

FINDINGS

Project Location

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

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

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

I. Finding Requirements for General Plan Amendments and Zoning Ordinances

City Charter Findings

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

Charter Section 556 and 558 – Charter Section 556 and 558 require the City Planning Commission and the City Council to adopt the following findings when taking any action to (i) create or change a zone or zoning district created for the purpose of regulating the use of land, or (ii) zoning the permissible uses, height, density, bulk, location or use of buildings or structures,

size of yards, open space, setbacks, building line requirements, and other similar requirements, including specific plan ordinances (collectively zoning ordinances):

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

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

Los Angeles Municipal Code (LAMC) Section 12.32 C Findings

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

State General Plan Consistency Requirement

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

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

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

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

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

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

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

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

Charter and Code Findings

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

Distribution of Land Use

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

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing future residents, businesses, and visitors.

Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the Community Plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

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

emissions associated with local trip generation in accordance with recent legislation (Senate Bill 375).

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

Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles's neighborhoods.

Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide for Los Angeles's communities.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

Goal 3L: Districts that promote pedestrian activity and provide a quality experience for the City's residents.

Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.

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

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

Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.1: Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.

Policy 5.1.1: Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.

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

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

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

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

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

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

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

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

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

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

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

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

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

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve residents, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

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

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

Goal 3J: Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 3.14.2: Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).

Policy 3.14.3: Promote the re-use of industrial corridors for small scale incubator industries.

Policy 3.14.6: Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria:

a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development;

b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development;

- c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods;*
- d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;*
- e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;*
- f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses;*
- g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or*
- h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.*

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

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

The Proposed Plan introduces the Hybrid Industrial and Markets designations, which promote the development of employment-focused districts, in formerly and transitioning industrial areas of the Downtown Plan Area. The Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO include policies and zoning

tools for these areas that allow for a flexible mix of uses to support economic development including light industrial, commercial, live/work, and limited residential uses consistent with the policies above to providing land for the retention and attraction of new industries. Allowing for the introduction of commercial and limited residential uses in these areas would support the development of new industry clusters and retain existing employment uses.

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

Policy 3.14.10: Within the Downtown Community Plan Area, promote the development of a mix of uses to facilitate innovation, development of new markets, and accommodate evolving industries over time, including clean technology, creative office uses, and other emerging industries that create new jobs.

Policy 3.14.11: Promote the development of hybrid industrial uses in the Downtown Plan Area that provide an opportunity for local employees to live and work in close proximity and thereby further the sustainability goals of the City, while safeguarding space for employment, including light industrial, commercial, manufacturing, and creative office uses.

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

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

Goal 3K: Transit stations to function as a primary focal point of the City's development.

Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

The Proposed Plan, New Zoning Code, and Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO include policies and implementation tools that

concentrate the highest development potential near transit stations and promote a mix of uses that are accessible to transit. Increasing capacity for both jobs and housing near transit, the Proposed Project aims to provide opportunities for people to live and work in the Downtown Plan Area and rely on transit as a primary means of travel. The New Zoning Code and the proposed CPIO together include tools, which comprise the Community Benefits Program, to incentivize the provision of affordable housing near transit to ensure that transit dependent populations have access to housing and employment opportunities. The New Zoning Code establishes incentives and eligibility criteria for Citywide and local affordable housing incentive programs, while the proposed CPIO applies the local affordable housing incentives to specific parts of the Downtown Plan Area and contains additional incentives and eligibility criteria. Proposed zoning districts in the New Zoning Code and their implementation through Zoning Changes in the Downtown Plan area introduce development regulations to ensure that new development is pedestrian friendly and well-connected to adjacent transit. Proposed policies and implementation tools promote a world class public realm in Downtown, supporting investments in streetscape improvements and public open space.

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

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

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

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

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

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

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

Policy 5.8.3: Revise parking requirements in appropriate locations to reduce costs and permit pedestrian-oriented building design:

a. Modify parking standards and trip generation factors based on proximity to transit and provision of mixed-use and affordable housing.

b. Provide centralized and shared parking facilities as needed by establishing parking districts or business improvement districts and permit in-lieu parking fees in selected locations to further reduce on-site parking and make mixed-use development economically feasible.

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

Population and Employment Growth

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

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

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

Consistent with the above objective contained in the Framework Element, the Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO accommodates projected population and employment growth within the Downtown Plan Area and includes policies and programs that are aimed at providing adequate transportation, utility infrastructure and public services. The Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area and the proposed CPIO, are estimated to reasonably accommodate approximately 252,000 residents and 133,000 housing units by 2040, providing enough capacity to accommodate the SCAG 2040 forecasts of 189,000 residents and 96,000 housing units for the Downtown Plan Area. The Proposed Plan accommodates 305,000 jobs in Downtown Los Angeles which meets the SCAG forecast of

257,000 jobs. The Framework Element includes a 2010 population plan forecast of 65,870 for Downtown Plan Area. The Framework forecasts best estimates since the adoption of the Framework in 1996 and 2001, and as implementation proceeds, the “population forecasts may be revised based upon specific land use actions adopted through the Community Plan update process.” The Framework Element expressly does not provide caps on development based on its population forecast. Consistent with the Framework strategy, the Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area, and the CPIO accommodate projected growth that reflects forecasts from SCAG and the Community Plan update process.

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

Economic Development

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

Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.

Policy 7.2.8: Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.

Policy 7.2.9: Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: Land Use.

Policy 7.2.11: Ensure that the City has sufficient quantities of land suitable to accommodate existing, new and relocating industrial firms, whose operations are appropriate to a specific location in Los Angeles.

Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.

Policy 7.5: Identify emerging and pro-actively clean industries to specifically attract to the City of Los Angeles.

Objective 7.6: Maintain a viable retail base in the City to address changing resident and business shopping needs.

Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.

Policy 7.10.1: Focus available implementation resources in centers, districts, and mixed-use boulevards or "communities of need."

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

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

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

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

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

Housing

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

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

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

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

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

Historic and Cultural Resources

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

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

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

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

Other General Plan Elements

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

Conservation Element

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

Conservation Element Objective: protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

Conservation Element Policy: continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

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

Housing Element

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

Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2 Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4 Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Objective 1.2 Preserve quality rental and ownership housing for households of all income levels and special needs.

Policy 1.2.2 Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City's stock of decent, safe, healthy, or affordable housing.

Policy 1.2.8 Preserve the existing stock of affordable housing near transit stations and transit corridors. Encourage one-to-one replacement of demolished units.

Objective 1.3 Forecast and plan for changing housing needs over time in relation to production and preservation needs.

Policy 1.3.5 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.

Objective 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.

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

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

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

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

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

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

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

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

Mobility Plan 2035

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

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

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

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

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

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

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

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

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

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

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

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

Plan for a Healthy Los Angeles

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

Policy 1.5 Plan for Health: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.

Policy 1.6 Poverty and Health: Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.

Policy 2.1 Access to Goods and Services: Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.

Policy 2.7 Access to Health Services: Encourage the equitable distribution of health service providers: including federally qualified health centers, hospitals, pharmacies, urgent care, and mental health services, to ensure that every Angeleno has access to preventive care and medical treatment.

Policy 4.4 Equitable Access to Healthy Food Outlets: Pursue funding, public, private, and nonprofit partnerships, and develop financial, land use and similar incentives and programs to encourage the equitable availability of healthy, affordable food outlets within close proximity of all residences.

Policy 5.1 Air Pollution and Respiratory Health: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.2 People: Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.

Policy 5.4 Noxious Activities: Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.

Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.

The Proposed Project includes policies such as:

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

that accommodate and direct future growth near transit to promote a better jobs-housing balance as well as support walkability and transit ridership to reduce greenhouse gas emissions and improve air quality, as well as Policies that improve air quality and reduce urban heat island effects by planting, preserving, and protecting trees for optimum canopy cover. New land use designations and zoning districts promote the development of complete communities, where residents and workers have access to healthy, fresh food and health services.

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

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

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

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

incentive system, a clear review procedure involving designated and many eligible historical resources, and regulating urban design with pedestrian-oriented standards.

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

B. Findings for Amendments to the River Implementation Overlay Amendment

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

Charter and Code Findings

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

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

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

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

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

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

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

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

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

Charter and Code Findings

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

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

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

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

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

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

Charter and Code Findings

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

P69: Modify parking requirements and trip generation factors (or apply credits), based on reduced demand, for development projects in the following locations:

- a. Center, district, or mixed-use boulevard (consistent with the Transportation Improvement and Mitigation Program for each center, district, or mixed-use boulevard).*
- b. Projects within 1,500 feet of fixed rail transit stations.*
- c. Projects within 750 feet of major bus route intersections.*
- d. Vertical mixed development projects regardless of location.*
- e. Affordable housing projects in appropriate locations.*

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

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

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

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

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

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

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

Charter and Code Findings

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

P1: Comprehensively review and amend the community plans as guided by the citywide policies and standards of the General Plan Framework Element. The Framework Element Long-Range Diagram may be amended to reflect the final determinations made through the Community Plan Update process, should the determinations be different from the adopted Framework Element.

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

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

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

III. Other Findings

LAMC 13.14 C.5

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

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

LU Goal 2: Housing production and preservation through public and private action that results in a housing supply to meet projected growth in a manner that is safe, livable, and affordable to a full range of income levels; reinforces the character of neighborhoods; and adds to the vitality of Downtown.

LU Goal 3: Accessible, healthy, and safe housing opportunities affordable to lower income households.

LU 13.1: Protect and support the rehabilitation of historic resources designated at the local, state, or national level.

LU 13.3: Prevent the unnecessary loss of resources of historic significance, special character, cultural, or social significance.

LU 22.6: Encourage new developments to contribute to the pedestrian and open space network with publicly accessible plazas and paseos. Design these spaces with appropriate shade and landscaping.

LU 50.1: Promote Downtown as an attractive home for civic, cultural, and other institutional uses to reinforce the area's identity.

PO Goal 1: A well maintained, accessible, and highly utilized open space system and public realm network that serves the growing population of Downtown residents, workers, and visitors.

PO Goal 4: Public spaces that help create and maintain community.

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

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

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