



**DOWNTOWN COMMUNITY PLAN  
PROPOSED POLICIES FOR SKID ROW**

**COMMUNITY LAND USES & HOUSING**

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

Encourage the creation of a range of housing options, including social service housing, permanent supportive, a full spectrum of affordable housing, and workforce housing.

Promote a variety of housing options for the Skid Row community, including families, veterans, seniors, women, local workers, and those who benefit from supportive services.

Provide opportunities for daytime activities in the neighborhood with recreational centers, libraries, and managed open spaces with engaging programming.

Ensure the development of complete neighborhoods with diverse uses and a high-quality supply of infrastructure, parks, streetscapes, transit, and community amenities.

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

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

Promote services and amenities embedded within residential development, such as healthy affordable food options, childcare facilities, and neighborhood serving uses.

Support the expansion of uses that provide access to arts and culture for Downtown workers, residents, and visitors.

**JOBS & EMPLOYMENT**

Recognize creative arts, culture, neighborhood character, dynamic public spaces, and a diverse environment as significant components of Downtown's economic ecosystem, and support programs that seek to enhance these resources.

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

**HEALTH & SUSTAINABILITY**

Recognize the efforts of City, State, and Federal agencies and local institutions to promote a safe, clean, and habitable environment in the Skid Row neighborhood.

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

Maintain and expand the tree canopy to provide shade, improve air and water quality, reduce heat-island effect, and create habitat for birds and pollinators.

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

Create a network of public and private green infrastructure with increased and incentivized use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity spaces.

Facilitate access to healthy, fresh food for all Downtown residents.

**STREETS & OPEN SPACE**

Enhance the public realm, with inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, and gathering.

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

Encourage development that integrates with the public realm to invite pedestrians and modify insular qualities in the urban environment.

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

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

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

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

**MOBILITY & CONNECTIVITY**

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

Strengthen pedestrian connections between transit resources and centers of activity with improved signage and wayfinding.

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

**NEIGHBORHOOD CHARACTER**

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

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

**DTLA 2040  
DRAFT PLAN  
CONCEPTS**

Information represents policy concepts, as proposed. For updates on the Community Plan visit [www.dtl2040.org](http://www.dtl2040.org)

**SOCIAL SERVICE HYBRID INDUSTRIAL**

Allows for permanent supportive housing with bonus incentives for affordable housing.

Non-residential uses are limited to prioritize social service activities, fabrication, and production of goods for wholesale or retail distribution.

Alcohol sales and smoke shops are prohibited.

**INDUSTRIAL WHOLESALE MIXED USE**

Allows for live/work housing in EXISTING BUILDINGS AFTER MAINTAINING a baseline of commercial or light industrial job generating floor area. Live/work allows for affordable, family, market rate, permanent supportive, senior, or workforce housing with bonus incentives for affordable housing.

Non-residential uses prioritize fabrication and production of goods for wholesale or retail distribution.

**HYBRID INDUSTRIAL MIXED USE**

Allows for live/work housing AFTER MAINTAINING a baseline of commercial or light industrial job generating floor area. Live/work allows for affordable, family, market rate, permanent supportive, senior, or workforce housing with bonus incentives for affordable housing.

Commercial uses prioritize employment focused on production and creative enterprise.

**MIXED USE DISTRICT**

Allows for affordable, family, live/work, market rate, permanent supportive, senior, or workforce housing with bonus incentives for affordable housing.

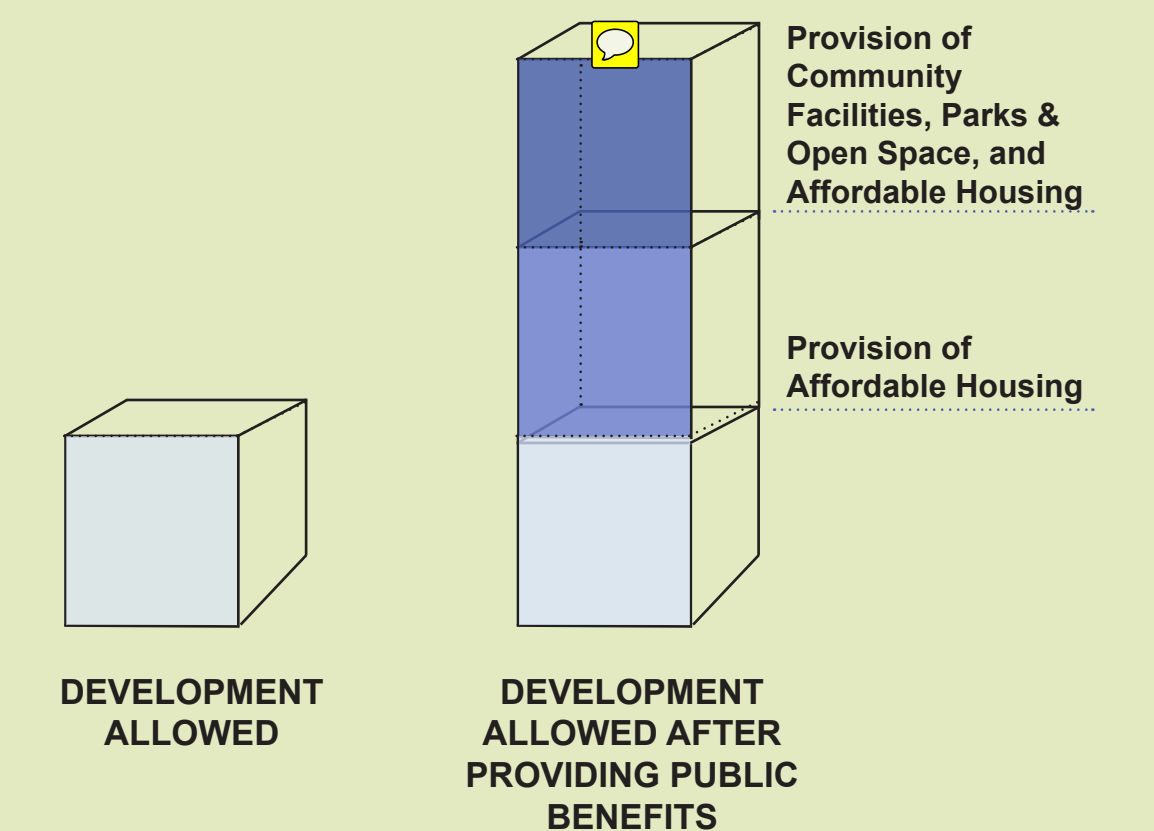
Commercial Uses with emphasis on neighborhood and community serving uses.

- # Number of units protected by Wiggins V. Board of Directors of the CRA Settlement
- Mobility improvements to increase safety, connectivity, and access. Prioritize pedestrian, cyclists, and transit users
- Existing Alleys - opportunities for improvement
- Proposed Street Extension
- Units protected by Wiggins V. Board of Directors of the CRA Settlement
- Units protected by Rent Stabilization Ordinance
- Other Affordable Housing and Service Providers
- Parks



**PUBLIC BENEFIT INCENTIVE ZONING SYSTEM**

The Downtown Community Plans propose to expand and refine the system that links growth and public benefits with a focus on the benefits below:

- Affordable Housing
- Parks & Open Space
- Community Facilities including community centers and public restrooms



**CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING**  
**DOWNTOWN COMMUNITY PLAN**  
 Draft Policy Concepts for Skid Row  
 July 2017

Our Skid Row Recommendations	DOWNTOWN COMMUNITY PLAN - DRAFT POLICIES FOR SKID ROW	DOWNTOWN COMMUNITY PLAN - DRAFT TOOLS	ADDITIONAL IMPLEMENTATION AGENCIES & PROGRAMS
<b>IMMEDIATE PHYSICAL IMPROVEMENTS</b>			
Create Rest Stops with mobile showers, bathrooms, drinking fountains, and storage facilities	Seek opportunities to meet basic needs by improving sanitation; and including public restrooms, hygiene stations, and public water fountains as part of new development and open spaces.	Public Benefits System will include incentives for community facilities.	Mayors' Office - Emerald Necklace concept envisions public realm improvements
Create Safety Zones that have 24/7 programming in conjunction with partner organization. No drug or alcohol use permitted	Provide opportunities for daytime activities in the neighborhood with recreational centers, libraries, and managed open spaces with engaging programming.	Alcohol and tobacco not permitted in interior blocks. Off-site alcohol and tobacco not permitted.	
Pop-up farmers markets with Electronic Benefit Transfer (EBT)	Facilitate access to healthy, fresh food for all Downtown residents.	Farmers markets permitted with performance standards in a broad range of use districts.	Los Angeles Community Action Network, Los Angeles Food Policy Council
Urban Agriculture gardens in under-utilized lots and rooftops	Facilitate access to healthy, fresh food for all Downtown residents.	Urban agriculture permitted in all residential, mixed use, and hybrid industrial use districts, Urban Agriculture Incentive Zone (UAIIZ)	
More trashcans and daily sanitation services	Seek opportunities to meet basic needs by improving sanitation; and including public restrooms, hygiene stations, and public water fountains as part of new development and open spaces.	Public Benefits System will include incentives for Community Facilities such as public restrooms.	Bureau of Sanitation
Improve the physical quality of public space in Gladys and San Julian Parks and provide consistent maintenance and hours. Support existing and on-going community partners	Enhance the public realm, with inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, and gathering.  Provide opportunities for daytime activities in the neighborhood with recreational centers, libraries, and managed open spaces with engaging programming.	Public Benefits System will include incentives for open space and parks.	Department of Recreation and Parks
Invest in community wayfinding signage and cultural banners	Develop a comprehensive wayfinding program that identifies the neighborhood and highlights its history and culture and incorporates the work of local artists.  Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.		Community-based organization
More funding for art festivals, arts programming, and art institutions	Recognize creative arts, culture, neighborhood character, dynamic public spaces, and a diverse environment as significant components of Downtown's economic ecosystem, and support programs that seek to enhance these resources.  Provide opportunities for daytime activities in the neighborhood with recreational centers, libraries, and managed open spaces with engaging programming.		Los Angeles Department of Cultural Affairs
Bike Share programs	Support the expansion of bike share throughout Downtown and adjacent areas, especially as a means to connect areas that are less served by transit.	Public Benefits System will include incentives for transportation enhancements.	METRO Bike Share, LADOT Bike Program
Install public art by Skid Row residents	Recognize creative arts, culture, neighborhood character, dynamic public spaces, and a diverse environment as significant components of Downtown's economic ecosystem, and support programs that seek to enhance these resources.  Develop a comprehensive wayfinding program that identifies the neighborhood and highlights its history and culture and incorporates the work of local artists.  Support the expansion of uses that provide access to arts and culture for Downtown workers, residents, and visitors.		
<b>COMMUNITY PLANNING PILOTS</b>			
Welcome Stations - information kiosks for neighborhood resources and services, tourist information and general orientation information	Support the development of mobility hubs at key destinations such as commercial, entertainment, and institutional centers, as well as at transfer points to inform Downtown residents, workers, and visitors about and provide access to a variety of mobility options.	Public Benefit System will include incentives for providing mobility hubs.	Mayors' Office - Emerald Necklace concept envisions public realm improvements
Social Enterprise Incentive Zone- for local hiring and community supporting businesses- subsidized rents and leases, funding to support local start ups and initiatives, training and resources to support local informal economies to formal businesses	Support neighborhood stabilization by promoting local enterprise, local business hiring, and encouraging partnerships with academic institutions and community organizations to develop training programs.  Improve economic opportunity through education and training, and support workforce development programs and partnerships.		Mayor's Office of Economic Development
"The Row"-establish 6th street as a corridor of economic and cultural development along 6th st, Major retail and commercial avenue linking the 6th St Viaduct, Arts district and Historic Core with Skid Row	Foster a mix of uses that contribute to a livable community that prioritizes housing at all levels of affordability, employment opportunities, daily amenity and service needs, educational and vocational facilities, as well as a variety of public gathering spaces.  Target San Pedro, 3rd, 4th, 5th, 6th, and 7th streets for improvements to increase safety, connectivity, and access.  Ensure the development of complete neighborhoods with diverse uses and a high-quality supply of infrastructure, parks, streetscapes, transit, and community amenities.  Improve the public realm and activate ground floors to encourage street life and establish smooth transitions between adjacent neighborhoods.	Use and form regulations will orient 6th Street as an engaging and pedestrian-oriented corridor, and enhance east-west connections throughout the Plan area.  	
Skid Row Community Improvement District- Develop community- supporting and area maintenance organization while providing local job opportunities with tax funding from local businesses			Community-driven effort
Skid Row Neighborhood Council- Resident Lead advocacy group recognized by the Department of Neighborhood empowerment			Community-driven effort
<b>NEW COMMUNITY PROGRAMS</b>			
Offer low-cost rent and distribute art materials to existing network of Skid Row artists	Encourage the creation of a range of housing options, including social service housing, permanent supportive, a full spectrum of affordable housing, and workforce housing.  Promote a variety of housing options for the Skid Row community, including families, veterans, seniors, women, local workers, and those who benefit from supportive services.  Facilitate the integration of public art projects and culture programming into public spaces to reinforce community character.	Public Benefits System will include incentives for affordable housing, including affordable live/work units.	
Provide services 24/7 including urgent care in the neighborhood	Recognize the efforts of City, State, and Federal agencies and local institutions to promote a safe, clean, and habitable environment in the Skid Row neighborhood.		City-County-Community (C3) Program partnership is made of a team of health and service providers from the County's Department of Mental health, Health Services, Substance Abuse Prevention & Control, LAHSA, and Americorps staff. Working to engage with residents in Skid Row, assist, and provide housing.
Increase spirituality and meditation resources		Use districts allow for these community resources and institutional uses.	Community-based organizations
Incentivize the development of recreational programs and cultural centers	Develop a comprehensive wayfinding program that identifies the neighborhood and highlights its history and culture.  Target San Pedro, 3rd, 4th, 5th, 6th, and 7th streets for improvements to increase safety, connectivity, and access.  Recognize the efforts of City, State, and Federal agencies and local institutions to promote a safe, clean, and habitable environment in the Skid Row neighborhood.	Public Benefits System will include incentives for community facilities.	
Develop a Community-driven Safety Initiative	Target San Pedro, 3rd, 4th, 5th, 6th, and 7th streets for improvements to increase safety, connectivity, and access.  Prioritize safety improvements on the High Injury Network as designated by LADOT to achieve high impact reductions in injuries and fatalities.  Implement a coordinated Pedestrian-First District that employs expanded use of Leading Pedestrian Intervals, scramble crosswalks, and right turns limitations on red, and other interventions to improve pedestrian safety and encourage pedestrian activity.  Balance vehicular traffic with other modes of transportation to improve safety and sustainability for all Downtown stakeholders.	Plan policies address safety for streets and the public realm.	LADOT pedestrian-priority programs; Mayor's Office Vision Zero campaign; Metro's Active Transportation Strategic Plan prioritize pedestrian safety.
Mitigate health impacts of industrial uses and limit truck pollution	Prohibit residential development and other sensitive uses in proximity to industrial uses with potentially negative health impacts.  Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAN.	Use regulations will not allow heavy industrial activity.	
More System-wide Mental Assessment Response Teams in Skid Row and more non-law enforcement based mental health emergency response teams	Recognize the efforts of City, State, and Federal agencies and local institutions to promote a safe, clean, and habitable environment in the Skid Row neighborhood.		City-County-Community (C3) Program partnership is made of a team of health and service providers from the County's Department of Mental health, Health Services, Substance Abuse Prevention & Control, LAHSA, and Americorps staff. Working to engage with residents in Skid Row, assist, and provide housing.
Educate all professionals with racial and cultural competency trainings	Recognize the efforts of City, State, and Federal agencies and local institutions to promote a safe, clean, and habitable environment in the Skid Row neighborhood		City and County agencies, community-based organizations, Service Providers

PERMANENT INFRASTRUCTURE			
<p>More Low Income and Permanent Supportive Housing - More rental subsidies for low income housing, more capital for construction of affordable housing, fast track affordable housing projects, more sources of community benefit funds</p>	<p>Encourage the creation of a range of housing options, including social service housing, permanent supportive, a full spectrum of affordable housing, and workforce housing.</p> <p>Promote a variety of housing options for the Skid Row community, including families, veterans, seniors, women, local workers, and those who benefit from supportive services.</p> <p>Facilitate the preservation of existing residential units, and avoid displacement of the most vulnerable Downtown residents.</p> <p>Recognize additional housing unit options to accommodate a variety of household sizes, including larger households, such as those with children, multigenerational living, and special needs populations.</p> <p>Promote services and amenities embedded within residential development, such as healthy affordable food options, childcare facilities, and neighborhood serving uses.</p> <p>Foster a mix of uses that contribute to a livable community that prioritizes housing at all levels of affordability, employment opportunities, daily amenity and service needs, educational and vocational facilities, as well as a variety of public gathering spaces.</p>	<p>Public Benefits System will prioritize affordable housing at a range of affordability levels.</p>	<p>HCID, HUD</p>
<p>Establish Dash Lines and accessible bus stops</p>	<p>Extend DASH service to activity centers with few fixed transit stations, such as the Fashion District, the Arts District, and Central City East.</p> <p>Target San Pedro, 3rd, 4th, 5th, 6th, and 7th streets for improvements to increase safety, connectivity, and access.</p> <p>Strengthen pedestrian connections between transit resources and centers of activity with improved signage and wayfinding.</p>		<p>LADOT is exploring changes to DASH lines to provide additional east-west connections along 7th St., extend weekday and weekend hours of service.</p>
<p>Implement Complete Streets and Slow Zones: multi-modal transit and pedestrian safety</p>	<p>Implement a coordinated Pedestrian-First District that employs expanded use of Leading Pedestrian Intervals, scramble crosswalks, and right turns limitations on red, and other interventions to improve pedestrian safety and encourage pedestrian activity.</p> <p>Facilitate integration between different modes of travel to create a seamless experience as users switch between modes and to promote transit and active transportation.</p> <p>Adapt streets that are not critical to vehicular circulation to increase right-of way use for pedestrian circulation.</p> <p>Recognize the efforts of City, State, and Federal agencies and local institutions to promote a safe, clean, and habitable environment in the Skid Row neighborhood.</p> <p>Maintain safety for all users, with appropriate traffic control infrastructure and ADA accessibility.</p>	<p>Downtown Plan will include recommendations to redesignate streets.</p>	<p>Metro &amp; LADCP Complete Streets Design Manual guides and coordinates efforts among multiple agencies to create safe streets.</p>
<p>Designate San Pedro as a Great Street and invest in transformation</p>	<p>Target San Pedro, 3rd, 4th, 5th, 6th, and 7th streets for improvements to increase safety, connectivity, and access.</p>	<p>Downtown Plan will include recommendations to redesignate streets; Form, frontage, and streetscape regulations will encourage building and streetscape enhancements.</p>	
<p>Support People Streets: transform under-utilized streets for public space, shared streets, parklets and green alleys</p>	<p>Support and facilitate the integration of public art and community engagement in alley projects.</p> <p>Support the utilization of remanent spaces such as odd angle intersections and dead-end streets as public open space.</p> <p>Develop design guidelines to promote alleys as shared, and multipurpose public spaces that are welcoming to a range of users.</p> <p>Find opportunities to create new parks and other open space through tools such as the transfer of development rights, public outdoor amenity space incentives, non-traditional interventions in the public right-of-way, and as a part of major public projects.</p> <p>Target San Pedro, 3rd, 4th, 5th, 6th, and 7th streets for improvements to increase safety, connectivity, and access.</p> <p>Promote a pedestrian environment that enhances thermal, visual, and audible comfort and provides opportunities for resting and socializing.</p> <p>Enhance the public realm, with inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, and gathering.</p> <p>Encourage development that integrates with the public realm to invite pedestrians and modify insular qualities in the urban environment.</p>	<p>Public Benefits System will include incentives for the creation of public outdoor amenity space, including parklets, spaces for active and passive recreation, and active alleys.</p>	<p>People St. Program is a partnership between LADCP, LADOT, Public Works, Mayor's Office, &amp; Metro. Street improvements implemented by LADOT, BOE, BSS.</p>
<p>Create More Parks: trees and shade in the area or unlimited and welcome use for all people.</p>	<p>Enhance the public realm, with inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, and gathering.</p> <p>Maintain and expand the tree canopy to provide shade, improve air and water quality, reduce heat-island effect, and create habitat for birds and pollinators.</p> <p>Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAN.</p> <p>Create a network of public and private green infrastructure with increased and incentivized use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity spaces.</p>	<p>Streetscape requirements will include tree requirements. Open spaces provided through the proposed Public Benefits System will require spaces to be publicly accessible.</p>	<p>Recreation and Parks Department, Bureau of Street Services; Urban Forestry Division</p>