers, applicants proposed just 7 percent fewer units during the 2019-2020 fiscal year than the prior fiscal year, and a record 29 percent of them were affordable. Of the 21,442 dwelling units proposed at the end of this fiscal year, TOC Incentive Program was responsible for 36 percent (versus 49 percent during the previous year) of all the housing units proposed, while the Density Bonus Program represented 25 percent—a significant jump from 7 percent in the previous year.

In Fiscal Year 2019-2020, a record 29 percent of units proposed were affordable to low-income households.

Proposed Housing Entitlements



Measure S

In March 2017, the Los Angeles electorate voted overwhelmingly against a local ballot initiative that would have imposed a two-year moratorium on certain discretionary projects.

Measure JJJ

In November 2016, the Los Angeles electorate voted in favor of a ballot initiative that instituted new affordable housing requirements for a subset of discretionary housing projects.

Affordable Housing Linkage Fee

In December 2017, the City of Los Angeles implemented a new fee on market-rate, residential, and commercial development in order to generate more revenue for affordable housing.



Data Spotlight: Accessory Dwelling Units

Since the beginning of 2018, Los Angeles has consistently received 1,200 to 1,400 new Accessory Dwelling Unit (ADU) permit applications every quarter. The high to date was from the last quarter of 2019, during which time 1,536 permits applications were received. Permit applications in April to June 2020 were on par with the previous quarter (1,229), with COVID-19 having no short-term impact on the construction of ADUs.

	Q2 2020 (April-June)		Q1 2020 (January-March)		Percent Change	January to June 2020	
Market Rate Units	2,768	80%	2,977	78%	-7%	5,745	73%
Affordable Units	704	20%	1,414	22%	-50%	2,118	27%
Total by Affordability	3,472	100%	4,391	100%	-21%	7,863	100%

	Q2 2020 (April-June)		Q1 2020 (January-March)		Percent Change	January to June 2020	
Transit Oriented Communities	956	28%	2,076	30%	-57%	3,032	39%
Zone Change or GPA	42	1%	256	21%	-84%	298	4%
Density Bonus	919	26%	906	18%	-1%	1,825	23%
All Other Entitlements	1,555	45%	1,153	31%	-35%	2,708	34%
Total by Type	3,472	100%	4,391	100%	-21%	7,863	100%

Increasing Local Funding for Affordable Housing

The Affordable Housing Linkage Fee (AHLF) is a relatively new program developed by City Finding to fund affordable housing in Los Angeles. Since 2017, the AHLF has been generating revenue for the housing needs of working Angelenos.

With the dissolution of the Community Redevelopment Agency (CRA/LA) and significant cuts in federal housing dollars, Los Angeles has lost most of its funding for affordable housing. To offset this loss in local funding, the Los Angeles established a permanent, dedicated source of revenue for affordable housing.

Today, developers pay a fee that ranges (depending on the market) from \$3 to \$5 per square foot for commercial development and \$8 to \$15 per square foot for residential development, generating a continued source of revenue for affordable housing production.

The fee was phased in over time, with the full cost schedule taking effect as of June 18, 2019. As Los Angeles recovers from COVID-19, programs such as the AHLF will play a vital role in protecting the City's short- and long-term economic interests and increasing access to housing.

Linkage Fee Generated by Project Type

Type of Project	Number of Projects	Percentage of Projects	Revenue Generated	Percentage of Revenue
Single-family and Duplex	4,879	68.6%	\$21,260,425	77.9%
Multifamily	1,058	14.9%	\$3,397,262	12.6%
Non-residential	1,175	16.5%	\$2,603,838	9.5%
Total	7,112	100%	\$27,261,525	100%

What is the Affordable Housing Linkage Fee (AHLF)?

The Los Angeles City Council adopted the AHLF on December 13, 2017. The underlying intent of the AHLF was to establish a local source of funding for affordable housing. This was accomplished by assessing a fee on new market-rate development, based on the location, size, and use of the proposed development. After a two-year phase-in that allowed the housing market and development industry to adjust to the new fee. As of July 1, 2020, the Linkage Fee has generated more than \$27 million in support of affordable housing development.

What types of projects are subject to the AHLF?

The Linkage Fee is assessed on all new development projects that result in new units of market-rate housing, including additions to existing single-family homes of more than 1,500 square feet, new non-residential floor area, or the conversion of non-residential structures into residential units. To date, the AHLF has been assessed on 7,112 projects, generating more than \$27 million for the City's Affordable Housing Trust Fund.

Single-family and duplex construction generated the bulk of Linkage Fee revenue (77.9 percent), followed by multifamily and non-residential projects which generated 12.6 percent and 9.5 percent, respectively.

These projects are distributed across the City, with nearly 50 percent of the AHLF generated within the following Community Plan areas:

- Brentwood - Pacific Palisades (14 percent)
- Wilshire (10 percent)
- Palms - Mar Vista - Del Rey (9 percent)
- Encino - Tarzana (8 percent)
- Hollywood (7 percent)

Are any development projects exempt from the AHLF?

The AHLF ordinance designated certain types of projects as exempt from fee assessments. For example, new grocery stores do not pay the fee when there is no other grocery store within one-third of a mile of the project site. To date, 13 new grocery stores have been granted an exemption.

An additional 55 projects producing new non-residential space have also been granted exemptions in the South LA Transit Empowerment Zone (SLATE-Z). Projects that set aside 40 percent of their total units for Moderate Income households, 20 percent of their total units for Low Income households, or 11 percent of total units for Very Low Income households can also qualify for an exemption. In the two years since the AHLF was implemented, more than 300 affordable housing projects have qualified under this exemption.

Head to planning.lacity.org/resources/housing-reports to view our interactive Housing Progress Dashboard. It highlights housing activity and trends across the 469 square miles of the City of Los Angeles, viewable by year, Community Plan Area, and project type - check out new features including detailed information on 100% affordable housing projects.

Data Reporting

Effective reporting extends beyond the collection of data. It is fundamentally about giving management the information they need to make insightful decisions on the structure of an organization, including identifying areas for improvement.

The Executive Team has taken steps in recent years to improve the productivity of City Planning's workforce, the accuracy of its data reporting, and the accounting of its project timelines. These measures are resulting in greater operational efficiencies.

As part of a larger effort to increase data transparency and analysis around policy outcomes, City Planning has launched two new digital dashboards. These dashboards track housing outcomes and other relevant information at both the citywide and neighborhood levels—offering a comprehensive account of the City's concerted efforts to incentivize housing production, including the construction of affordable units.

In addition to highlighting development trends, data reporting has led to standardization of certain processes and procedures, not to mention greater transparency.

City Planning's Performance Management Unit is responsible for analyzing the Department's workload and performance. The unit is also tasked with developing metrics to inform strategic improvements and find department-wide efficiencies.



Historic Preservation

Historic Preservation Program During COVID

With Mayor Garcetti issuing his “Safer at Home” directive in March, City Planning personnel—including the Office of Historic Resources (OHR)—shifted largely to telecommuting.

While most employees have been working remotely, the OHR has remained open for business in order to allow for construction and economic activity to continue, while also ensuring protection of Los Angeles’s significant historic resources.

In the days after the stay-at-home orders, the OHR developed creative new ways to conduct its work. Rather than continuing to schedule in-person appointments, the team shifted to electronic plan stamping and signatures for determination letters.

This new way of conducting business has also necessitated a shift to virtual public meetings and hearings. The Cultural Heritage Commission (CHC)—Los Angeles’s historic preservation commission—became the first of City Planning’s nine commissions to pioneer a new public meeting format in April. Shortly thereafter, board meetings for the City’s local historic districts, the 35 Historic Preservation Overlay Zones (HPOZs), also resumed.

And while Angelenos are still unable to gather in large groups during this pandemic, City Planning is still keeping residents connected to the places and neighborhoods of significance across Los Angeles.

Through the new online series #OurLA, City Planning has brought to life new virtual walking tours of some of Los Angeles’s iconic and historic assets, allowing Angelenos to explore their City from the comforts of home.

HPOZ Spotlight: Banning Park

The Banning Park Historic Preservation Overlay Zone (HPOZ) is a neighborhood of 79 parcels near the Port of Los Angeles in the community of Wilmington. The area comprising the HPOZ was originally part of the estate of General Phineas Banning—a railroad tycoon and founder of Wilmington. General Banning was a staunch supporter of the Union during the Civil War.

The City of Los Angeles acquired the property in 1927 and currently operates it as a museum and park. The property, designated as Los Angeles Historic-Cultural Monument (HCM) #65 and California State Historical Landmark #147, is listed in the National Register of Historic Places.

The earliest residents of what is now the Banning Park HPOZ and Wilmington were the Tongva Native Americans, who called the Los Angeles Basin their home for at least ten thousand years. European colonization began later in the 1500s under the Spanish, who in 1784 granted soldier Juan José Domínguez 75,000 acres of land in present-day Los Angeles County. In 1854, Banning purchased 2,400 acres of Rancho San Pedro from the Domínguez family and began to plot the town of Wilmington.

A diverse group of workers and their families eventually flocked to Wilmington over the following decades for work in the fishing, canning, railroad, and shipping industries, as well as in the hotels catering to visitors to Catalina Island. Migrants included African Americans arriving from the South as part of the Great Migration, as well as Civil War veterans and arrivals from China, Germany, India, Ireland, Italy, Japan, Mexico, the Philippines, Samoa, Scandinavia, and Yugoslavia, among other places.

On August 28, 1909, Los Angeles annexed Wilmington together with neighboring San Pedro. In 1927, William Wrigley Jr. of chewing gum fame, purchased the portion of Banning's estate now known as Banning Park and developed the area with residences to house employees of Wilmington's industries.

The architectural cohesiveness of this neighborhood can be attributed to locally prominent architect and contractor Sid Spearin, who called the development the "Original Court of Nations" and based his residential designs on Period Revival styles including Spanish, Dutch, American Colonial, and Tudor Revival.

The neighborhood is characterized by the original street grid pattern, single-family residences built from 1927 through the early 1940s, with some additional residential construction after World War II. City Council adopted the Banning Park HPOZ in 2001.

The neighborhood today possesses a high concentration (86 percent) of "Contributing Elements." These are buildings that retain their historic design or have reversible alterations, alluding to the high degree of integrity, both in plan and architecture, which means that the historical associations with its development are still visibly evident.



Photo courtesy of Banning Park HPOZ resident Simie Seaman

Banning Park Historic Preservation Overlay Zone (HPOZ)

Los Angeles Historic-Cultural Landmark #65, California State Historical Landmark #147, and listed in the National Register of Historic Places.



1 1217 N. Lakme Avenue (1927)
 Builder: Sid J. Spearin
 Original Owner: Fleming & Weber Co.
 Architecture Style: Spanish Colonial Revival



2 1224 N. Lakme Avenue (1929)
 Architect & Builder: Sid J. Spearin
 Original Owner: Fleming & Weber Co.
 Architectural Style: Hacienda



3 1215 N. Banning Boulevard (1933)
 Builder: Dewey Richards
 Original Owner: Walter C. Richards, Jr.
 Architectural Style: Spanish Colonial Revival



4 1227 N. Banning Boulevard (1928)
 Architect & Builder: Sid J. Spearin
 Original owner: Fleming & Weber Co.
 Architectural style: Tudor Revival



5 1237 N. Banning Boulevard (1928)
 Architect & Builder: Harris Bldg. & Finance Co.
 Original owner: George McDaniel
 Architectural style: Tudor Revival



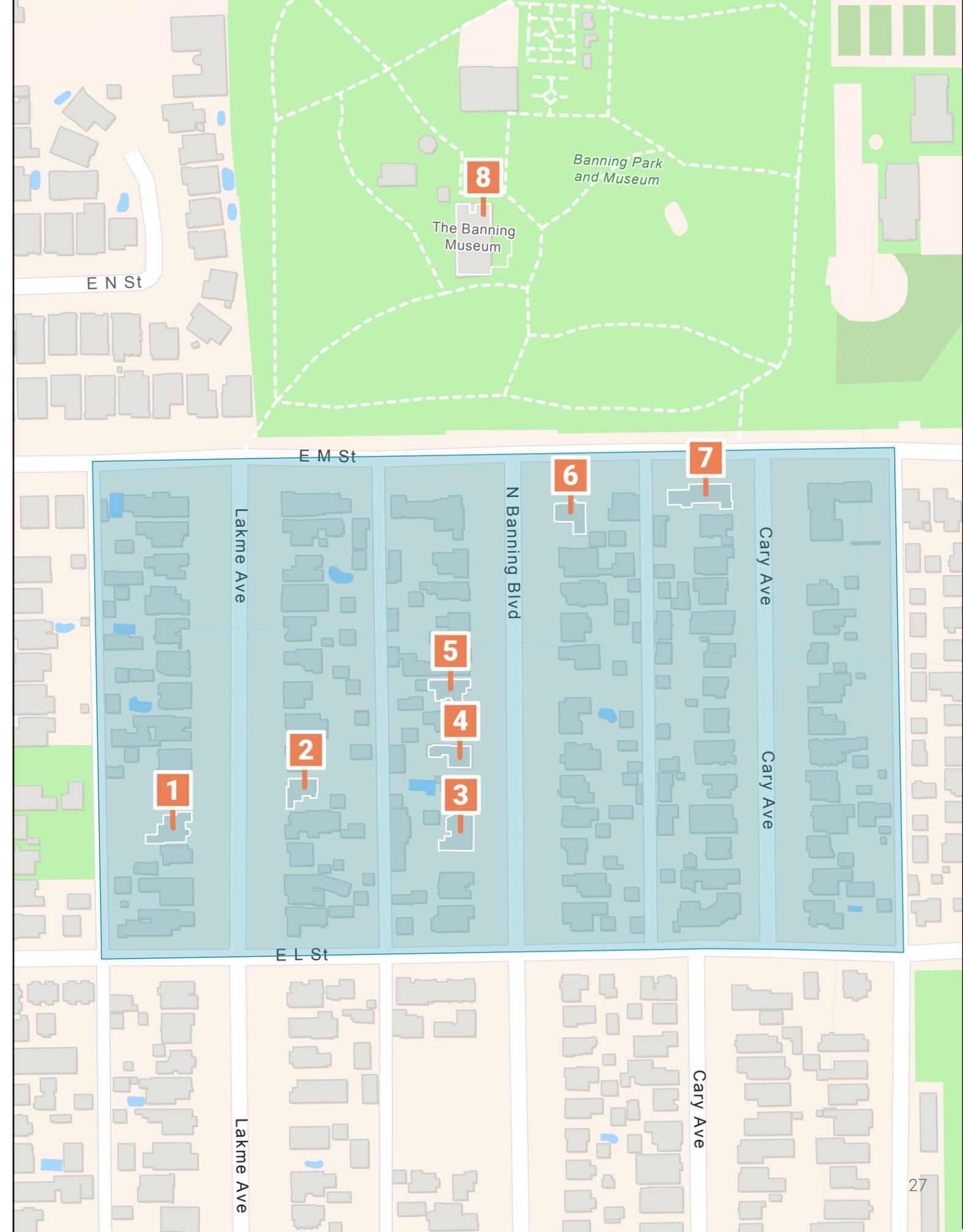
6 402 E. M Street (1923)
 Builder: George L. Jameson
 Original Owner: O. B. Rilster



7 440 E. M Street (1938)
 Architect & Builder: Unknown
 Original Owner: Unknown



8 General Phineas Banning Residence (1863-1864), 401 E. M Street
 Designer/Builder: Phineas Banning
 Original Owner: Phineas Banning
 Built as a residence in the Greek-Revival-Victorian style.





City Planning Staff Profile

Kiran Rishi is a City Planner in the Community Planning Bureau and the project manager for the Boyle Heights Community Plan update. In her current role, Kiran channels community input and feedback into a policy vision for Boyle Heights—a land use plan that will guide development over the course of the next 20 years.

In addition to policy development, Kiran leads the plan's public engagement activities, which are the foundation of its proposed land use and zoning changes and affordable housing plan.

Kiran joined City Planning to contribute to a more just, equitable City for all Angelenos, and is particularly passionate about addressing issues of food access and environmental justice in her planning work. Her interest stems from her previous involvement with farm-to-school programs, her own love of food and cooking, and her undergraduate thesis, which explored the role of mobile food in achieving more equitable access to healthy food options in Los Angeles.

Prior to her current role, Kiran worked in the Valley Project Planning Division, reviewing project cases and conducting public hearings in the Northeast San Fernando Valley. Before joining City Planning, Kiran worked as a land use consultant, representing small businesses pursuing land use entitlements and building permits, and as a customer service manager for film festivals.

Kiran grew up in Austin, Texas, and the Bay Area before moving to Los Angeles to attend Occidental College. During her undergraduate career, she studied abroad in Valparaíso, Chile, where she completed an in-depth study of the environmental and social impacts of a coastal development project. In 2013, she received her Bachelor of Arts Degree in Urban & Environmental Policy and Spanish Literary Studies from Occidental College.





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DEVELOPMENT SERVICES CENTERS

METRO PUBLIC COUNTER
201 N. Figueroa St., 4th Fl
Los Angeles, CA 90012
(213) 482-7077

VALLEY PUBLIC COUNTER
6262 Van Nuys Blvd., 2nd Fl
Los Angeles, CA 91401
(818) 374-5050

**WEST LOS ANGELES
PUBLIC COUNTER**
1828 Sawtelle Blvd., 2nd Fl
Los Angeles, CA 90025
(310) 231-2901

To minimize in-person contact, City Planning maintains a secure drop-off box outside each of the Development Services Centers for submitting hard copies of project applications, appeal applications, and plans.

For the latest information on City Planning's operations during the COVID-19 pandemic, visit [Planning4LA.org/resources/p4la-COVID-19](https://planning4la.org/resources/p4la-COVID-19).

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