



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: December 14, 2023

Time: After 8:30 a.m.

Place: Van Nuys City Hall
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearing: Public Hearing Required
Initial Public Hearing held on
September 27, 2023

Appeal Status: Not Applicable

Case No.: CPC-2021-2642-SP
CEQA No.: ENV-2021-2643-EIR
Incidental Cases: None
Related Cases: None
Council No.: 1- Hernandez
Plan Area: Downtown, Northeast Los Angeles, Silver Lake-Echo Park-Elysian Valley
Specific Plan: Cornfield Arroyo Seco Specific Plan
Certified NC: Historic Cultural North, Lincoln Heights, Greater Cypress Park
GPLU: Various
Zone: Various
Applicant: City of Los Angeles
Representative: City of Los Angeles

PROJECT LOCATION:

The Project Area comprises the entire area within the boundaries of the existing Cornfield Arroyo Seco Specific Plan (CASP), which includes approximately 1,600 assessor's parcels and approximately 600 acres (1.0 square mile) of land. The Project Area is located to the northeast of Downtown Los Angeles and is generally bordered by the communities of Chinatown to the west, Lincoln Heights to the east, and Cypress Park to the north. Thoroughfares include North Figueroa Street at the north, North Spring Street and North Main Street at the south, and North Avenue 19 and North San Fernando Road near the center portion of the Project Area. The Los Angeles River, Arroyo Seco, Interstate 5, State Route 110, and Metro A Line (formally L Line and Gold Line) pass through the Project Area, which also includes the Los Angeles State Historic Park.

PROPOSED PROJECT:

The Proposed Project is an update of the Cornfield Arroyo Seco Specific Plan (CASP). The Proposed Project replaces the existing CASP (Existing CASP) with a new Specific Plan (Proposed CASP) that includes revised zoning regulations, incentives, and boundaries, for the purpose of encouraging affordable, mixed-income, and permanent supportive housing production. The Proposed Project strengthens the CASP's affordable housing requirements, including the recalibration of the CASP's current incentive zoning system; establishes a new Community Benefits Program that incentivizes new publicly-accessible open space and community facilities; includes provisions that facilitate the production of new 100 percent affordable housing and permanent supportive housing on public land; increases the zoning capacity for housing in targeted areas; and adopts a modernized zoning system based on the City's New Zoning Code. Adoption of the Proposed Project will involve amendments to the General Plan (Downtown Community Plan Map, Northeast Los Angeles Community Plan Map, and Framework Element) and a number of implementing ordinances, including ordinances to amend the Zoning Map, repeal the Existing CASP and establish the Proposed CASP, add new zoning provisions to Chapter 1A of the New Zoning Code, amend the Cypress Park and Glassell Park Community Design Overlay (CDO) boundaries, and rescind the CASP Transfer of Floor Area (TFAR) Floor Area Payment Trust Fund.

RECOMMENDED ACTIONS¹:

1. **Conduct** a public hearing on the Proposed Project as described in this Staff Recommendation Report.
2. **Approve** the Staff Recommendation report as the Commission Report.
3. **Approve** and **Recommend** that the City Council adopt the Findings in the Staff Recommendation Report.
4. **Recommend** that the City Council instruct the Director of City Planning to amend the Environmental Protection Measures (EPMs) pursuant to Division 4C.12 (Environmental Protection) of the New Zoning Code as appropriate to implement the MMP.
5. **Find** the City Planning Commission has reviewed and considered the Draft Environmental Impact Report (EIR) (City EIR No. ENV-2021-2643-EIR and State Clearinghouse No. 2021040206), as shown in Exhibit A.5, and direct staff to prepare a Final EIR, EIR findings, a Statement of Overriding Considerations, and a Mitigation Monitoring Program (MMP) for City Council consideration.
6. **Recommend** the City Council **Adopt** the Resolution in Exhibit A to certify a Final EIR, adopt EIR findings and a Statement of Overriding Considerations, and adopt a Mitigation Monitoring Program.
7. **Approve** and **Recommend** that the Mayor **Approve** and the City Council **Adopt**, pursuant to LAMC Section 11.5.6 and City Charter Section 555, the attached Resolution in Exhibit A to amend the General Plan as follows:
 - a. Amend the Downtown and Northeast Los Angeles Community Plan Maps, as shown in Exhibits A.2 and A.3.
 - b. Amend the Citywide General Plan Framework Element, as shown in Exhibit A.4.
8. **Approve** and **Recommend** that the City Council **Adopt**, pursuant to LAMC Sections 12.04 and 12.32 and City Charter Section 558, the proposed ordinance to amend the Zoning Map, as shown in Exhibit B.2.
9. **Approve** and **Recommend** that the City Council **Adopt**, pursuant to LAMC Section 12.32 and City Charter Section 558, the proposed ordinance to repeal the existing Cornfield Arroyo Seco Specific Plan and to establish the proposed Cornfield Arroyo Seco Specific Plan, as shown in Exhibit B.1.
10. **Approve** and **Recommend** that the City Council **Adopt** the New Zoning Code Ordinance to amend Chapter 1A (“New Zoning Code”) of the Los Angeles Municipal Code to add new regulations to Division 8.3 (Special Districts) of Article 8, as shown in Exhibit C.1, and Amend the accompanying Zoning Code Maps established in Division 1.5 (Zoning Code Maps) of Article 1 of the New Zoning Code, as shown in Exhibit C.2.

¹ Note that references to processes in Chapter 1 of the LAMC will be updated once the Processes and Procedures Ordinance (Council File 12-0460-S4) goes into effect.

11. **Approve and Recommend** that the City Council **Adopt**, pursuant to LAMC Section 12.32.S and City Charter Section 558, the proposed ordinance to amend the Cypress Park and Glassell Park Community Design Overlay (CDO) boundaries, as shown in Exhibit B.3.
12. **Approve and Recommend** that the City Council **Adopt**, pursuant to LAMC Section 12.32 and City Charter Section 558, the proposed ordinance to rescind the CASP Floor Area Payment Trust Fund, as shown in Exhibit B.4.
13. **Authorize** the Director of Planning to present the resolutions and proposed General Plan amendments (Exhibits A, A.1, A.2, A.3, A.4, and A.5) to the Mayor and City Council, in accordance with City Charter Section 555 and LAMC Section 11.5.6, and the proposed zoning ordinances (Exhibit B.1, B.2, B.3, B.4, C.1, and C.2) to the City Council, in accordance with City Charter Section 558 and LAMC Section 12.32.


VINCENT P. BERTONI, AICP
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Exhibits:

- A – Proposed Cornfield Arroyo Seco Specific Plan (CASP) Resolution
 - A.1 – Existing General Plan Land Use Maps
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 - C.2 – Zoning Code Maps
- D – HR&A Inclusionary Housing and Incentive Zoning Memo

PROJECT ANALYSIS

Project Summary

The Proposed Project is an update to the Cornfield Arroyo Seco Specific Plan (“CASP”), which was originally adopted on June 28, 2013. The Proposed Project replaces the existing CASP (“Existing CASP”) with a proposed Specific Plan (“Proposed CASP”) that includes revised zoning regulations, affordable housing incentives, and boundaries, for the purpose of supporting affordable, mixed-income, and permanent supportive housing production, along with several other overarching objectives, in this approximately 600-acre (1 square mile) area (“Project Area”) northeast of Downtown Los Angeles.

The Proposed Project strengthens the CASP’s affordable housing standards, including the recalibration of the CASP’s current incentive zoning system; establishes a new Community Benefits Program that incentivizes new publicly-accessible open space and community facilities; includes provisions that facilitate the production of new 100 percent affordable housing and permanent supportive housing projects on public land; increases the zoning capacity for housing in targeted areas; and adopts a modernized zoning system based on the City’s New Zoning Code.

Adoption of the Proposed Project will involve amendments to the General Plan (Downtown Community Plan Map, Northeast Los Angeles Community Plan Map, and Framework Element) and a number of implementing ordinances, including ordinances to amend the Zoning Map, repeal the Existing CASP and establish the Proposed CASP, add new zoning provisions to Chapter 1A of the New Zoning Code, amend the Cypress Park and Glassell Park Community Design Overlay (CDO) to no longer apply in the Proposed CASP Area, and rescind the CASP Transfer of Floor Area Ratio (TFAR) Floor Area Payment Trust Fund.

Objectives and Guiding Principles

The underlying purpose of the Proposed Project is to support the production of more housing, especially affordable, mixed-income, and permanent supportive housing, in the Proposed CASP Area. The Proposed Project was initiated in response to a Council Motion (Council File No. 13-0078 S2), which called for an evaluation of the CASP’s incentives and regulations relative to the production of mixed-income housing. While the Proposed Project remains focused on carrying out the necessary amendments and revisions to support housing production, the Proposed Project has evolved in response to a wide range of stakeholder feedback to prioritize the production of affordable housing units for low-income households, as well as to address challenges such as housing displacement, environmental justice, and climate change.

The following objectives represent the long-term priorities for the Proposed Project:

- Increase the production of affordable, mixed-income, and permanent supportive housing within the Proposed CASP Area.
- Protect residents, especially low-income households, from indirect and direct displacement, and ensure stability of existing vulnerable communities.
- Design and regulate housing to promote health and well-being, increase access to amenities such as parks and public transit, contribute to a sense of place, and plan for a sustainable future.

- Build, operate, and maintain welcoming and accessible housing for Angelenos with unique needs, including those with disabilities, large families, older adults, and other people facing housing barriers and economic insecurity.
- Refine Plan standards, processes, and procedures to be more intuitive and transparent, with the goal of enhancing development certainty for market-rate, mixed-income, and affordable housing developers; and
- While reducing overall employment capacity, preserve employment areas that show a concentration of jobs, while supporting small and/or legacy businesses, local employment, and new productive uses and employment spaces, such as light industrial and general commercial uses.

Background

Regional Context

Adopted in 2013, the Existing CASP amended portions of the Central City North (Downtown), Northeast Los Angeles, and Silver Lake-Echo Park-Elysian Valley Community Plans and established a new Specific Plan to guide the future growth of a primarily industrial, approximately 600-acre (1 square mile) area. Encompassing roughly 1,600 assessor's parcels, the Project Area is generally bordered by the communities of Chinatown to the west, Lincoln Heights to the east, and Cypress Park to the north, and is located entirely within the boundaries of Los Angeles Council District 1.

The CASP is named after the "Cornfield" and the Arroyo Seco, both of which are located in the Project Area. The Cornfield is the historical nickname for a 32-acre site that is now the Los Angeles State Historic Park, while the Arroyo Seco is the seasonal river that has a confluence with the Los Angeles River. The CASP is located within the original floodplains of the Los Angeles River and Arroyo Seco water bodies. Despite its relatively small size relative to the larger community plans in which it is located, the Project Area has notable transportation infrastructure, including three Los Angeles Metro A Line (formally L Line and Gold Line) train stations located within or adjacent to the Project Area: Chinatown, Lincoln/Cypress, and Heritage Square. Interstate 5 and State Route 110 bisect the northern portion of the Project Area.

The Project Area is predominantly developed with a mix of industrial, commercial, residential, institutional, educational, and recreational uses, though a variety of sites are undeveloped vacant land. Industrial development is the largest sector within the Project Area, with 62 percent of industrial space used for warehousing, followed by manufacturing at 18 percent. There are numerous vacant properties in the Project Area, totaling approximately 1 million square feet of underutilized or vacant industrial land area. The total residential inventory in the Project Area comprises approximately 2,000 housing units. Approximately 75 percent of the Project Area's existing housing stock is multifamily development, totaling 1.3 million square feet of area, with the remaining units as single-family homes. Approximately 55 percent of multifamily rental inventory in the Project Area is 100 percent affordable, which includes both Low Income Housing Tax Credit (LIHTC) projects such as Tesoro Del Valle, Flores Del Valle, and Camino Al Oro, as well as the 412-unit William Mead Homes public housing development from the Housing Authority of the City of Los Angeles. As of 2021, there are approximately 6,000 residents and 5,400 jobs in the Project Area.

The Existing CASP guides growth in an area well-served by public transit and proximate to Downtown Los Angeles, the employment center of the region and the hub of the region's

expanding transit network. About half of the Project Area, the portion west of the Los Angeles River, is located within the Downtown Community Plan Area. The Project Area is served by three Metro light rail stations that provide connectivity to the greater Los Angeles region as well as Metro and LADOT bus routes that service the local area. Additionally, portions of the Project Area are characterized as being within or adjacent to a Regional Center or a Community Center by the City's General Plan Framework Element. The Proposed Project's effort to support housing production in the Proposed CASP Area is consistent with the City's adopted long-range land use vision to concentrate growth around transit and promote a mix of uses to support walkable communities. The Proposed CASP Area is uniquely situated to accommodate growth near transit, jobs, and public open space on properties that predominantly do not contain any existing residents.

The City of Los Angeles and the region as a whole are in the midst of a severe housing crisis caused by decades of undersupply that has not kept up with population growth. The Proposed Project will increase residential zoning capacity and contribute to the City's efforts to meet its state-mandated Regional Housing Needs Allocation (RHNA) obligations. The Proposed CASP Area includes parcels that have been identified in the adopted Housing Element Rezoning Program. Moreover, the Proposed CASP Area itself is in significant need for more housing, particularly new affordable units, as reflected by a residential vacancy rate of less than 1 percent, a median household income 40 percent lower than the City average, and a high percentage of renter-occupied housing at 76 percent, compared to 63 percent Citywide. Thus, the Proposed Project's goal of supporting housing production, especially affordable housing, and accommodating growth are acutely relevant in the Proposed CASP Area. The need is both a short- and long-term challenge that can be addressed through land use planning, and specifically through planning for additional multi-family housing, taking care to safeguard existing multi-family housing, and incentivizing the production of protected affordable housing.

Specific Plan Updates

The Proposed Project involves updating the Cornfield Arroyo Seco Specific Plan. A Specific Plan is a regulatory land use ordinance that further implements the Community Plan, the Framework Element, and other elements of the General Plan. A Specific Plan provides by ordinance regulatory controls and incentives for the systematic execution of the General Plan and provides for public needs, convenience, and general welfare. Specific Plans allow zoning regulations to be further tailored to local areas and include various types of regulatory limitations, such as land use restrictions and building form and massing requirements. Procedures for the establishment, amendment, or repeal of Specific Plans are set forth in the Municipal Code. The Proposed Project's revisions to the CASP to support more affordable, mixed-income, and permanent supportive housing production, along with the other overarching objectives, will further implement the General Plan, including the Downtown and Northeast Los Angeles Community Plans and the Framework Element.

Currently Adopted Specific Plan

The Existing CASP was adopted in 2013 and was written to guide development through the year 2035. Initially developed with the goal of prioritizing employment-focused uses, the intent of the Existing CASP is to guide the future growth of a vehicular-oriented industrial and public facility area into a cluster of mixed-use, pedestrian-oriented neighborhoods, while retaining land for industrial uses and new clean technology businesses. Broadly, the Existing CASP includes the following:

- The designation of new mixed-use zoning districts that replace former industrial zoning, and the identification of the types and intensities of uses permitted within these districts, as well as building height, massing, and façade standards,

- The establishment of new affordable housing land use incentives,
- The designation of new open spaces and parks and the establishment of open space requirements for new developments,
- Circulation and parking standards,
- Revised street designations and standards,
- Resource conservation standards, and
- Mitigation measures for subsequent development projects.

There are five Generalized Land Use Designations in the Existing CASP: Hybrid Industrial, Public Facilities, Open Space, Residential Multi-Family, and Commercial Manufacturing. Hybrid Industrial is the most common land use designation, comprising 276 acres, followed by Open Space (108 acres), Public Facilities (57 acres), Residential Multi-Family (29 acres), and Commercial Manufacturing (5 acres). The Existing CASP has four zones that are unique to the CASP: the Urban Innovation zone (144 acres), Urban Village zone (90 acres), and Urban Center zone (40 acres), which all correspond with the Hybrid Industrial land use designation, and the Greenway zone (74 acres), which corresponds with the Open Space designation. Other zones in the Existing CASP include the OS zone (34 acres), RD1.5 and RD2 zones (29 acres), PF zone (57 acres), and CM zone (5 acres). The maximum permitted intensity of development under the Existing CASP ranges from a Floor Area Ratio (FAR) of 1.5 to 6.0. The Existing CASP supports a range of housing options, public spaces, opportunities for walking and bicycling, and does not include minimum automobile off-street parking requirements.

One of the primary goals of the Existing CASP is to facilitate the production and continued provision of affordable housing for Extremely Low Income and Very Low Income households. During the adoption phase of the Existing CASP from 2011 to 2013, the City heard strongly from community stakeholders that affordable housing for low-income households was a priority. Local community organizations and their coalitions organized around the issue, engaging their members to advocate for changes that would support affordable housing and help counter displacement. As a result of their efforts, the Existing CASP includes one of the City's first geographically-based incentive zoning programs. The community fought for, and won, provisions that support affordable housing production, with the ensuing CASP being called "A model for L.A. planning" by the Los Angeles Times. The Proposed Project would build upon the incentive program of the Existing CASP by strengthening affordable housing requirements and incentivizing the provision of community benefits, as part of a new Community Benefits Program.

Background of the CASP Update

On June 20, 2018, the Los Angeles City Council passed a motion (Council File No. 13-0078 S2) relative to the CASP that includes three parts. The first is an amendment to the Specific Plan, with a particular outcome envisioned; the second is a request that a particular interpretation of Specific Plan provisions be applied by the Director in reviewing development projects; and the third is an evaluation on the effectiveness of the Specific Plan in producing mixed-income housing, with the motion citing that no housing units have been built in the five years after adoption of the Existing CASP (i.e., the time at which the Council Motion was filed). On March 13, 2020, the Director of Planning commenced a work program responsive to the motion. As part of the work program authorization, Department of City Planning staff is to complete an evaluation on the effectiveness of the Existing CASP's regulations, and second, recommend the necessary amendments and

revisions to the Existing CASP based upon the findings of the evaluation. The request for a specific plan interpretation is not being addressed as part of this work program.

While focused on carrying out the necessary amendments and revisions to support housing production, the Proposed Project also presents an opportunity to more comprehensively update the Existing CASP to better meet the needs of the area. During the outreach process, the Department of City Planning received a wide range of stakeholder feedback, including to prioritize the production of affordable housing units and supportive housing in the Project Area; to protect residents, especially low-income renter households, from indirect and direct displacement; and to advance environmental justice, sustainability, and health and wellbeing. The Proposed Project features revisions and updated strategies that address each of these community concerns, and it builds upon the lessons learned from the recently approved Downtown Community Plan, which the Project Area is partially located in, to charter a course for greater equity through a similar Community Benefits Program and the same tenant protections. Moreover, the Proposed Project addresses the urgent housing crisis facing Los Angeles, which is felt most strongly in low-income, predominantly renter communities including the Project Area, by expanding housing opportunities and incentivizing affordable, mixed-income, and supportive housing.

The update to the CASP has been a multi-year process, starting with a Listen Phase from 2020 to 2021. During this period, the Department of City Planning conducted background research and data collection, identified issues and opportunities, shared information at Neighborhood Council meetings, and held focus group meetings to inform the evaluation of the CASP. A Share/Consult Phase followed, during which draft zoning concepts and proposed revisions were released to the public in November 2021 and presented at a virtual open house for community feedback. A Preliminary Draft Plan was released in November 2022, building upon the stakeholder feedback received during the planning process, and was presented at another virtual open house for further community feedback. The Draft Environmental Impact Report (DEIR) was released on July 20, 2023, for a 60-day public comment period, which was followed by an Information Session and virtual Public Hearing on September 27, 2023. Through this Refine/Finalize Phase of the CASP update, City Planning staff continued to meet with stakeholders and hold in-person Office Hours in the community to receive feedback and answer questions. See Public Communications for more detail on public engagement for the Proposed Project and comments received.

Evaluation of the Existing Plan

In response to the Council Motion request, the Department of City Planning completed an evaluation of the existing Specific Plan relative to affordable and mixed-income housing production. The Department of City Planning sought to identify the barriers to housing production in the Project Area and held focus group meetings to gather perspectives from community organizations in the existing CASP area, affordable housing developers, market-rate developers, and institutional stakeholders. Additionally, permit clearance data were analyzed, and Project Planning staff with CASP implementation experience were interviewed. The findings and recommendations of the evaluation, which inform the Proposed Project's amendments and revisions, are summarized below.

Relatively Few Housing Units Added to the CASP Since Adoption

Since the Specific Plan's adoption in 2013, new residential development in the Project Area has been limited, with few projects producing housing in compliance with the Existing CASP.

Only two (2) housing projects have been built in the 10 years since the Existing CASP was adopted, adding 418 new dwelling units in total of which only five (5) units are covenanted affordable housing. Neither completed residential project complies with the Existing CASP: one is a 318-unit multifamily building with vested rights from a General Plan Amendment and Zone

Change legislative action approved in 2007 (i.e., project approvals that pre-date the Existing CASP), while the other received a Specific Plan Exception from the Existing CASP's Urban Innovation zoning restrictions, which otherwise limit residential development on a property to no more than 15 percent of a project's total floor area.

Aside from the two completed projects, five (5) multifamily residential projects have been approved in the Project Area totaling 1,929 proposed dwelling units of which 115 units will be covenanted affordable housing. This includes the 725-unit College Station project (129 West College Street) approved by the City Council in 2019 pursuant to a General Plan Amendment and Zone Change, which has not broken ground yet, as well as the 468-unit Avenue 34 project (141 West Avenue 34) currently under construction, which is within the Project Area but does not have CASP zoning under the Existing Plan. Of the residential projects that were approved in the Project Area, only two (2) have been designed to the zoning standards of the Existing Plan. Both of those projects are located in the Urban Village zone, which is the most permissive zone for residential development under the Existing Plan.

The certified Final Environmental Impact Report (FEIR) for the Existing CASP analyzed the addition of 7,141 new housing units between the scoping year 2010 and the horizon year 2035. Now halfway into that period, 418 new dwelling units have been added, or just 6 percent of the Existing CASP's total residential capacity that was analyzed in the FEIR. Compared to the level of residential development that was planned for in the Existing CASP, the amount of new housing production has been low. Equally concerning, only 5 percent of the dwelling units approved or constructed in the Project Area have been restricted affordable units for low-income households since the Existing CASP was adopted. Table 1 below provides a summary of all residential projects approved or constructed in the Project Area since the CASP was adopted.

Year Approved	Year Built	Address	Status	Units	Affordable Units	Affordability Level	Designed to Existing Plan?
2007	2021	1101 North Main Street	Complete	318	0	--	No
2019	--	129 West College Street	Approved	725	0	--	No
2019	2023	181 North Avenue 21	Complete	100	5	Extremely Low Income	No
2020	2024 (est.)	141 West Avenue 34	Under construction	468	66	Very Low Income	No
2020	2024 (est.)	215 North San Fernando Road	Under construction	81	0	--	Yes
2022	--	1457 North Main Street	Approved	376	42	Extremely Low Income	No
2022	2024 (est.)	200 West Mesnager Street	Under construction	279	7	Low Income	Yes
TOTAL				2,347	120		

Existing CASP Prioritizes Non-Residential Uses

The limited housing production in the Project Area can be in part explained by the Existing CASP's zoning. While the Existing CASP envisions a vibrant hybrid-industrial area where residential, commercial, and light industrial uses can co-locate horizontally and/or vertically, the Existing CASP's limitations on residential development in certain zones likely serve as barriers to new housing construction.

The Existing CASP's three main zoning districts are Urban Village, a mixed-use residential zone; Urban Center, a mixed-use commercial zone; and Urban Innovation, a mixed-use industrial zone. While all three zones allow for multi-family residential uses, the Existing CASP further regulates the mix and allocation of uses within a project. For example, in the Urban Center and Urban Innovation zones, residential uses may not comprise more than 15 percent of a project's total floor area. The remaining 85 percent of a project must compose of non-residential uses, such as light manufacturing, research and development, corporate headquarters, office, and retail. These use limitations reduce the feasibility of housing production in the Urban Center and Urban Innovation zones, as the required proportion of non-residential uses is drastically higher than that of the typical mixed-use development in Los Angeles, and most predominantly industrial or commercial projects do not include a small residential component. The high non-residential use requirement in the Urban Center and Urban Innovation zones pose a financing challenge for developers, as non-residential rentable floor area carries additional risk for lenders and reduces residual land value compared to a purely residential project in the current market. Despite providing allowances for housing and including an affordable housing incentive program, the Urban Center and Urban Innovation zones in the Existing CASP are unlikely to result in any housing production, including any affordable housing units.

Under the Existing CASP, Urban Innovation is the most common CASP zone by area (144 acres), followed by Urban Village (90 acres), and Urban Center (40 acres). While preserving land for uses that generate industrial-oriented employment opportunities is an important policy consideration for the Project Area, the existing zoning limitations explain in part the limited housing production in the CASP, and why multifamily residential projects that have been built or approved received a General Plan Amendment and Zone Change or a Specific Plan Exception.

To support more housing production, the zoning in the CASP is being revised to include more parcels to Urban Village. The City is also recalibrating the use limits of the Urban Innovation and Urban Center zones to allow a higher percentage of residential uses within a project. While such changes would ultimately reduce the capacity for industrial and commercial uses in the Proposed CASP Area, a thoughtful and targeted approach to updating the CASP's zoning could balance the preservation of key employment areas that show a concentration of jobs with the production of much-needed affordable, mixed-income, and supportive housing. The Proposed Project incorporates these recommendations, taking into consideration industrial development trends and projected industrial demand in the Proposed CASP Area.

Incentive System Can Be Calibrated to Produce More Public Benefits

The Existing CASP features an incentive-based zoning system that grants developers additional floor area rights in exchange for reserving a portion of units for low-income households. The system seeks to capture the land value increases that result from rezoning and public investment to create public benefits such as affordable housing. Multifamily residential projects under the Existing CASP may select between two Affordable Housing Bonus Options, Strategy A or Strategy B. According to Department of City Planning staff who have implemented the CASP, project applicants have been more interested in Strategy B as it offers a greater FAR bonus per amount of affordable housing required.

Under Strategy B, if an applicant agrees to set aside a portion of the residential units in a project for affordable housing, then for each square foot of affordable housing constructed, the applicant shall be granted the right to construct additional floor area above the Base FAR for the project, as set forth in a Bonus Square Footage Table. For example, one square foot of floor area of affordable housing allocated to Very Low Income households grants an additional 13 square feet of market rate floor area above the Base FAR. On a property that allows a Base FAR of 1.5, a project with an FAR of 3.0 would be required to set aside 2.3 percent of total floor area for Very Low Income housing, while a project with an FAR of 4.5 would be required to set aside 4.8 percent of total floor area for Very Low Income housing, under Strategy B.

During the initial background research for the Proposed Project, City Planning heard from stakeholders that a higher percentage of affordable units could likely be supported than required under Strategy B and that further economic analysis was recommended. The City could recalibrate the incentive zoning of the CASP, accounting for real estate market conditions, the regulatory environment, and economic feasibility analysis. Moreover, the City could altogether replace the Existing CASP's Strategy B incentive system, which was widely viewed as complex and difficult to implement, with the standardized public benefits incentive system established by the New Zoning Code. Based on these findings, the Proposed Project includes a recalibrated incentive zoning system informed by a market study that will deliver significantly more affordable housing units than under the Existing CASP, while being more intuitive to implement.

Existing CASP Regulations are Complex and Difficult to Implement

The Department of City Planning received feedback from stakeholders that the Existing CASP's regulations are overly complex and difficult to understand, pointing to the Strategy B affordable housing incentive as an example. Others commented that some Existing CASP's regulations lack the necessary specificity for streamlined ministerial review. For example, the Existing CASP mandates a parking lot design speed of 5 miles per hour without providing guidance on how to evaluate design speed. This standard led to a considerable interdepartmental effort to research options and come up with objective criteria indicating compliance. Similarly, the Existing CASP includes a requirement that all projects provide on-site energy generation to support 20 percent of a project's electricity needs, without specifying by which method electricity demand shall be calculated or providing consideration as to whether there is adequate rooftop solar area to meet a multi-story building's energy demand. The Existing CASP also uses its own terminology and definitions for permitted uses that are different from those in the zoning code or those used on a Certificate of Occupancy. For example, the Existing CASP limits Commercial Office uses in the Urban Innovation zone but allows for Corporate Headquarters uses in the same zone, a distinction based more on the organizational structure of a business entity rather than the form or function of a building. The lack of clarity in the standards has led to conflicting interpretations of the Existing CASP's regulations, creating uncertainty and adding delay to project timelines. The Proposed Project presents opportunities to address the implementation challenges of the Existing CASP, by refining standards and processes to be more intuitive, transparent, and consistent with commonly applied Citywide standards and procedures.

Non-Plan Factors

While this report identified aspects of the Existing CASP that create barriers to housing production, the limited extent of new housing development within the Project Area cannot be fully attributed to one land use regulatory document. It should be noted there could be numerous factors other than the Existing CASP, from macroeconomic conditions to the individual choices made by longtime landholders and institutional stakeholders in the Project Area, that have resulted in the present built environment. The Department of City Planning has only evaluated

Plan-related factors that are within the Department's purview to address through community-oriented land use planning.

Key Issues

Housing Production

As noted earlier, the underlying purpose of the Proposed Project is to support the production of more housing, especially affordable, mixed-income, and permanent supportive housing. The City of Los Angeles and the region as a whole are in the midst of a severe housing crisis caused by decades of undersupply that has not kept up with population growth. Without the increase in housing supply, the increased demand on the existing housing stock has detrimental effects including over-crowding, upward pressure on rent levels, displacement of low-income residents, and increased prices of for-sale housing. The provision of affordable housing and housing in general is a pressing concern Citywide and especially for the Project Area, which has one of the lowest residential vacancy rates within the City at under one percent. Throughout the Proposed Project's public outreach process, residents and community members have commented on the need for more housing options that reflect the diverse living arrangements and income levels of the community, which is near transit, while discouraging the displacement of existing residents. In response to this, the Proposed Project introduces several strategies that support housing production detailed below.

Increase Housing Capacity in Targeted Areas

To better support the production of much-needed housing, the Proposed Project would increase the zoned capacity for housing in the Proposed CASP Area, principally by expanding the residential-emphasis Urban Village Use District to select areas within the Proposed CASP Area. As a mixed-use zoning designation, Urban Village allows for multi-family residential buildings, as well as some public, institutional, open space, recreation, light industrial, and general commercial uses. In total, the amount of Urban Village area would increase from 90 acres (19 percent of total land area) under the Existing CASP to 135 acres (29 percent of total land area) under the Proposed Project, an increase of approximately 50 percent. The new Urban Village areas present new opportunities for housing in areas that do not have existing residential tenants and are uniquely situated near public transit, open space, and employment sites. This increase in Urban Village area would implement one of the key recommendations in the evaluation of the Existing CASP, which is to expand where new multi-family housing could be located within the Proposed CASP Area.

The new Urban Village areas are zoned Urban Innovation under the Existing CASP and are generally located in two sub-areas: 1) near the Los Angeles State Historic Park, closer to Chinatown and west of the Los Angeles River, and 2) in the area east of the Los Angeles River, west of Interstate 5. The expansion of Urban Village along Main Street on the western portion of the Project Area in particular will serve to better connect the William Mead Homes public housing development with the Los Angeles State Historic Park and future residential-serving amenities in the area.

The Proposed Project also introduces revisions to the allowable uses in Urban Village that are intended to support housing production. Whereas the Existing CASP caps residential development to 90 percent of a project's total floor area in the Urban Village zone, the Proposed Project would allow for a purely residential development in Urban Village, increasing the feasibility of affordable housing units within a mixed-income project as well as for 100 percent affordable housing developments. The Proposed Project would also introduce changes to the Urban Innovation and Urban Center Use Districts, which continue to prioritize light industrial and

commercial uses through a baseline non-residential floor area requirement, to allow for a higher proportion of residential uses within a mixed-use building. Altogether, these proposed changes would expand zoned housing capacity within the Project Area from a reasonably anticipated development of approximately 13,000 dwelling units under the Existing CASP to 20,000 dwelling units under the Proposed Project, by the horizon year of 2040. The proposed changes would contribute to the City's efforts to meet its Regional Housing Needs Allocation (RHNA) obligations and would serve to implement the adopted Housing Element Rezoning Program, which identifies parcels within the Proposed CASP Area as subject to rezoning.

Affordable Housing

A key component of the Proposed Project is a new Community Benefits Program that establishes incentives for the construction of affordable housing. Under this program, housing projects can achieve higher development rights by setting aside a certain percentage of their dwelling units as affordable. The Proposed Project's Community Benefits Program has been calibrated to maximize the provision of affordable units within a mixed-income project as informed by an economic feasibility study that reflects current market conditions, development costs, and taxes and fees such as Measure ULA and the Affordable Housing Linkage Fee. As described in the evaluation of the Existing CASP, relatively few affordable housing units have been delivered under the Existing CASP's incentive system and higher affordability requirements can likely be supported. The Proposed Project's new Community Benefits Program will require significantly more affordable units than under the current incentive system, in some instances requiring three times the amount of affordable housing than required today. For example, whereas the Existing CASP's Strategy B incentive requires that 4.8 percent of residential floor area be set aside for Very Low Income households for a development seeking a Bonus FAR of 4.5, the same project under the proposed Community Benefits Program would be required to set aside 15 percent of units for Very Low Income households. The proposed Community Benefits Program (Level 1) utilizes Affordable Housing Program Set "A" in the New Zoning Code, and it reflects some of the highest affordability percentages of any area in the City. The Proposed Project also introduces a new Acutely Low Income category to meet the needs of residents in greatest need, for example, a household of four earning less than \$17,750 annually. The affordability requirements under the proposed Community Benefits Program (Level 1) are as follows:

- 10% Acutely-Low (households with incomes at 0-15% of Area Median Income);
- 11% Extremely-Low (households with incomes at 0%-30% of Area Median Income);
- 15% Very Low (households with incomes at 30%-50% of Area Median Income);
- 25% Low (households with incomes at 50%-80% of Area Median Income); or
- 40% Moderate-for-sale (households with incomes at 80%-120% of Area Median Income).

The incentives in the Community Benefits Program would apply throughout the Proposed CASP Area and are focused around areas that are served by public transit. Working in concert with proposed zoning tools, the Community Benefits Program focuses on providing affordable housing where it is most needed, while also reflecting the existing physical and economic characteristics of the Proposed CASP Area. The system is designed to encourage the development of mixed-income and 100 percent affordable housing projects, as well as the provision of larger units with multiple bedrooms to accommodate households of various sizes. Projects that provide affordable housing units under the program are required to sign a legally binding covenant to keep these rents affordable to households at that income level for 99 years. This system also serves to streamline the production of affordable housing units, offering ministerial approvals for most housing development projects that participate in the process. The Community Benefits Program replaces the Citywide TOC Guidelines that went into effect in 2017 and functions in tandem with California's State Density Bonus Law. Moreover, the program would supersede the Existing CASP's Transfer of Floor Area (TFAR) program to incentivize the development of affordable

housing units directly on-site, as part of new housing projects, rather than off-site. The proposed Community Benefits Program, coupled with the increase in zoning capacity for housing, will help create affordable housing units in a streamlined, consistent, and predictable manner rather than being decided on a project-by-project basis as part of a legislative action or other discretionary action.

Aside from the Community Benefits Program, the Proposed Project includes provisions that facilitate the production of new 100 percent affordable housing and permanent supportive housing on public land. The Proposed Project applies a new Public 2 (P2) Use District from the New Zoning Code to publicly-owned parcels in the Proposed CASP Area that currently do not contain housing, which is approximately 15 percent of the Project Area by land area. In addition to government buildings, structures, offices, and service facilities, the new P2 Use District allows for 100 percent affordable housing projects and transitional shelters by-right, greatly expanding where such housing types could be built. While any such project initiated by the City would likely involve public review and participation outside of the context of zoning and land use entitlements, this change resolves a major regulatory hurdle in affordable housing development. Additionally, the Proposed Project would exempt 100 percent affordable housing and permanent supportive housing projects from requirements to provide non-residential floor area in the Urban Innovation and Urban Center Use Districts, helping to increase the feasibility of such projects. The result of these combined changes is that the Proposed Project would allow for 100 percent affordable housing development across the entirety of the Proposed CASP Area, aside from open space and freeways, for the first time.

Displacement

During public outreach for the CASP update, the City heard from community stakeholders in the Chinatown and Lincoln Heights neighborhoods who were concerned about neighborhood change in the Downtown and Northeast Los Angeles area and the potential displacement of existing low-income residents and legacy businesses that could occur as a result of neighborhood change. The constrained housing supply in Los Angeles has led to rising housing costs for residents in and around the Project Area, some of whom are especially susceptible to rent increases as low-income households. In addition, the greater CASP area has seen new businesses open, leading to concerns about existing small and/or legacy businesses being pushed out by landlords seeking higher rents from better capitalized commercial or industrial tenants. The Proposed Project introduces numerous zoning strategies that address these ongoing displacement concerns faced by low-income residents and small businesses.

Safeguarding Households Against Displacement

The Proposed Project addresses both the direct physical displacement that could occur when new development replaces existing housing, as well as the indirect economic displacement of low-income residents that could occur with rising rents. The proposed zoning concentrates housing growth in proximity to transit stations and areas with underutilized or vacant land that have no existing residents, promoting sustainable infill growth while also relieving development pressures on existing residential neighborhoods. Low-density residential neighborhoods located at the edge of the Project Area would be removed from the boundaries of the Proposed CASP and will retain their RD1.5 and RD2 zoning designations to promote neighborhood stability. By focusing growth on areas where there are little to no residents, the Proposed Project is unlikely to result in direct displacement within the Project Area, and the Proposed Project's overall land use strategy is consistent with the City's goals of concentrating new development near civic resources and on underutilized land.

In the instance where there is proposed development on property with existing housing, such as in the surrounding Chinatown or Lincoln Heights areas not governed by the CASP, existing

Citywide and State regulations that mitigate residential displacement will continue to be in effect under the Proposed Project. These regulations include the Housing Crisis Act of 2019 (collectively SB 330 and SB 8), which requires certain residential development projects to achieve no net loss of residential units through replacement provisions. Pursuant to Government Code 66300, proposed developments must replace any demolished protected units at a 1:1 ratio of equivalent size and income level as the protected unit. Protected units, as defined by state law, include any units under an affordability covenant, units occupied by lower-income households, units subject to the Rent Stabilization Ordinance, or units withdrawn from the rental market pursuant to the Ellis Act within the past ten-years. The majority of multi-family units in the Project Area and surrounding area are protected units, which if demolished, must be replaced with Lower Income units under the proposed zoning. In addition to replacement requirements, residents of protected units are eligible for relocation assistance from developers, right to return (right of first refusal) for a comparable unit, and the right to remain in the protected unit until six months before the start of construction of the new development. While direct physical displacement is unlikely to occur within the Proposed CASP Area during implementation of the Proposed Project, these regulations nonetheless provide additional safeguards and apply to any by-right housing development that utilizes the Proposed Project's Community Benefits Program, as well as any discretionary housing development projects and those utilizing a housing incentive program such as Density Bonus.

With respect to the indirect displacement that could be attributable to economic factors, such as rising rents, the Proposed Project would first and foremost help to relieve housing pressures caused by the limited supply of housing surrounding the Project Area. The production of more housing, especially deed-restricted affordable housing, will serve to stabilize rent levels in the surrounding neighborhoods. The Proposed Project features a new Community Benefits Program calibrated to maximize the provision of affordable units within a mixed-income project, and it introduces a requirement that mixed-income projects include 20 percent of units in a new development as two-bedroom units or greater to accommodate multi-generational households. The Community Benefits Program also introduces a new income category for Acutely Low Restricted Affordable Units, for households making 0-15 percent of the Area Median Income (AMI). With nearly 40 percent of persons in the Project Area estimated to have Very Low Income (i.e., at or below 50 percent of area median income), compared to 30 percent Citywide, this introduces affordable housing that is more affordable and accessible to households in the surrounding community. New deed-restricted affordable housing units in projects utilizing the Community Benefits Program are subject to an extended 99-year affordability covenant with the Los Angeles Housing Department (LAHD). Aside from incentivizing mixed-income housing, the Proposed Project also includes numerous other strategies designed specifically to support 100 percent affordable housing and supportive housing projects. Moreover, the vast majority of existing multi-family rental units within the Project Area are covenanted affordable housing or public housing units for low-income households, which are protected from significant rent increases. An even higher proportion of dwelling units within the Project Area and the surrounding area are subject to renter protections under the City's Rent Stabilization Ordinance, which has expanded applicability under the new permanent renter protections passed by the Los Angeles City Council in 2023. The Downtown portion of the Proposed CASP Area is also within the disbursement area of the Downtown Community Benefits Fund, which promotes programs to support affordable housing such as funding for Community Land Trusts or funds to extend expiring affordable housing covenants, as well as facilities and services for people who are experiencing homelessness. By introducing new affordable housing to the Proposed CASP Area, expanding housing supply in areas without existing residents, and ensuring that community benefits are provided when new development occurs, the Proposed Project introduces new strategies that address the concerns of direct and indirect displacement, in tandem with the growing list of State and local tenant protections.

Maintain and Create Spaces for Small Businesses

The local economy is in large part driven by small businesses in the form of retail and services for residents. The Proposed Project identifies the need to protect existing locally owned businesses from displacement and to better facilitate new locally owned businesses. To achieve this, the Proposed Project features a new Community Benefits Program incentive that requires a property owner to devote floor area with below-market rent for a small and/or legacy business in exchange for additional development rights. Such businesses include those on the Citywide Legacy Business Registry or those meeting criteria based on maximum employee/shareholder count, the acceptance of government issued assistance such as EBT, and/or the hiring of employees who can speak a language other than English to serve linguistically isolated members of the community. The Proposed Project also places restrictions on large format retailers, requiring big-box stores over 100,000 square feet to receive Conditional Use Permit approval from the City Planning Commission to ensure adequate review of such establishments, including required findings on the economic impact a large format retailer would have on the local community. To promote a balance of employment uses relative to housing, the Urban Innovation and Urban Center Use Districts in the Proposed Project require a baseline amount of light industrial and commercial floor area within a mixed-use project, which could be occupied by new, relocating, or expanding small business in the Proposed CASP Area. Additionally, the Mayor's Office has recently issued Executive Directive 4 to support small business creation, development, and growth. The Proposed Project's zoning strategy of allowing a mix of uses, along with its increased ease of implementation through consistency with the New Zoning Code and reduction in project review time, will serve to support this small business growth directive.

Environmental Justice and Health

While the Proposed Project would continue to designate the majority of the Proposed CASP Area as Hybrid Industrial Land Use, which is intended for former or transitioning industrial areas with a mix of residential and low-impact productive uses, the Project Area currently contains a significant number of other industrial uses such as warehousing. While this arrangement has generated employment opportunities, it has also created complex land use patterns where industrial land uses and sensitive uses, such as residences and schools, are in close proximity to each other. The Project Area contains over 3.7 million square feet of industrial space, 62 percent of which is used for warehousing and 18 percent for manufacturing, along with numerous vacant or underutilized properties totaling approximately 1 million square feet of land area. These historical light and heavy industrial uses have resulted in several hazardous material sites within the Project Area as identified by the State Department of Toxic Substances Control (DTSC) where hazardous substances have been released or have potential to be released. In addition, Interstate 5 and State Route 110 bisect the northern portion of the Proposed Project, resulting in the compounding effects of pollution from transportation and industrial uses on local residents within the Project Area and in the surrounding Lincoln Heights, Chinatown, and Cypress Park neighborhoods. The Proposed Project introduces numerous strategies that address the incompatible land use patterns and historical environmental contamination in the Proposed CASP Area, which have historically had disproportionate impacts on low-income communities of color and contributed to inequitable health outcomes.

Land Use Compatibility

To better address land use compatibility, the Proposed Project further regulates the types of light industrial and commercial uses allowed in its various Use Districts as informed by stakeholder feedback. In response to concerns raised about truck trips and the other deleterious impacts of warehousing uses on surrounding residential neighborhoods and schools, the Proposed Project adds a new limitation on new wholesale trade or warehousing uses to 25,000 square feet in size and applies additional standards including use enclosures. Any new proposed wholesale trade or

warehousing use in excess of that size would be required to obtain a Conditional Use Permit from the Zoning Administrator, subject to required findings about compatibility, to regulate the scale and intensity of such uses and ensure public participation in the review process. These limitations on new warehouses serve to address the impact of large warehousing uses on diesel emissions by further minimizing potential truck trips. The Proposed Project also places limits on auto repair, auto body shops, and gas stations and does not allow for new outdoor storage of cargo containers, commercial vehicles, motor vehicle impound, and auto scrap yards, which is a use presently found in the Project Area adjacent to existing dwelling units. Under the Proposed Project, all permitted light-industrial uses are subject to use standards that require screening when adjacent to sensitive and residential uses, as well as requirements to be fully indoors to minimize impact from operational activities. Moreover, while garment cut and sew activities will still be permitted, textile uses that involve processing and manufacturing of fabrics will not be permitted, due to the high potential of pollution from dyes and chemicals and intensive processing methods.

These changes altogether help to better align the zoning of the CASP with its original vision for industrial uses, which includes clean technology as well as other employment uses that are generally less environmentally impactful. The Proposed Project would also embed “Clean Up Green Up” (CUGU) standards and regulations (Ordinance No. 184246), which were originally devised for environmental justice communities affected by industrial uses, into the Proposed Project’s zoning. The CUGU regulations include buffering and landscape standards to better separate noxious uses from sensitive uses, locational standards such as requiring mechanical equipment or loading areas to be oriented away from sensitive uses, and use limitations for certain noxious uses if other similar uses exist within a defined radius. These standards are broadly applied to all Industrial-Mixed Use Districts as part of the New Zoning Code and in the Proposed Project. In addition, the CUGU program resulted in changes to the Building Code that required specified air filtration methods for residential projects adjacent to freeways. This standard remains in effect citywide.

Emissions Reduction by Directing New Housing and Commercial Development Around Transit and Other Non-Automobile Mobility Options

The Proposed Project promotes a built environment that prioritizes people over cars and reduces the negative health and environmental impacts of driving, while increasing physical activity and equitable access to goods and services. The integration of multimodal mobility options into land use planning helps reduce greenhouse gas (GHG) emissions, reduce vehicle miles traveled (VMT), and improve overall air quality and access to commercial uses, fresh foods, jobs, and schools without a car. The Proposed Project includes zoning that concentrate new higher density mixed use developments near transit and commercial corridors and design standards for commercial developments to encourage multimodal options that deprioritize accommodations for single occupancy vehicles.

Soil Remediation for Projects on Hazardous Materials Sites

Throughout the years there have been concerns raised over the issues of soil contamination due to prior industrial uses in the Project Area. The Project Area contains a number of active hazardous materials or cleanup sites according to DTSC and State Water Resources Control Board (SWRCB) records, which include publicly owned sites such as the Los Angeles State Historic Park, William Mead Homes, the former Lincoln Heights Jail, and two LADWP sites, as well as privately owned properties. To better address contaminated soils and minimize public health risks, the Proposed Project includes environmental mitigation measures for projects that involve ground disturbance and require a grading permit. Any project within 500 feet of an identified active hazardous materials site, or any site that previously had industrial zoning or was used as a gasoline station or dry cleaning facility, or sites that meet other criteria, would be required to undergo investigation and remedial action as set forth by an environmental site

assessment. For more information, see Mitigation Measure MM 4.8-4(a) in the Draft Environmental Impact Report for the Proposed Project. The mitigation measures in the Proposed Project build upon the existing local, State, and federal regulatory framework for contaminated sites that future development must comply with and would help to continue the cleanup of soil contamination in the Proposed CASP Area over time.

Tree Canopy and Open Space

The Proposed Plan includes sustainability measures in its zoning standards, along with additional development standards that apply to all projects under the New Zoning Code, to improve air quality and access to public open space. The Proposed Plan introduces new Lot Amenity Space requirements located in the Form District regulations, which apply to all development and uses, whereas the current Zoning Code's common open space requirements apply only to residential projects. The lot amenity space calculation provides a bonus to amenity spaces that are open to the public, incentivizing property owners to provide green space for the benefit of the surrounding community. Similarly, Development Standards require tree planting for all uses based on FAR, as opposed to the existing dwelling unit-based tree planting requirements of the current zoning code. The Proposed Plan also adds a requirement for certain filtration plants and trees to be planted on properties with industrial uses, as well as properties within 500 feet of a freeway. Moreover, the Proposed Plan promotes public access to the Los Angeles River, including special landscaping and native plant requirements, as well as special Frontage District rules that call for buildings to engage with the River in terms of their urban design and orientation.

Changing Nature of Industrial Uses

As noted above, the Project Area contains a significant amount of industrial space, mainly composed of warehousing uses, along with numerous vacant or underutilized industrial properties. In more recent years traditional manufacturing jobs have declined in the Project Area, while growth in warehousing has primarily occurred outside of the CASP, due to the Project Area's more aged inventory of industrial buildings with smaller floorplates and parcel sizes than the new warehouses being developed today. To promote the development of employment-focused districts, while taking into consideration the evolution of industrial uses in the greater CASP Area, the Proposed Project builds upon the Hybrid Industrial land use designation of the Existing CASP. The proposed zoning would allow for a flexible mix of uses to support a variety of employment opportunities including light industrial and commercial uses in tandem with live/work and residential uses, consistent with policies to provide land for the retention and attraction of new industries but prohibit heavy industrial uses that pose health risks.

For example, both the Urban Innovation and Urban Center Use Districts require that a minimum of 15 percent of floor area or 0.5 FAR, whichever is greater, be allocated to productive uses such as Light Industrial within any mixed-use development that contains dwelling units or live/work units. This requirement is modeled after the Industrial-Mixed IX3 Use District in the new Downtown Community Plan and translates to about a minimum of one floor of productive uses within a seven-story building. The range of light industrial and general commercial uses permitted under this scenario is more job dense than the existing warehousing uses that comprise the majority of industrial buildings in the Project Area today. Through the proposed zoning, which requires for a baseline level of job-producing uses, the Proposed Project affirms an employment focus for the Proposed CASP Area, while also responding to the need for a greater diversity of uses other than warehousing to ensure the viability of future employment.

Improving Ease of Implementation

As discussed in the evaluation of the Existing CASP, the City has received feedback from internal and external stakeholders that the Existing CASP's regulations are overly complex and difficult to

understand, while sometimes lacking the necessary specificity for streamlined ministerial review. The lack of clarity in the standards has led to conflicting interpretations of the Existing CASP's regulations, adding uncertainty and delay to project timelines. The Proposed Project would refine the processes and regulatory standards of the CASP to be more intuitive, transparent, and consistent with Citywide standards and procedures.

To enhance the clarity and consistency of the CASP's regulations, the Proposed Project adopts a new zoning structure based on the City's New Zoning Code. The updated CASP would draw from and reference the definitions, processes, and general standards of the New Zoning Code, while continuing to be a document separate from the Downtown and Northeast Los Angeles Community Plans. The existing zoning standards of the CASP have been transposed to a system of Form Districts, Frontage Districts, Development Standards Districts, Use Districts, and Density Districts similar to the zoning districts established by the New Zoning Code. Wherever today's CASP contains redundant standards, such as those that already exist in other regulations (e.g., the Green Building Code and the New Zoning Code), they have been removed to improve ease of implementation and ensure consistency with Citywide standards. This approach ensures that the regulatory intent of the CASP continues to apply to development projects and means that as Citywide standards are created or updated, to reflect for example advancements in technology or our understanding of the impacts of climate change, they will now also apply to projects in the Proposed CASP Area. The more consistent and objective standards of the Proposed Project will reduce ambiguity and ensure its provisions can be meaningfully applied.

Inclusionary Housing and Incentive Zoning Study

One of the key issues heard throughout the CASP update process is the importance of housing that is affordable and accessible to residents in the greater community. Affordable housing production can be supported through different strategies, including incentive programs like the proposed Community Benefits Program, where non-profit and private housing developers include all or some affordable housing units in exchange for incentives, such as additional buildable area. Another approach is inclusionary housing, which requires developers to include affordable units in market-rate housing projects, regardless of whether development incentives are offered. In addition to these approaches, the City has an Affordable Housing Linkage Fee, which requires projects to pay into an affordable housing fund, with an exception to the fee if affordable housing units are provided on site, which is sometimes viewed as a de facto inclusionary requirement. Los Angeles voters also recently passed Measure ULA which became effective April 2023 and imposes a 4.5 percent additional tax on sales of real estate valued at between \$5 million and \$10 million, or a 5.5 percent additional tax on sales of more than \$10 million (or a 6.06 percent total tax when Measure ULA is combined with the existing base real estate transfer tax). Measure ULA funds are to be used to subsidize affordable housing development, preserve affordable homes, prevent homelessness, and guarantee counsel to tenants in eviction court.

Over the years, there have been broader Citywide conversations about the possibility of mandating development projects to provide affordable housing units directly onsite through an inclusionary zoning approach. To better inform decisionmakers, stakeholders, and the general public about the potential implementation of an inclusionary housing program in the Project Area, the Department of City Planning contracted with an economic consultant, HR&A Advisors, to analyze the financial feasibility implications of an inclusionary housing program as part of the CASP update. The analysis is summarized in a memorandum that reports the financial feasibility results for inclusionary housing programs that would require developers to set aside specified percentages of affordable housing units within multi-family housing developments (Exhibit D). Different percentages of set-aside units were tested at multiple affordable household income levels, for a Base Floor Area Ratio (FAR) level and for FAR bonuses with higher affordability requirements. Two scenarios were tested, one with and one without ground floor retail use. Implications of waiving the City's Affordable Housing Linkage fee are also addressed. The

financial feasibility analysis is based on current real estate market conditions, and it also considers the impact of the Measure ULA real estate transfer tax. Most developers in Los Angeles sell their multi-family projects upon lease-up stabilization or shortly thereafter, as determined by the term of the construction loan, and therefore will consider the added cost of complying with Measure ULA in assessing feasibility.

The analysis found that inclusionary housing is not feasible at the Base FAR level under current real estate market conditions. The Proposed Plan's allowable Base FAR of 1.5, which is carried over from the Existing Plan, is too low to feasibly support any affordable housing units in an unsubsidized housing development. However, an incentive zoning approach can unlock a range of percentages of supportable affordable housing at different household income levels. Based upon the analysis, the Set A affordability requirements of the Proposed Project's Community Benefits Program are feasible at a Bonus FAR of 4.5 at the 10 percent Acutely Low Income and 11 percent Extremely Low Income levels for a residential development in the Proposed CASP Area. Therefore, the Proposed Project would continue to support affordable housing production through an incentive zoning program, albeit at levels calibrated to maximize the provision of deed-restricted units. As previously noted, the Set A affordability requirements of the Community Benefits Program (10 percent Acutely Low Income, 11 percent Extremely Low Income, 15 percent Very Low Income and 25 percent Low Income) reflect some of the highest affordability percentages of any area in the City. Given the increased Residual Land Value (RLV) that the incentive zoning is expected to create above the Base FAR scenario, it is expected that future development projects in the Proposed CASP Area would utilize the Community Benefits Program and provide affordable units for low-income households.

The feasibility study also analyzed a scenario without the Measure ULA transfer tax, such as if the measure were to be repealed by a state ballot measure or overturned in court. While it is not suggested or presumed that the impact of Measure ULA can be disregarded, as it is speculative, this sensitivity test indicates the incremental affordability benefits that are supportable in a scenario without the higher transfer tax. For example, absent Measure ULA, a residential development could feasibly set aside an additional 3 percent of units as Acutely Low Income or Extremely Low Income at a Bonus FAR of 4.5, based on the findings of this sensitivity test. This analysis helps to illustrate the policy trade-offs between generating on-site affordable units through an incentive zoning program and the creation of off-site affordable units that are subsidized through Measure ULA fund disbursement.

Components of the Proposed Project

The Proposed Project is an update to the Cornfield Arroyo Seco Specific Plan, including the adoption of a new Proposed CASP with revised zoning regulations, affordable housing incentives, and boundaries. The Proposed Project includes amendments to the General Plan (Downtown Community Plan Map, Northeast Los Angeles Community Plan Map, and Framework Element) and a number of implementing ordinances, including ordinances to amend the Zoning Map, repeal the Existing CASP and establish the Proposed CASP, add new zoning provisions to Chapter 1A of the New Zoning Code, amend the Cypress Park and Glassell Park Community Design Overlay (CDO) boundaries, and rescind the CASP Transfer of Floor Area Ratio (TFAR) Floor Area Payment Trust Fund.

Proposed CASP

The Proposed Project would establish a Special District in the New Zoning Code that utilizes the provisions of the Proposed CASP as the vehicle for regulatory measures for the Proposed CASP Area. The Proposed CASP would continue to be a standalone regulatory document adopted by

ordinance that is tailored to the specific needs of this unique hybrid industrial area. However, unlike the Existing CASP, the Proposed CASP utilizes the overall structure and regulatory system of the New Zoning Code, and references the same definitions and procedures as the New Zoning Code for greater consistency and ease of implementation. The Proposed CASP is organized as follows:

- *Chapter 1 (Introduction)* establishes the administration, applicability, and review procedures for projects within the Proposed CASP Area.
- *Chapter 2 (Form)* establishes Form Districts for the Proposed CASP Area, which generally govern the scale and intensity of development, as well as the placement of a building on a lot. The maximum floor area ratio (FAR) allowed on a lot is prescribed here, among other regulations.
- *Chapter 3 (Frontage)* establishes Frontage Districts for the Proposed CASP Area, which governs how a site or building addresses abutting streets, parks, pedestrian amenity spaces, waterways, or other public spaces.
- *Chapter 4 (Development Standards)* establishes the Development Standards District for the Proposed CASP Area, which regulates site design, including the location and characteristics of access, parking, landscaping, and other features of a site.
- *Chapter 5 (Use)* establishes standards for Use Districts for the Proposed CASP Area, which determine the activities allowed on a property, as well as the level of permission required for each.
- *Chapter 6 (Density)* contains provisions pertaining to Density and sets forth the maximum number of dwelling units per given area.
- *Chapter 7 (Community Benefits Program)* establishes the Community Benefits Program for the Proposed CASP Area, an incentive program that offers concessions on floor area and other regulations in exchange for the provision of affordable housing and other desired public benefits.
- *Chapter 8 (Streets)* identifies streetscape improvements for subsequent development projects in the Proposed CASP Area.
- *Chapter 9 (Environmental Standards)* sets forth the procedures for implementing the Mitigation and Monitoring Program as part of the Proposed Project and to be described in the Final Environmental Impact Report.

Chapter 1 (Introduction)

Chapter 1 serves as the Introduction to the CASP, specifying its authority, boundaries, and purposes. The chapter defines terms that are unique to the Proposed CASP and explains the relationship of the Proposed CASP with other regulations including the New Zoning Code. The chapter also sets forth the applicability of the Proposed CASP's regulations and the review procedures for a project.

Revised Boundaries

The boundaries in the Existing CASP include parcels that do not have CASP zoning and therefore are not subject to the zoning regulations of the CASP. The Proposed Project features revised boundaries that would exclude parcels without CASP zoning to further clarify the non-applicability of the Proposed CASP on those parcels. The revised boundaries also exclude the only few parcels in the Silver Lake-Echo Park-Elysian Valley Community Plan that are within the Existing Plan. These vestigial parcels are part of the larger Elysian Park, and are currently zoned Greenway (i.e., Open Space). In sum, the Proposed Project would exclude the following types of parcels from the Proposed CASP's boundaries:

- Existing RD1.5 and RD2 zoned properties within the Project Area;
- Existing C2 zoned properties within the Project Area;
- Existing CM zoned parcels within the Project Area; and
- Existing Greenway zoned parcels within the Project Area located within the Silver Lake-Echo Park-Elysian Valley Community Plan.

The total land area of the CASP would decrease from approximately 600 acres to approximately 550 acres (8 percent reduction) including area devoted to public rights-of-way. Properties no longer within the Specific Plan boundaries would retain their existing RD1.5, RD2, C2, or CM zones. The subject Greenway zoned parcels would be rezoned as OS (Open Space) under the Silver Lake-Echo Park-Elysian Valley Community Plan consistent with its existing Open Space General Plan Land Use Designation which would not change.

Chapter 2 (Form)

Chapter 2 establishes new Form Districts for the Proposed CASP Area that consolidate and update existing building form regulations, including those pertaining to floor area ratio (FAR), height, lot size, building coverage, upper-story bulk, and building mass standards. The Proposed Plan includes four Form Districts, FOR, FO1, FO2, and FO3, all with a maximum Base FAR of 1.5.

FOR is a *Low-Rise Medium* Form District that allows low-rise development (up to 4.0 FAR with a bonus) and medium building width (maximum of 160 feet). The FOR Form District is generally applied adjacent to the Los Angeles River and Arroyo Seco and limits lot coverage to 50 percent in order to maximize the provision of open space and access to the River.

FO1 is a *Low-Rise Broad* Form District that allows low-rise development (up to 3.0 FAR with a bonus) and broad building width (maximum of 280 feet), with a maximum lot coverage of 85 percent. The FO1 Form District is applied in areas closer to lower-scale residential neighborhoods and it limits upper-story bulk, capping structures to two stories high for a depth of 20 feet next to areas with a maximum height of 45 feet or lower.

FO2 and FO3 are *Medium-Rise Broad* Form Districts that allow medium-rise development (up to 4.5 FAR and 5.0 FAR with bonuses, respectively) and broad building width (maximum of 280 feet), with a maximum lot coverage of 85 percent. The FO3 Form District is applied in the same general areas that currently have a Maximum FAR of 5.0 under the Existing Plan, including near the Los Angeles State Historic Park, as well as a five-block area between the Los Angeles River and Interstate 5.

Chapter 3 (Frontage)

Chapter 3 establishes new Frontage Districts that govern how a site or building addresses abutting streets, parks, pedestrian amenity spaces, waterways, or other public spaces. The Frontage Districts consolidate and update the Existing Plan's regulations relating to setbacks, minimum ground floor and upper floor transparency, entrance location and spacing, minimum ground story height, and ground floor elevation. The Proposed Plan includes three Frontage Districts, FR1, FR2, and FR3, that are tailored to the Proposed CASP Area.

The application of Frontage Districts largely mirror how the Existing Plan's various urban design regulations are applied in the Project Area. FR1 is primarily applied in industrial areas and along the Los Angeles River, and it features specific landscaping, transparency, and entrance spacing standards for the portion of structures having frontage along the River. FR2 is the most commonly applied Frontage District, with moderate build-to widths, ground floor transparency, and entrance spacing standards. FR3 is applied where pedestrian-friendly design is prioritized, such as near the Los Angeles State Historic Park and along the Broadway and Figueroa Street corridors. FR3 requires high levels of ground floor transparency, frequent entrance spacing, and ground floor elevation at or near sidewalk grade to promote a legible street wall and activate the public realm with pedestrian activity and visual interest.

Chapter 4 (Development Standards)

Chapter 4 establishes the Development Standards District for the Proposed CASP Area. Under the New Zoning Code, there are various Development Standards sets that package together requirements relating to parking and access, buffers and screens, landscaping, and on-site sign requirements. All properties in the Proposed CASP will utilize Development Standards District 4, as set forth in Division 4B.4 of the New Zoning Code.

Development Standards District 4 prioritizes the pedestrian experience, with standards that require direct pedestrian access from the public right-of-way to building entrances, as well as pedestrian passageways no more than 350 feet apart to improve the porosity through large sites. Similar to the Existing CASP, new parking for automobiles would not be mandated, encouraging uses to orient toward pedestrian traffic in a walkable environment. Parking facilities must meet design standards to ensure pedestrian mobility, safety, and comfort are not hindered. Under Development Standards District 4, parking garages must be wrapped with occupiable space at the ground floor and screened at upper stories, while parking integrated into a building must be wrapped with uses at both the ground floor and upper stories when along a primary street, and screened on upper stories when along a side street. In addition, on-site signs must be sized and located to support a pedestrian-oriented public realm.

The Proposed CASP also incorporates the Development Standards Rules set forth in Part 4C of the New Zoning Code, which are intended to apply broadly and are not unique to a specific built environment or context. These standards include regulations for pedestrian access, automobile access, bicycle parking, automobile parking, transportation demand management, plants, fences and walls, screening, grading and retaining walls, outdoor lighting and glare, signs, site elements, and environmental protection. These development standards will apply to the entire Proposed CASP Area as applicable based on the relevant regulations.

Chapter 5 (Use Districts)

Chapter 5 establishes the Use Districts for the Proposed CASP Area. The Existing Plan's three primary zoning designations are Urban Village, which emphasizes residential uses; Urban Center, which emphasizes commercial uses; and Urban Innovation, which emphasizes industrial uses. Under the Proposed Plan, each of the three zones has been transposed into a new Use District

of the same name. Compared to the previous zones, the new Use Districts include revisions or additions to better align with use definitions found in the New Zoning Code; support housing production, including affordable, mixed-income, and supportive housing; limit deleterious uses; and accomplish the various other policy objectives of the Proposed Plan. The amount of land devoted to each zone or Use District has also changed by area, as shown in Table 2.

Zone or Use District	Project Area Under Existing CASP		Project Area Under Proposed CASP	
	Area (acres)	Percentage	Area (acres)	Percentage
Urban Village	90	19%	135	29%
Urban Innovation	144	30%	63	13%
Urban Center	40	8%	30	6%
Greenway	74	15%	0	0%
RD1.5/RD2	29	6%	29	6%
CM	5	1%	5	1%
Open Space (OS)	35	7%	103	22%
PF	57	12%	0	0%
FWY	0	0%	40	8%
Public Use (P2)	0	0%	70	15%
C2	8	2%	8	2%
TOTAL*	483	100%	483	100%
*Total area shown excludes the area within City rights-of-way. The acreage per zone may not add up to the total area due to rounding.				

Urban Village

Similar to the Existing CASP, Urban Village under the Proposed CASP has a residential focus and would continue to allow for multi-family residential buildings, as well as select public, institutional, open space, recreation, light industrial, and general commercial uses. To support housing production in the Proposed CASP Area, the amount of Urban Village area increases from 90 acres (19 percent of total land area) under the Existing CASP to 135 acres (29 percent of total land area) under the Proposed CASP, resulting in an increase in residential zoning capacity. The new Urban Village areas present new opportunities for housing in areas that do not have existing residential tenants and are uniquely situated near public transit, open space, and employment sites.

The Proposed Project also introduces revisions to the allowable uses in Urban Village that are intended to support housing production. Whereas the Existing CASP caps residential development to 90 percent of a project's total floor area in the Urban Village zone, the Proposed CASP would allow for a purely residential development in Urban Village, increasing the feasibility

of including affordable housing units within a mixed-income project as well as for 100 percent affordable housing developments. The Urban Village Use District would also explicitly allow supportive housing uses by-right, including both general permanent supportive housing and transitional shelters, for the first time in the Proposed CASP Area.

To better address land use compatibility concerns, the Proposed CASP further regulates the types of light industrial and commercial uses allowed in Urban Village as informed by stakeholder feedback. For example, any new wholesale trade or warehousing use in the Urban Village Use District in excess of 25,000 square feet would now require a conditional use permit approved by the Zoning Administrator, in response to concerns raised about the deleterious impacts of such uses on surrounding residential neighborhoods, schools, and other sensitive uses. General outdoor storage, as well as the outdoor storage of cargo containers, commercial vehicles, and motor vehicle impound, would not be permitted in Urban Village, nor would new automotive fueling stations. Additionally, in response to concerns that allowing hotels by-right would promote the development of hotel and lodging over much needed housing, the Proposed Project would add a new conditional use permit requirement for hotel uses in the Urban Village Use District to ensure public participation in the review process.

Urban Innovation

Under the Proposed Plan, Urban Innovation would continue to prioritize light industrial uses and a wide variety of employment opportunities. Similar to the proposed changes made to Urban Village, the Urban Innovation Use District includes new features that improve the compatibility of light industrial uses with residential and other existing sensitive uses to better address environmental justice concerns in the Proposed CASP Area. The changes help to better align the zoning of the CASP with its original vision for industrial uses, which includes clean technology as well as other employment uses that are generally less environmentally impactful. For example, warehouses over 25,000 square feet will now require a conditional use permit to regulate the scale and intensity of such uses and ensure public participation in the review process. Outdoor storage of cargo containers, commercial vehicles, and motor vehicle impound would not be allowed, while self-storage buildings would be subject to supplemental standards that require a minimum 0.1 FAR of other uses to activate the ground floor of the building and support pedestrian friendly design. Light industrial uses in the Urban Innovation Use District must be fully enclosed and screened.

To ensure the continued provision of employment opportunities within this hybrid-industrial area, the proposed Urban Innovation Use District requires that a minimum of 15 percent of floor area or 0.5 FAR, whichever is greater (up to a maximum requirement of 1.0 FAR), be allocated to Light Industrial or Office uses within any mixed-use development that contains dwelling units. This requirement is modeled after the Industrial-Mixed IX3 Use District in the new Downtown Community Plan and translates to about a minimum of one floor of productive uses within a seven-story building. Supportive housing and 100 percent affordable housing projects in the Urban Innovation Use District would be exempt from this minimum productive space requirement in order to support the feasibility of such uses.

Urban Center

Urban Center is a Use District largely concentrated at the northern end of the Proposed CASP Area along Figueroa Street and accommodates a range of commercial uses, along with light industrial and residential uses. Similar to Urban Innovation, any mixed-use residential project in Urban Center would be required to allocate a minimum of 15 percent of floor area or 0.5 FAR, whichever is greater (up to a maximum requirement of 1.0 FAR), to General Commercial or Light Industrial Uses, with 100 percent affordable and supportive housing projects being exempt from

this requirement. The Proposed Project also introduces new changes to Urban Center that improve the compatibility of light industrial uses with surrounding uses, such as a conditional use permit requirement for any light industrial uses that exceed 25,000 square feet, including wholesale trade and warehousing.

New Zoning Code: P2, OS1, and FWY

In addition to the CASP-specific Use Districts described above, the Proposed CASP includes properties that are subject to Use Districts established in the New Zoning Code and generally available Citywide: Public 2 (P2) and Open Space 1 (OS1).

The P2 Use District is generally applied to publicly-owned parcels within the Proposed CASP Area, and it allows for government buildings, structures, offices, and services facilities. Additionally, the Use District allows for 100 percent affordable housing projects and transitional shelters by-right. Numerous other uses are also permitted depending on the most permissive adjoining use district; however, such uses must be joint public and private developments approved subject to discretionary review.

The OS1 Use District is intended to protect and preserve natural resources, provide outdoor recreation opportunities, and facilitate the efficient management of municipal resources. The District is broadly applied to open space areas, including Los Angeles State Historic Park, Albion Park, and alongside the Los Angeles River and Arroyo Seco, and replaces the similar Greenway zone of the Existing Plan.

Additionally, freeway parcels owned by the California Department of Transportation (Caltrans) within the Proposed CASP Area are subject to the Freeway (FWY) Special District established in the New Zoning Code. To the extent that Caltrans is using or building on State-owned property for highway purposes, it will be immune from the City's zoning regulations. A number of institutional uses are also allowed in the FWY Special District but are only allowed with the approval of a conditional use permit.

Chapter 6 (Density Bonus)

Chapter 6 of the Proposed Plan contains provisions pertaining to density. Most of the Proposed CASP Area is subject to Density District FA from the New Zoning Code, which indicates that the number of dwelling units is limited only by the maximum floor area for the lot and other practical requirements, with no density limit specified to allow for a variety of unit types and sizes. The open space portions of the Proposed CASP are subject to Density District N from the New Zoning Code, which indicates that dwellings are not a permitted use. The Proposed Project places most of the Proposed CASP Area in Density District FA, which effectively provides for unlimited density within the maximum allowable floor area and other restrictions, similar to the Existing CASP.

Chapter 7 (Community Benefits Program)

Chapter 7 of the Proposed CASP sets forth the Community Benefits Program, which is an incentive-based zoning system that allows developers to exceed base development rights and build larger buildings in exchange for providing commensurate public benefits such as affordable housing, publicly accessible open space, or community facilities.

The main incentive used to garner public benefits under the Proposed CASP is through floor area rights (depicted as Floor Area Ratio, or FAR). As noted, Form Districts would outline Base and Bonus FAR for each parcel. The Base FAR is available by-right. The Bonus FAR is available for projects that participate in the Community Benefits Program. The Community Benefits Program

for the Project is structured into two different levels. The scale of benefits required to achieve the bonus incentives would increase in proportion to the level of bonus development rights.

Level 1: Under Level 1, Housing Development Projects can increase their permitted FAR from 1.5 to 4.5 in exchange for providing Restricted Affordable Units at the Set “A” level, the highest set available in the New Zoning Code:

- 10% Acutely-Low (households with incomes at 0-15% of Area Median Income);
- 11% Extremely-Low (households with incomes at 0%-30% of Area Median Income);
- 15% Very Low (households with incomes at 30%-50% of Area Median Income);
- 25% Low (households with incomes at 50%-80% of Area Median Income); or
- 40% Moderate-for-sale (households with incomes at 80%-120% of Area Median Income).

Level 1 of the Community Benefits Program does not apply to non-housing development projects and non-housing development projects are not subject to the above affordable housing requirements to achieve bonus development potential and can instead access bonus incentives by providing community benefits under Level 2 described below.

Level 2: Housing projects that fully exhaust Level 1 can access additional development rights above Level 1 and up to the maximum Bonus FAR prescribed by the Form District, by providing Publicly Accessible Open Space, Community Facilities, or by providing more Restricted Affordable Units, as outlined below:

- **Publicly Accessible Private Open Space:** If a project chooses to provide publicly accessible private open space to access the available bonus development potential, it is required to allocate a percentage (depending on the zoning Form District and the amount of bonus FAR) of its overall lot area as Publicly Accessible Open Space. These spaces are required to comply with location, access, and informational sign requirements; meet design, shade, and landscaping standards; and include amenities such as restrooms and drinking water fountains.
- **Community Facilities:** If a project chooses to provide a Community Facility to access bonus development potential, it is required to set aside a minimum of 5,000 square feet and provide additional Floor Area towards a Community Facility for every additional bonus FAR. Community Facilities may be provided in the form of schools, social services, public facilities, community-serving small business space, or daycare services. Other examples of eligible Community Facilities include public or non-profit health and counseling clinics, small business resource centers, job training centers, commissary kitchens for food vendors, cultural centers, and libraries.
- **Additional Affordable Housing:** A project may choose to provide additional affordable housing above the required amounts in Level 1 to access additional FAR up to the maximum Bonus FAR.

To ensure that public benefits are provided on-site, the Community Benefits Program of the Proposed CASP no longer includes a Transfer of Floor Area Ratio program. Additionally, mixed-income residential projects under the Community Benefits Program are required to have at least 20 percent of the total dwelling units as two bedrooms or greater to ensure households of various sizes, such as intergenerational households, are accommodated.

Chapter 8 (Streets)

Chapter 8 of the Proposed Plan contains street and streetscape improvement standards for subsequent development projects in the Proposed CASP Area. The Proposed Plan would retain

the street designations and street standards established by the Existing CASP, which included modified street cross-section dimensions to enhance safety and connectivity for all road users. Projects under the Proposed CASP would be required to implement these street standards through the applicable dedication and improvement processes set forth in the New Zoning Code.

Additionally, the Proposed CASP establishes Basic Streetscape Improvements for when a right-of-way improvement is required of any development project. These Basic Streetscape Improvements are defined in a menu of options and include parkways, special sidewalk paving, special lighting, bicycle racks, potted planters, and bus shelters, with the number of improvements required based on the number of dwelling units and/or the floor area of the project. At minimum, all projects under the Proposed CASP are required to provide street trees planted in parkways in coordination with the Bureau of Engineering and as approved by the Bureau of Street Services, Urban Forestry Division.

The Proposed CASP also includes a list of Major Streetscape Improvements which serves to inform future street improvements and investments within the Proposed CASP Area, including public street improvement projects by City agencies. These Major Streetscape Improvements include proposed new crosswalks, and traffic signals that are mapped in the Proposed CASP, as well as bicycle infrastructure that may be implemented by the Department of Transportation over time.

Chapter 9 (Environmental Standards)

Chapter 9 details Environmental Standards that implement the Mitigation and Monitoring Program included as part of the Proposed Project and to be described in the Final Environmental Impact Report. For more details, see the Environmental Analysis/CEQA section of this report.

General Plan Amendments

The Proposed Project involves amending the General Plan Land Use Map to re-designate portions of the Downtown Community Plan Area and Northeast Los Angeles Community Plan Area with new land use designations included in the Proposed Project, as well as amending the Framework Element of the General Plan to reflect the changes made to the CASP.

The Proposed Project has three General Plan Land Use designations: Hybrid Industrial, Public Facilities, and Open Space. The Proposed Project would amend the Downtown Community Plan Map to add the CASP as a corresponding Special District for each of these three General Plan Land Use designations. Additionally, while nearly all CASP parcels within the Downtown Community Plan Area would retain their existing land use designation, a small number of parcels would have revised land use designations for greater consistency or to correct previous errors. These parcels consist of the LADWP site at North Main Street, which would change from Hybrid Industrial to Public Facilities General Plan Land Use Designation, and a sliver of parcels along the Los Angeles River that would change from Hybrid Industrial to Open Space, or from Production to Public Facilities.

The Northeast Los Angeles Community Plan Map would also be amended to include the CASP as a corresponding zoning designation with the Hybrid Industrial, Public Facilities, and Open Space General Plan Land Use Designations. Similar to the Downtown Community Plan Map, a small number of parcels within the Northeast Los Angeles Community Plan Map would receive revised land use designations to be consistent with the zoning designations or to correct any previous errors. Table 3 provides a summary of General Plan Land Use designations by area for the Existing CASP and the Proposed CASP.

Table 3. Existing and Proposed Land Use Designations		
Existing Land Use Designations	Acres	Percentage of Project Area
Hybrid Industrial	277	57%
Open Space	109	23%
Public Facilities	57	12%
Residential Multi-Family	29	6%
Commercial Manufacturing	5	1%
Regional Center	5	1%
Total	483 /a/	

Proposed Land Use Designations	Acres	Percentage of Project Area
Hybrid Industrial	231 /b/	48%
Open Space	103	21%
Public Facilities	70	15%
Public Facilities – Freeways	40 /c/	8%
Residential Multi-Family	29	6%
Commercial Manufacturing	5	1%
Regional Center	5	1%
Total	483 /a/	

/a/ Total acreage for each land use designation and proposed designation reflects rounding to the nearest whole number, which results in a slight difference in existing and proposed land use acreage totals. Total acreage does not include area within City rights-of-way.

/b/ The reduction in "Hybrid Industrial" acreage is due to the redesignation of some publicly-owned parcels to "Public Facilities".

/c/ The addition of "Public Facilities – Freeways" acreage is not due to new Freeway construction, but instead a result of reclassification of "Public Facilities" properties owned by Caltrans and used as Freeways.

The Proposed Project also includes amendments to the Framework Element to include the CASP as an area that has adopted Chapter 1A of the LAMC (New Zoning Code) and to include the CASP as a corresponding Special District to the Hybrid Industrial, Public Facilities, and Open Space General Plan Land Use Designations.

Implementing Ordinances

The Proposed Project includes a number of implementing ordinances to update the CASP, which are summarized as follows:

- An ordinance to amend the Zoning Map;
- An ordinance to repeal the Existing CASP and establish the Proposed CASP;
- An ordinance to amend the Cypress Park and Glassell Park Community Design Overlay (CDO) boundaries to no longer apply in the Proposed CASP Area; and
- An ordinance to rescind the CASP Transfer of Floor Area (TFAR) Floor Area Payment Trust Fund.

As the Proposed Project features urban design standards that render portions of the Cypress Park and Glassell Park CDO redundant, the Proposed Project would amend the boundaries of the CDO to no longer apply in the Proposed CASP Area. The Proposed Project would rescind the CASP Floor Area Payment Trust Fund, as the proposed Community Benefits Program will replace the existing TFAR program to ensure greater provision of community benefits such as affordable housing on-site.

Amendments to the New Zoning Code

The Proposed Project includes a New Zoning Code Ordinance to amend Chapter 1A (New Zoning Code) of the Municipal Code to add new regulations to Division 8.3 (Special Districts) of Article 8, and to amend the Zoning Code Maps of Division 1.5 (Zoning Code Maps) of Article 1 of the New Zoning Code.

The Proposed Project would establish a new Special District in the New Zoning Code that utilizes the provisions of the Proposed CASP as the vehicle for regulatory measures for the Proposed CASP Area. Additionally, the Proposed Project includes a revised Targeted Planting Map to include portions of the Proposed CASP Area as a River Planting Area or a Filtration Planting Area to encourage native plants and reduce particulate matter pollution, respectively. The Proposed Project also includes a revised Special Lot Line Map, which would enable the Project to establish tailored Form District and Frontage District standards for the portions of property in the Proposed CASP Area that abut the Los Angeles River.

Environmental Analysis/California Environmental Quality Act (CEQA)

Pursuant to CEQA Guideline Section 15082, on April 8, 2021, the City issued a Notice of Preparation (NOP) for the Draft EIR for a 30-day public review period. A total of 13 comment letters were received regarding the CASP Update. A virtual scoping meeting was held on April 21, 2021, via Zoom. The purpose of the scoping meeting was to provide early consultation for the public to express their concerns about the potential environmental impacts of the proposed project and acquire information and make recommendations on issues to be addressed in the Draft EIR. A Q&A session was held after the presentation to answer questions. The Draft EIR analyzed potential impacts with respect to the following environmental impact areas.

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services and Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems

The Draft EIR was circulated for a 60-day review period (15 days more than required by law). The review period began on July 20, 2023, with a closing date of September 18, 2023. As the lead agency, the City of Los Angeles received seven (7) written comments on the Draft EIR from public agencies and community groups during the review period. Responses to all comments on the Draft EIR received during the comment period will be included in the Final EIR. The Final EIR will be made available prior to City Council's consideration and adoption of the Proposed Project and certification of the EIR pursuant to CEQA Section 15090.

Revisions to the City Planning Commission Draft

The Department of City Planning released a Summer 2023 Draft Plan for public review together with the release of the Draft Environmental Impact Report (EIR) on July 20, 2023. A review of written comments and verbal testimony received during the Draft EIR comment period and the Public Hearing identified key priorities and concerns of community stakeholders. Additionally, the results of an inclusionary housing and incentive zoning feasibility study became available in November 2023 (Exhibit D). In response to public testimony, written comments, and additional staff analysis, a number of revisions have been incorporated into the Proposed CASP as presented to the City Planning Commission for consideration and as included in Exhibit B.1.

Chapter 2 (Form)

The Proposed CASP places each of its Form Districts into Form District Categories based on the New Zoning Code nomenclature. Specifically, Form District CASP-FOR is categorized under the *Low-Rise Medium* category, while Form District CASP-FO1 is categorized under the *Low-Rise Broad* category. Form Districts CASP-FO2 and CASP-FO3 are categorized as *Mid-Rise Broad*.

Additionally, the Proposed CASP would expand the application of Form Districts CASP-FO2 and CASP-FO3 to more properties in the Proposed CASP Area west of the Los Angeles River, allowing for a higher maximum Bonus FAR on those parcels seeking additional floor area under the Community Benefits Program. Form District CASP-FOR, which is sparingly applied to river-adjacent properties and limits Building Coverage to 50 percent of lot area, is revised to allow for a Bonus FAR of 4.0 and a maximum story height of 7 stories, compared to a Bonus FAR of 2.0 and a maximum height of 5 stories, in an effort to provide greater design flexibility given the lot coverage limitations of this Form District and to make the provision of community benefits more feasible.

Chapter 3 (Frontage)

The Proposed CASP corrects a typographical error in the Summer 2023 Draft Plan, which set a 75-foot minimum planting area for Frontage District CASP-FR1 (River frontage) instead of the 75 percent minimum planting area originally intended.

Chapter 5 (Use)

The Proposed CASP changes the Use District of a three-acre block bound by Darwin Avenue, Avenue 20, North Main Street, and Avenue 19 from Urban Innovation to Urban Village. This change is in response to concerns raised during the Public Hearing from residents of that block that their neighborhood is residential in character and that the existing Urban Innovation zone did not reflect community needs. Neighboring properties are primarily zoned RD2 and are not subject to the CASP. The change to Urban Village would enhance land use compatibility on this block, which contains single-family dwellings, and it would allow for homeowners to build the Accessory Dwelling Units they have sought to construct but were not able to under Urban Innovation as it would have required adding an industrial or commercial component on their property.

In an effort to facilitate a meaningful net increase in productive space within the Urban Innovation and Urban Center Use Districts, while still facilitating economically feasible housing production, the Proposed CASP includes a revised productive space obligation that scales according to project size. The Proposed CASP requires housing development projects in the Urban Innovation and Urban Center Use Districts to provide 15 percent of their floor area for productive uses, with a minimum obligation of 0.5 FAR, and a maximum obligation of 1 FAR. This change is consistent

with the latest City Planning recommendations for the IX3 Industrial-Mixed Use District under the Downtown Community Plan, in the September 19, 2023, report to the City Council.

The Proposed CASP also includes Use District revisions to better address environmental justice concerns, as discussed in the Issues section of this staff report. Compared to the Summer 2023 Draft Plan, the Proposed CASP introduces additional limits on warehousing uses, outdoor storage, textile manufacturing, and motor vehicle uses. In addition, the sale of alcoholic beverages for on-site consumption or retail would require a Conditional Use Permit under the Proposed CASP, as opposed to being streamlined under the Restaurant Beverage Program. Finally, the Proposed CASP adds language clarifying that the CASP's Urban Village, Urban Center, and Urban Innovation Use Districts are each categorized as an Industrial-Mixed Use District under the New Zoning Code.

Chapter 7 (Community Benefits Program)

The Proposed CASP's Community Benefits Program has been revised to reflect the analysis of the inclusionary housing and incentive zoning study prepared for the Project Area. Specifically, the floor area allowed under the Level 1 incentive of the Community Benefits Program increases from 3.0 FAR to 4.5 FAR. The previous draft's Level 1 FAR of 3.0 is unlikely to be feasible at Set A affordability levels, or at any of the other affordability level sets available in the New Zoning Code, once the costs of the Measure ULA transfer tax are accounted for. Given the overarching purpose of the Proposed Project is to support the production of housing, along with the provision of community benefits like affordable housing that are tied to new development, the incentive zoning system must be carefully calibrated so as to avoid unintended consequences such as deterring housing production.

Chapter 8 (Streets)

The Proposed CASP revises the applicability provisions of Major Streetscape Improvements. Whereas the Summer 2023 Draft Plan requires any discretionary project to implement the applicable portions of the Major Streetscape Improvements list, which include the installation of new traffic signals, the creation of new streets, and the buildout of bicycle lanes, the Proposed Project's Major Streetscape Improvements list is advisory only and serves to inform and support future capital improvements implemented in coordination with City agencies. The applicability of Minor Streetscape Improvements remains unchanged.

Measure JJJ Assessment

Section 11.5.8 – In November 2016, voters passed Measure JJJ, which was then certified by the County Clerk on December 13, 2016. In accordance with Charter Section 555, Measure JJJ requires that for any amendment to a Community Plan, the Planning Department complete a comprehensive assessment to ensure that proposed changes do not:

1. Reduce the capacity for creation and preservation of affordable housing and access to local jobs; or
2. Undermine California Government Code Section 65915 or any other affordable housing incentive program.

Since the Proposed Project includes amendments to two Community Plan maps, the Downtown Community Plan and Northeast Los Angeles Community Plan, an assessment to ensure compliance with the above-mentioned findings is required.

The Proposed Project does not reduce the capacity for creation and preservation of affordable housing.

The Proposed Project includes numerous strategies that support the creation and preservation of affordable housing. A key component of the Proposed Project is a new Community Benefits Program that establishes incentives for the construction of affordable housing. Under this program, housing projects can achieve higher development rights by setting aside a certain percentage of their dwelling units as affordable. The Community Benefits Program in the Proposed Plan has been calibrated to maximize the provision of affordable units within a mixed-income project as informed by an economic feasibility study that reflects current market conditions, development costs, and fees. The new Community Benefits Program under the Proposed Project will require significantly more affordable units than under the existing CASP's current incentive system, in some instances requiring three times the amount of affordable housing than required today. The proposed Community Benefits Program utilizes Affordable Housing Program Set "A" in the New Zoning Code, and it reflects some of the highest affordability percentages of any area in the City. Projects that provide affordable housing units under the Program are required to sign a legally binding covenant to keep these rents affordable to households at that income level for 99 years. This system also serves to streamline the production of affordable housing units, offering ministerial approvals for most housing development projects that participate in the process.

Aside from the Community Benefits Program, the Proposed Plan includes provisions that facilitate the production of new 100 percent affordable housing and permanent supportive housing on public land. The Proposed Project applies a new Public 2 (P2) Use District from the New Zoning Code to publicly-owned parcels in the Proposed CASP Area that currently do not contain housing. In addition to government buildings, structures, offices, and service facilities, the new P2 Use District allows for 100 percent affordable housing projects and transitional shelters by-right, greatly expanding where such housing types could be built. While any such project initiated by the City would likely involve public review and participation, this change resolves a major regulatory hurdle in affordable housing development. Additionally, the Proposed Project would exempt 100 percent affordable housing and permanent supportive housing projects from requirements to provide non-residential floor area in the Urban Innovation and Urban Center Use Districts, helping to increase the feasibility of such projects. The result of these combined changes is that the Proposed Project would allow for 100 percent affordable housing development across the entirety of the Proposed CASP Area, aside from open space and freeways, for the first time.

The majority of existing multi-family units within the Project Area today are covenanted affordable housing or public housing units, with numerous protections to ensure those units remain affordable. The Proposed Project would also support the preservation of naturally occurring affordable housing by safeguarding households against displacement through a land use strategy that concentrates growth in areas that do not contain existing dwelling units. Moreover, numerous local and State tenant protection laws would continue to be in effect under the Proposed Plan, including no net loss of residential units through replacement unit provisions and renter protections under the City's expanded Rent Stabilization Ordinance. By introducing new affordable housing to the Proposed CASP Area, expanding housing supply in areas without existing residents, and ensuring that community benefits are provided when new development occurs, the Proposed Project does not reduce the capacity for the creation or preservation of affordable housing.

The Proposed Project does not reduce access to local jobs.

The Proposed Project seeks to retain employment areas with a concentration of jobs, while supporting small and/or legacy businesses, and new types of productive uses and employment spaces that are more job dense and result in fewer adverse impacts. The Proposed Project maintains most of the existing hybrid industrial land as part of the local employment base, recognizing the importance of the industrial sector as a source for employment opportunities with its close proximity to Downtown. Urban Innovation and Urban Center Use Districts would continue to prioritize commercial and light industrial uses that provide a wide range of employment opportunities through a minimum floor area requirement for non-residential uses. The Proposed Project also incentivizes community benefits such as grocery stores, health centers, civic facilities, schools, and small and/or legacy business space through the Community Benefits Program, which provide community-serving local employment opportunities. The Proposed Project increases access and connectivity to jobs through zone changes that facilitate residential, light industrial, and commercial development capacity in areas that are in close proximity to transit stations and transit corridors. The proposed zoning would allow for a flexible mix of uses that can also allow for adaptation to a changing economy over time while allowing for introduction of compatible residential uses and amenities.

The Proposed Project does not undermine California Government Code Section 65915 or any other affordable housing program.

The Proposed Project introduces a Community Benefits Program that aligns with other affordable housing programs. The proposed Community Benefits Program prioritizes the provision of affordable housing by requiring that housing development projects participate in the Local Affordable Housing Incentive Program, which requires affordable housing units consistent with California Government Code Section 65915, before offering incentives for other public benefits. Furthermore, the Local Affordable Housing Incentive Program requires the provision of a higher amount of affordable housing units than is currently required under 65915, in exchange for greater incentives, while the provisions and incentives of 65915 would remain available.

FINDINGS

Project Location

The Project Area comprises the entire area within the boundaries of the existing Cornfield Arroyo Seco Specific Plan (CASP), which is located within the Downtown, Northeast Los Angeles, and Silver Lake-Echo Park-Elysian Valley Community Plan areas. The Project Area is located entirely within Los Angeles City Council District One and is generally bordered by the neighborhoods of Chinatown to the west, Lincoln Heights to the east, and Cypress Park to the north. The Project Area is approximately 600 acres (0.93 square miles) and is located within the original floodplains of the Los Angeles River and Arroyo Seco water bodies, which are part of the lower Los Angeles River Watershed.

Interstate 5 (I-5) and State Route-110 (SR-110) bisect the northern portion of the Project Area. Entrances and exits to and from SR-110 are located on the northern perimeter of the Project Area. Entrances and exits to I-5 are located at North Broadway/Pasadena Avenue and at Avenue 26 across from Lacy Street. Other major arterials located in the Project Area include Figueroa Street in the northern portion of the Project Area, San Fernando Road in the central portion of the Project Area, and Spring Street, Broadway Avenue, and Main Street in the southern portion of the Project Area. The Los Angeles County Metropolitan Authority (LA Metro) A Line (formally L Line and Gold Line) cuts across the northern portion of the Project Area, including the Chinatown Station and Lincoln Heights / Cypress Park Station.

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 a significant social, economic, or physical identity. No legislative findings are required to amend the General Plan. The Proposed Project proposes amendments to two elements of the General Plan: (1) amendments to the General Plan Land Use Map for the Downtown Los Angeles and Northeast Los Angeles Community Plan Areas, and (2) amendments to the Framework Element. All the amendments to the City's General Plan are related to areas of the City within the Project Area, an area which has a significant social, economic, and physical identity as reflected in this report and the Attachments and the whole of the record on the Proposed Project.

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: the amendment to the City's Zoning Map, the repeal of the Existing CASP and the establishment of the Proposed CASP, the amendments to the New Zoning Code, the amendment to the Cypress Park and Glassell Park Community Design Overlay (CDO)

boundaries, and the rescission of the CASP Floor Area Payment Trust Fund (collectively, “Implementing Zoning Ordinances”).

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 Requirements

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 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 include a Framework Element, an Infrastructure Systems 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 Project 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 Project and its implementing zoning ordinances and its determination that the Proposed Project 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 amendment to the City’s Zoning Map, the repeal of the Existing CASP and the establishment of the Proposed CASP, the amendments to the New Zoning Code, the amendment to the Cypress Park and Glassell Park Community Design Overlay (CDO) boundaries, and the rescission of the CASP Floor Area Payment Trust Fund (collectively, “Implementing Zoning Ordinances”) 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 amendment to the City’s Zoning Map, the repeal of the Existing CASP and the establishment of the Proposed CASP, and the amendments to the New Zoning Code 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 Amendments to the Zoning Code and Maps and the Repeal of the Existing CASP and Establishment of the Proposed CASP

Charter and Code Findings

Framework Element

The following “findings” are listed under categories similar to the categories found in the Framework Element, which although it does not mandate any particular policy or program be included in a Specific Plan, helps to guide Specific Plan updates:

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 Proposed Project provides for a variety of land uses to meet the diverse needs of the community, including housing that accommodates varying household sizes, and commercial and industrial businesses that contribute to the local and regional economy. The Proposed Project includes a recommended pattern of land use that directs future growth to areas of the Project Area best served by existing transportation infrastructure and facilitates mixed-use development along corridors and near transportation nodes. Incentivizing new, locally-serving small businesses through a Community Benefits Program further allows current and future residents of the Project Area to access household goods and grocery items within walking or biking distance of their homes, reducing reliance on vehicle travel. The Proposed Project directs new housing growth in blocks near fixed rail transit stations and in proximity to schools and jobs, which reduces 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 ***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 Project accommodates projected population and employment growth within the Project Area and includes strategies that are aimed at providing a balance of land uses for the projected population and employment growth. The Proposed Project's zoning capacity is estimated to reasonably accommodate approximately 56,000 residents and 20,000 dwelling units by 2040, providing enough capacity to accommodate the SCAG projections for the area of 14,000 residents and 5,000 dwelling units, while the Proposed Project's zoning capacity for employment is reasonably anticipated to be 8,000 jobs compared to SCAG's projections of 9,000 jobs by 2040. Moreover, the City has discretion in how it allocates growth across the City, and within Community Plan Areas, to meet various objectives and has historically allocated more growth to the Project Area than SCAG has. This allocation is also consistent with SCAG's 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and 2020-2045 RTP/SCS goals of reducing Vehicle Miles Traveled (VMT) by accommodating a majority of new housing in areas within half a mile of major transit stops or high-quality transit corridors, as well as SCAG's objective of generally directing future growth to High Quality Transit Areas (HQTAs).

In addition, the Proposed Project meets 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 the Project Area, along with other transit-served communities in the City and adjacent to Downtown Los Angeles, the Proposed Project's increases in development potential are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework. The Proposed Project accommodates population and employment growth primarily in areas served by transit and along mixed-use transit corridors, consistent with the Framework Element's policies.

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 7.2.11: 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 7.9.2: 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 7.10.2: 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 Project supports sustainable development principles to promote economic development throughout the Project Area. The zoning strategies of the Proposed Project seek to promote jobs, housing, and visitor serving and enhance commercial districts with a diversity of uses that serve the needs of the community. The Proposed Project encourages development that enhances commercial areas by supporting industry clusters, neighborhood retail, and local employment, including provisions to support small businesses and new industries.

The Proposed Project seeks to preserve employment areas with a concentration of jobs, while supporting small and/or legacy businesses, and new productive uses and employment spaces such as light industrial and general commercial uses. The Proposed Project maintains most of the existing hybrid industrial land as part of the local employment base, recognizing the importance of the industrial sector as a source for employment opportunities and in proximity to Downtown. Urban Innovation and Urban Center Use Districts would continue to prioritize commercial and light industrial uses that provide a wide range of employment opportunities through a minimum floor area requirement for non-residential uses. The Proposed Project also incentivizes community benefits such as grocery stores, health centers, civic facilities, schools, and small and/or legacy business space through the Community Benefits Program, which provide community-serving local employment opportunities. The Proposed Project increases access and connectivity to jobs through zone changes that facilitate residential, light industrial, and commercial development capacity in areas that are in close proximity to transit stations and transit corridors. The proposed zoning would allow for a flexible mix of uses that can also allow for adaptation to a changing economy over time while allowing for introduction of compatible residential uses and amenities.

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 Project accommodates population and employment growth along major commercial transit corridors, consistent with the Framework Element's policies.

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.

P18: Amend the Zoning Ordinance to implement the policies and standards of the General Plan Framework Element. The revisions provide tools needed to which are described below and are representative of the actions that may be taken.

b. Establish incentives to stimulate the types of use desired (e.g., mixed-use, community facilities in centers, districts, and boulevards, and other) and

development in appropriate selected targeted growth areas as defined in the community plans, such as density bonuses for mixed-use development, parking in proximity to transit stations and transit corridors, "by-right" entitlements with administrative review and approval for traffic or other necessary studies and mitigation, and other.

The Proposed Project includes zoning regulations that concentrate the highest development potential near transit stations and promote a mix of uses that are accessible to transit. The Proposed Project directs commercial and neighborhood serving uses towards walkable and accessible corridors. The Proposed Project primarily encourages growth around fixed-rail transit stations, primarily increasing floor area regulations in areas within a half-mile of the Metro A Line stations, such as the areas around the Chinatown, Lincoln/Cypress, and Heritage Square stations. This growth is balanced by preserving existing surrounding lower-density residential areas of the community from redevelopment, using zoning tools and plan policies to reduce the development impact on residential neighborhoods, such as the retention of the RD1.5 and RD2 zone and removing those parcels from the proposed CASP's boundaries. In addition, the Proposed Project includes development incentives through the Community Benefits Program, such as bonuses for mixed-income and 100 percent affordable housing developments, with a bonus of up to 5.0 FAR near transit stations, to achieve the goal of more affordable housing development within the Project Area.

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 3.14.3: 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

The Proposed Project includes land use designations and zoning districts that support job opportunities by establishing regulations that allow the City to prioritize and retain land for light industrial, live/work, and supporting uses in the Proposed CASP Area. The Project Area contains a significant amount of industrial space, mainly composed of warehousing uses, along with numerous vacant or underutilized industrial properties. In more recent years traditional manufacturing jobs have declined in the Proposed CASP Area, while growth in warehousing has primarily occurred outside of the Specific Plan, due to the Proposed CASP Area's more aged inventory of industrial buildings with smaller floorplates and parcel sizes than the new warehouses being developed today. To promote the development of employment-focused districts, while taking into consideration the evolution of industrial uses in the greater CASP Area, the Proposed Project has a Hybrid Industrial land use designation. The proposed zoning would allow for a flexible mix of uses to support a variety of employment opportunities including light industrial uses in tandem with live/work and limited residential uses, consistent with policies to provide land for the retention and attraction of new industries but prohibit new heavy industrial uses that pose health risks. For example, both the Urban Innovation and Urban Center Use Districts require that a minimum of 15 percent of floor area or 0.5 FAR, whichever is greater, be allocated to productive uses such as Light Industrial within any mixed-use development that contains dwelling units or live/work units. The range of light industrial uses permitted under this scenario is more job dense than the existing warehousing uses that comprise the majority of industrial buildings in the Project Area today. Through the proposed zoning, which requires a baseline level of job-producing uses, the Proposed Project affirms an employment focus for the Proposed CASP Area, while also responding to the need for a greater diversity of uses other than warehousing to ensure the viability of future employment. The Proposed Project includes 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.

With respect to **residential neighborhoods**, the General Plan Framework Element states the following:

GOAL 3C: Multifamily neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multifamily residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

The Proposed Project encourages and directs new mixed-use housing development in areas closest to fixed-rail transit and bus lines to help enhance the quality of life for residents and expand access to amenities, services, and employment opportunities. The proposed zoning includes open space, sustainability, and development standards that further enhance the quality of life of residents. The proposed zoning would also require a 1:1 ratio of replacing demolished RSO units with Lower Income units in a new development, covenanted for a term of 99 years when a project uses the proposed Community Benefits Program or another incentive program such as Density

Bonus. This ensures that in cases where RSO units may be lost, affordable units are included as part of the new development. The Proposed Project's Community Benefits Program introduces a requirement that mixed-income projects include 20 percent of units in a new development as 2-bedroom units or greater and introduces a new income category for Acutely Low Restricted Affordable Units, for households making 0-15 percent of the Area Median Income (AMI). This introduces affordable housing that is affordable to households in Boyle Heights and requires new mixed-income developments utilizing the program to include units that can accommodate multi-generational and other larger household sizes.

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

GOAL 3.F: 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, 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 the area near the Chinatown Metro A Line Station as a Regional Center within or adjacent to the Proposed CASP Area. The scale of development, including the range of Form Districts, and uses allowed in and around this area conforms with the Regional Center designation, including a mix of multi-family, commercial, and employment uses near transit.

With respect to **Community Centers**, the Framework Element states the following:

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

Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

A Community Center is a focal point for surrounding residential neighborhoods and includes a diversity of uses such as small offices and overnight accommodations, cultural and entertainment facilities, schools, and libraries, in addition to neighborhood-oriented services. The Framework Element identifies a Community Center along North Broadway, Daly Street, and West Avenue 26, east of the Los Angeles River. The Proposed Project includes zoning districts that support a mix of commercial and housing, including provisions for affordable housing, to promote a diverse mix of uses that contribute to pedestrian-oriented, high activity areas.

Other General Plan Elements

The Proposed Project is in substantial conformance with the purpose, intent, and provisions of the General Plan in that they help to implement policies in a number of other General Plan

Elements in addition to the Framework Element discussed above, including the Conservation Element, the Housing Element, the Circulation Element (Mobility Plan 2035), 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 (Chapter II, Section 5): protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

Conservation Element Policy (Chapter II, Section 5): continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

The Proposed Project would continue to protect important cultural and historic sites and resources by not introducing any features that would preclude implementation of or alter the regulatory control ordinances that locally designated historical resources or listed in or determined to be eligible for listing in the National or State Registrar are subject to, including the Cultural Heritage Ordinance and LAMC building permit regulations. As a result, these resources would continue to be subject to environmental review under the California Environmental Quality Act. Nothing in the Proposed Project would alter the current City's practice for any discretionary project, which involves the Office of Historic Resources (OHR) reviewing any project involving a property identified in SurveyLA as potentially eligible for listing, and requiring avoidance measures, unless OHR agrees the resource is not eligible for listing. The Office of Historic Resources typically recommends rehabilitation efforts that are consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Such modifications may include retention of significant character-defining features and adjustments to setbacks, step backs, and height, as well as other project features related to context-sensitive project design. If an impact is not avoidable, the Planning Department will require an Environmental Impact Report be prepared to assist in identifying potentially feasible measures to mitigate or avoid significant adverse changes to the significance of the resource.

Housing Element (2021-2029)

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

Policy 1.1.1: Collect, report, and analyze existing housing needs (such as overcrowding, cost burden and vacancy rates) and use this information to project and plan for housing needs at a local and citywide level balancing other factors such as job and transit access.

Policy 1.1.9: Develop and integrate anti-displacement strategies that further Citywide Housing Priorities into land use and planning strategies.

Policy 1.2.6: Create new citywide and local land use incentives and programs that maximize the net gain of affordable housing and produce housing that meets Citywide Housing Priorities. Explore varied affordability ratios, the feasibility of inclusionary zoning requirements, and a greater mix of incomes based on market areas.

Policy 1.2.10: Prioritize the development of Affordable Housing on public land.

Policy 2.1.1: Incentivize and/or require the preservation and replacement of affordable housing, so demolitions and conversions do not result in the net loss of the City's stock of accessible, safe, healthy and affordable housing.

Policy 3.1.5: Develop and implement environmentally sustainable urban design standards and pedestrian-centered improvements in development of a project and within the public and private realm such as shade trees, parkways and comfortable sidewalks.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

Policy 4.3.2: Ensure that all neighborhoods have a range of housing typologies to provide housing options for residents to remain in the same community, when and if their needs change.

Policy 4.3.3: Examine land use practices that perpetuate racial exclusion and inequities including but not limited to: single-family / low density zoning, minimum lot size requirements, location of noxious uses, and subjective design review standards. Introduce context specific reforms that further Citywide Housing Priorities.

The Proposed Project is in substantial conformance with the policies and objectives of the Housing Element of the General Plan. The Proposed Project addresses housing needs through a multi-pronged approach, encouraging and directing new housing development in areas closest to fixed-rail transit and bus lines, as well as near jobs. The proposed zoning addresses existing concerns of overcrowding and retention of existing Rent Stabilization Ordinance (RSO) and affordable housing units, allowing for infill development and additional housing units to be built on properties with units subject to the RSO. The proposed zoning also requires a 1:1 ratio of replacing demolished RSO units with Lower Income units in a new development, covenanted for a term of 99 years. This ensures that in cases where RSO units may be lost, affordable units are included as part of the new development. The Proposed Project's zoning regulations increase the development potential of areas adjacent to a Regional Center, conforming with Housing Element policies to direct new housing close to jobs, and by addressing exclusionary zoning practices.

The Proposed Project prioritizes housing and neighborhoods that promote wellness, longevity, and sustainability, by requiring Lot Amenity Space and Residential Amenity Space as part of projects with residential uses, through zoning requirements for landscaping, and through standards encouraging street trees and improvements to the public realm. Finally, the Proposed Project's Community Benefits Program introduces a requirement that projects include 20 percent of units in a new development as 2-bedroom units or greater and introduces a new income category for Acutely Low Restricted Affordable Units, for households making 0-15 percent of the Area Median Income (AMI). This introduces affordable housing that is affordable to households in the Project Area and requires new mixed-income developments utilizing the program to include units that can accommodate multi-generational and other larger household sizes.

Safety Element

With respect to community health and wellbeing, the Safety Element states the following:

Policy 1.2.1 Environmental Justice: In keeping with the Plan for a Healthy LA, build a fair, just and prosperous city where everyone experiences the benefits of a sustainable future by correcting the long running disproportionate impact of environmental burdens faced by low-income families and communities of color.

Policy 1.2.5 Housing and Development: In keeping with the Housing Element, create housing opportunities that enhance affordability, equity, livability, sustainability and resilience.

Policy 1.2.8 Industrial Emissions and Air Quality Monitoring: In keeping with the Air Quality Element, ensure that every Angeleno can breathe clean, healthy air by addressing air pollution from all sources, with a particular emphasis on prioritizing the health and wellbeing of overburdened families and delivering environmental justice.

The Proposed Project is consistent with the Safety Element. The Proposed Project addresses long-standing issues of environmental injustice in the Project Area by addressing zoning incompatibility, adding standards for new light industrial and general commercial uses, and improving housing affordability.

Circulation Element (Mobility Plan 2035)

The City's Circulation Element (Mobility Plan 2035) contains a number of important policies related to the Proposed Project, 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 Project is consistent with the Mobility Plan. The Proposed Project improves mobility and access by directing future employment and housing near transit stations and frequent bus transit and promoting the development of mixed-use neighborhoods, thereby helping to reduce vehicle trip generation and improve air quality. The Proposed Project includes zoning strategies that would reduce per capita VMT and increase the mode share of transit, walking, and bicycling

in the Proposed CASP Area. The Proposed Project includes standards that promote pedestrian friendly building design, does not include minimum automobile parking requirements, and incentivizes inclusion of publicly accessible open spaces within new development. 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 Streets chapter of the Proposed Plan Project in particular sets forth standards for new development including requirements to implement Basic Streetscape Improvements and provides policy direction for the future implementation of Major Streetscape Improvements that enhance the pedestrian and bicycle experience.

Health Element (Plan for a Healthy Los Angeles)

With respect to livable neighborhoods, the Health Element (Plan for a Healthy Los Angeles) 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 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 5.2 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 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.

The Proposed Project's zoning regulations address longstanding impacts of environmental injustice in the Project Area. To better address land use compatibility, the Proposed Project further regulates the types of light industrial and commercial uses allowed in its various Use Districts. In response to concerns raised about truck trips and the other deleterious impacts of warehousing uses on surrounding residential neighborhoods and schools, the Proposed Project adds a new limitation on new wholesale trade or warehousing uses to 25,000 square feet in size and applies additional standards including use enclosures. Any new proposed wholesale trade or warehousing use in excess of that size would be required to obtain a Conditional Use Permit from the Zoning Administrator, subject to required findings about compatibility, to regulate the scale and intensity of such uses and ensure public participation in the review process. These limitations on new warehouses serve to address the impact of large warehousing uses on diesel emissions by further minimizing potential truck trips. The Proposed Project also places limits on new auto repair, auto body shops, and gas stations and does not allow for new outdoor storage of cargo containers, commercial vehicles, motor vehicle impound, and auto scrap yards, which is a use presently found in the Project Area adjacent to existing dwelling units. Under the Proposed Project, all new light-industrial uses would be subject to use standards that require screening when adjacent to sensitive and residential uses, as well as requirements to be fully indoors to minimize impact from operational activities. Moreover, new textile uses that involve processing

and manufacturing of fabrics will not be permitted, due to the high potential of pollution from dyes and chemicals and intensive processing methods.

The Proposed Project would also embed “Clean Up Green Up” (CUGU) standards and regulations (Ordinance No. 184246), which were originally devised for environmental justice communities affected by industrial uses, into the Proposed Project’s zoning. The CUGU regulations include buffering and landscape standards to better separate noxious uses from sensitive uses, locational standards such as requiring mechanical equipment or loading areas to be oriented away from sensitive uses, and use limitations for certain noxious uses if other similar uses exist within a defined radius. In addition, the CUGU program resulted in changes to the Building Code that required specified air filtration methods for residential projects adjacent to freeways. This standard remains in effect citywide.

Further, 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. Moreover, the Proposed Project’s Community Benefits Program would enhance access to goods and services, as well as access to health services, by incentivizing Community Facilities such as schools, social services, public facilities, daycare services, libraries, and grocery stores.

Downtown Community Plan

The Proposed Project is consistent with the policies of the Downtown Community Plan, including the following:

Policy 1.3: Establish an incentive zoning system that delivers public benefits such as affordable housing, public open space, historic preservation, and community facilities to Downtown communities.

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.

Policy 2.2: Provide incentives and simplify zoning regulations where possible to expedite the production of housing.

Policy 2.3: Expand the areas where housing is permitted to meet projected housing needs.

Policy 2.7: Promote preservation and maintenance of existing housing stock at the foundation of the community’s affordable housing supply.

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

Policy 3.2: Facilitate the preservation of existing residential units, and avoid displacement of current Downtown residents.

Policy 4.6: Incentivize the creation of housing options that are affordable to and occupied by lower income households, especially housing at the deepest levels of affordability, near transit.

Policy 5.3: Prioritize the development of permanent supportive housing and affordable housing at extremely low and deeply low-income levels for residents transitioning out of supportive housing.

Policy 7.5 Create flexible zoning tools that can respond to future innovation while supporting communities current needs.

Policy 8.7: Incentivize mixed-use and commercial developments to provide long-term leases and reduced rent to community-serving small businesses to prevent the displacement of community-serving small businesses as a result of new development.

Policy 9.9: Encourage mixed-use and commercial development to provide retail spaces conducive to community serving small businesses and business incubation.

Policy 34.4: Support walkable neighborhoods with an active and livable street life that is shared by all modes, including pedestrians, cyclists, and transit users.

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

The Proposed Project establishes a Community Benefits Program for the Proposed CASP Area that delivers public benefits such as affordable housing, public open space, and community facilities, in conjunction with adopting and implementing the New Zoning Code, which simplifies zoning regulations to expedite the production of housing. The Proposed Project accommodates growth in the Proposed CASP Area to meet the needs of current and future residents, increasing residential zoning capacity by approximately 7,000 housing units reasonably anticipated by 2040 compared to the Existing CASP. The proposed zoning concentrates future development in close proximity to transit stations and areas with underutilized or vacant land that have no existing residents, promoting sustainable infill growth and reducing vehicle trips per capita while also relieving development pressures on existing residential neighborhoods. The Proposed Project's zoning accommodates a diverse mix of commercial, residential, and light industrial uses, and allows for multiple uses within the same structure. Moreover, the Proposed Project includes a new Community Benefits Program that promotes the provision of housing for various income levels as well as for various household sizes, by including FAR incentives for development projects that set aside units for Acute Low, Extremely Low, Very Low, and/or Low Income households and including a requirement that at least 20 percent of units have two bedrooms or more. The Proposed Project also includes comprehensive strategies that minimize both the direct and indirect displacement of residents, such as concentrating growth in areas with underutilized or vacant land that do not have existing residents and expanding the production of deed-restricted affordable housing, and future development projects would be subject to unit replacement and tenant protection measures that would continue to be in effect under the Proposed Project. The Proposed Project includes a new Acutely Low Income category as part of its incentive zoning system and supports the production of 100 percent affordable and permanent supportive housing. The proposed zoning would allow for a flexible mix of uses to support a variety of employment opportunities including light industrial and commercial uses in tandem with live/work and residential uses, consistent with policies to provide land for the retention and attraction of new industries but prohibit new heavy industrial uses that pose health risks. The Proposed Project includes a FAR incentive for the provision of below-market rent for small and/or legacy businesses within a development project, Frontage Districts and Development Standards Districts that promote a pedestrian-oriented environment, tree planting and landscaping screening standards to improve air quality, and streetscape standards that encourage street trees.

Northeast Los Angeles Community Plan

The Proposed Project advances the following goals, objectives, and policies of the Northeast Los Angeles Community Plan:

Goal 1: A safe, secure, and attractive residential environment for all economic, age, and ethnic segments of the community.

Objective 1-1: To preserve and enhance existing residential neighborhoods.

Policy 1-1.1: Protect existing stable single-family and other lower density residential neighborhoods from encroachment by higher density residential and other uses that are incompatible as to scale and character or would otherwise diminish the quality of life.

Policy 1-2.2: Locate higher residential densities near commercial and institutional centers, light rail transit stations, and major bus routes to encourage pedestrian activity and use of public transportation, providing that infrastructure, public service facilities, utilities, and topography will fully accommodate this development.

Policy 1-2.3: Encourage mixed-use development in selected commercially zoned areas.

Objective 1-6: To promote and ensure the provision of fair and equal housing opportunities for all persons regardless of income and age groups or ethnic, religious, or racial background.

Policy 1-6.1: Promote individual choice in type, quality, price, and location of housing.

Policy 1-6.2: Promote mixed use in all multiple-family residential projects in commercial zones.

Policy 1-6.3: Ensure that redevelopment activity minimizes displacement of residents.

Objective 2-1: To conserve and strengthen potentially viable commercial areas in order to stimulate and revitalize existing businesses and create opportunities for appropriate new commercial development.

Objective 3-1: To resolve conflicts between industrial uses and other adjacent uses.

Policy 3-1.1 Preserve existing industrial areas that have the greatest viability and compatibility and the least adverse impact on nearby uses.

Objective 3-3: To retain industrial plan designations in order to attract appropriate industrial development to maintain the industrial employment base for community residents.

Through a Community Benefits Program, the Proposed Project will help to ensure the provision of housing for different segments of the community, including low-income households as well as multi-generational households. The proposed zoning strategy concentrates development away from existing residential neighborhoods and removes existing lower density RD1.5 and RD2 zoned portions of the Project Area from the proposed Specific Plan boundaries to prevent encroachment. The Proposed Project also includes comprehensive strategies that minimize both the direct and indirect displacement of residents, such as concentrating growth in areas with underutilized or vacant land that do not have existing residents and expanding the production of deed-restricted affordable housing, and future development projects would be subject to unit

replacement and tenant protection measures that would continue to be in effect under the Proposed Project. The Proposed Project promotes a mix of commercial, residential, and light industrial uses, which strengthens the viability of employment uses. Moreover, the Proposed Project includes numerous environmental justice measures, such as use limitations and standards, to resolve conflicts between industrial uses and other adjacent uses, and it includes a Hybrid Industrial land use designation throughout the Proposed CASP Area to support the growth of future industries that do not have noxious emissions or otherwise pose a health risk to surrounding uses.

Silver Lake-Echo Park-Elysian Valley Community Plan

The Proposed Project supports the following goals, objectives, and policies of the Silver Lake-Echo Park-Elysian Valley Community Plan:

Goal 5: A community with sufficient open space in balance with new development to serve the recreational, environmental, and health needs of the community.

Objective 5-1 Preserve existing and develop new open space resources.

Policy 5-1.1 Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan area.

Program: The Plan Map designates areas for open space, thus protecting them from encroachment by more intense uses.

The Proposed Project would revise the boundaries of the CASP to exclude the only few parcels in the Silver Lake-Echo Park-Elysian Valley Community Plan that are within the existing CASP. These vestigial parcels are currently zoned Greenway, and they would be rezoned as OS (Open Space) consistent with their existing Open Space General Plan Land Use Designation in the Silver Lake-Echo Park-Elysian Valley Community Plan Map. The proposed OS zoning would continue to designate the area for open space, consistent with the Community Plan.

Conformity with Public Necessity, General Welfare and Good Zoning Practice

The Proposed Project is in conformity with public necessity, convenience, general welfare, and good zoning practice in that the Proposed Project includes objective development standards to address incompatible uses and focuses development potential in strategic areas around transit accessible infrastructure, including three Metro A Line rail stations. The Proposed Project establishes a permanent affordable housing incentive system that will provide community benefits, along with clear standards and procedures to support the production of much-needed housing in the Proposed CASP Area.

B. Findings for Amendments to the Cypress Park and Glassell Park Community Design Overlay (CDO)

The Proposed Project will amend the Cypress Park and Glassell Park Community Design Overlay (CDO) to omit from its boundaries the portion of the existing CASP that is within the CDO. The CDO is a supplemental use district that provides guidelines and standards for public and private development projects, with the intent of providing guidance and direction in the design of structures. The Proposed Project incorporates objective standards for urban design that regulates site planning, building design, landscaping, mechanical features, and signage similarly to the CDO. Retaining the CDO within the Proposed CASP Area would result in redundant regulations

and review processes for the Project Area, which is inconsistent with the Proposed Project's goal of supporting housing production and improving ease of implementation.

Charter and Code Findings

With respect to urban form and neighborhood design, the Framework Element states the following:

Objective 5.5: Enhance the liveability 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.

The Cypress Park and Glassell Park CDO 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 upgrading the quality of development and improving the quality of the public realm. The Proposed Project incorporates objective standards for urban design that regulates site planning, building design, landscaping, mechanical features, and signage similarly to the CDO. The Proposed Project's Frontage Districts in particular will help to ensure buildings have pedestrian-oriented design.

The Cypress Park and Glassell Park CDO Amendment is in conformity with public necessity, convenience, general welfare, and good zoning practice because it incorporates existing urban form and design measures intended to support the quality of development and the public realm into the regulatory system of the Proposed Project.

C. Findings for Rescission of the Floor Area Payment Trust Fund Ordinance

The Proposed Project would rescind the existing Cornfield Arroyo Seco Specific Plan (CASP) Floor Area Payment Trust Fund Ordinance (No. 182618). This Ordinance was adopted in 2013 in conjunction with the existing CASP, which established a Transfer of Floor Area (TFAR) program to allow the floor area rights of properties within the Project Area be transferred from one property to another. TFAR funds that are paid to the City of Los Angeles, as a result of a transfer of floor area rights from a City-owned site to a privately-owned receiver site, are to be placed into the CASP Floor Area Payment Trust Fund. Under the Ordinance, disbursement of funds shall be for the purpose of providing community benefits to the existing Cornfield Arroyo Seco Specific Plan area, such as the provision of affordable housing units.

Since the adoption of this Ordinance, the existing CASP's TFAR program has not been utilized by applicants, and no monies have been paid into this trust fund. The Proposed Project would rescind the CASP Floor Area Payment Trust Fund, replacing the existing CASP TFAR program with the proposed Community Benefits Program to ensure the provision of community benefits such as affordable housing would occur on-site.

Charter and Code Findings

With respect to creating community benefits, such as affordable housing, the Housing Element states:

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.6: Create new citywide and local land use incentives and programs that maximize the net gain of affordable housing and produce housing that meets Citywide Housing Priorities. Explore varied affordability ratios, the feasibility of inclusionary zoning requirements, and a greater mix of incomes based on market areas.

The CASP Floor Area Payment Trust Fund Rescission Ordinance, as described more in full above, is in substantial conformance with the purpose, intent, and provisions of the General Plan. By replacing the existing CASP TFAR program with the proposed Community Benefits Program, the Proposed Project would better facilitate the production of housing that includes affordable units. Moreover, the new Community Benefits Program would provide incentives that maximize the net gain of affordable housing.

The CASP Floor Area Payment Trust Fund Rescission Ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice because it would replace the existing CASP TFAR program with a Community Benefits Program that delivers greater predictability, more affordable housing units, and enhanced ease of implementation compared to the existing system, which has not been utilized by any applicant since the CASP TFAR program was established.

D. Other Findings

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. SB 8 extends key provisions of SB 330 until January 1, 2030. 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. 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 Proposed Project allows for the net increase of approximately 7,000 housing units compared to the existing CASP and therefore complies with this requirement.

Increasing housing, and particularly affordable housing, is a primary objective of the Proposed Project. The Project Area currently has a hybrid-industrial land use designation that allows for a mix of residential, commercial, and industrial uses, and the Proposed Project identifies additional areas where more housing growth is appropriate and reduces barriers to housing development through several zoning strategies.

The Proposed Project would increase the zoned capacity for housing in the Proposed CASP Area, principally by expanding the residential-emphasis Urban Village Use District to select areas within the Proposed CASP Area. As a mixed-use zoning designation, Urban Village allows for multi-family residential buildings, as well as some public, institutional, open space, recreation, light industrial, and general commercial uses. In total, the amount of Urban Village area would increase from 90 acres (19 percent of total land area) under the existing CASP to 135 acres (29 percent of total land area), an increase of approximately 50 percent. The new Urban Village areas present

new opportunities for housing in areas that do not have existing residential tenants and are uniquely situated near public transit, open space, and employment sites. The new Urban Village areas are zoned Urban Innovation under the existing CASP and are generally located in two sub-areas: 1) near the Los Angeles State Historic Park, closer to Chinatown and west of the Los Angeles River, and 2) in the area east of the Los Angeles River, west of Interstate 5.

The Proposed Project also introduces revisions to the allowable uses in Urban Village that are intended to support housing production. Whereas the existing CASP caps residential development to 90 percent of a project's total floor area in the Urban Village zone, the Proposed Project would allow for a purely residential development in Urban Village, increasing the feasibility of affordable housing units within a mixed-income project as well as for 100 percent affordable housing developments. The Proposed Project would also introduce changes to the Urban Innovation and Urban Center Use Districts, which continue to prioritize light industrial and commercial uses through a baseline non-residential floor area requirement, to allow for a higher proportion of residential uses within a mixed-use building. The Proposed Project also introduces a Community Benefits Program to incentivize the production of affordable housing in exchange for higher development potential. The program offers additional FAR and does not necessitate a discretionary process, providing additional opportunity for increased housing development. Overall, zoning regulations such as height, density, and floor area ratio, as well as open space, minimum setback, minimum frontage and maximum lot coverage limitations, which shape the built form and determine the intensity of any use, including housing, are thoughtfully formulated to cumulatively increase the Proposed CASP Area's housing development capacity.

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 under SB 330. However, this does not apply to zoning efforts that reduce intensity for certain parcels as long as increased capacity on other parcels results in no net loss in zoned housing capacity or intensity. As described above, the Proposed Project increases the capacity for up to 18,000 new housing units by the year 2040, compared to existing regulations which can accommodate 11,000 more housing units over existing conditions within the same timeframe, and therefore the Proposed Project complies with this requirement.

Summary of CEQA Findings

CEQA Findings

The Proposed Project is intended to guide and regulate the growth and future development of the Proposed CASP Area, especially affordable, mixed-income, and permanent supportive housing, through the year 2040, and its adoption would not constitute a commitment to any specific project or development. Therefore, the EIR considered issues at a broader Specific Plan-level. Any future discretionary projects within the Proposed CASP Area would need to be approved individually in compliance with CEQA. The Draft EIR found that the environmental impacts of most of the issue areas were either less than significant without mitigation measures or less than significant with mitigation. Based on the analysis contained in the Draft EIR, the Proposed Project would result in unavoidable significant environmental impacts with regard to: Air Quality (Construction and Operation), Cultural Resources (Historical Resources and Cumulative Archeological), Noise (Construction and Stationary Mobile Sources), and Transportation (Off-ramp Queuing).

Recommended Plan

The Proposed Project was analyzed in the Draft EIR. As discussed above, some changes have been made to the Proposed Project since the Draft EIR was published. However, these changes have been determined to not result in new significant impacts and do not add significant new information to the EIR. As such, the changes do not require recirculation.

Final EIR

Section 15088 of the CEQA Guidelines requires the lead agency, Department of City Planning, to evaluate comments on environmental issues received from public agencies and interested parties who review the Draft EIR and provide written responses. The lead agency received written comments on the Draft EIR from public agencies and community groups. Responses to all comments received during the comment period will be included in the Final EIR. Pursuant to Section 15025(c) of the CEQA Guidelines, the City Planning Commission as a recommending body on the Proposed Project, is required to consider the Draft EIR and make a recommendation to the City Council. The Final EIR and associated CEQA Findings and Statement of Overriding Consideration will be provided to, and considered by, the City Council prior to adoption of the Proposed Project and certification of the EIR.

PUBLIC HEARING AND COMMUNICATIONS

Public Outreach

Since the CASP update began in 2021, City Planning has hosted and attended various outreach events and meetings to gather feedback and share information about the Proposed Project. Initial focus group meetings were held at the early planning phase in January and February 2021 to engage with stakeholders and determine key issues and focus areas to include in the update. Four different focus group meetings were held with the following stakeholders: community-based organizations, affordable housing developers, market-rate developers, and institutional landholders. Discussions involved recommended stakeholder outreach, existing barriers to housing development, recommendations for building more affordable housing, and general land use or zoning concerns. Significant overarching themes drawn from the discussions were that more flexible development standards are needed to make housing development feasible within the CASP area, the City is also a large landholder with opportunity to develop, and planning work should prioritize transit-oriented communities and connecting them to more amenities and open space.

In addition to the initial focus groups, other outreach efforts leading up to the Public Hearing involved attending local neighborhood council meetings and meeting with individual stakeholders such as residents or interested parties when requested. City Planning attended multiple neighborhood council meetings both in-person and virtually throughout the update process from 2021 to 2023 for the Historic Cultural North Neighborhood Council, Lincoln Heights Neighborhood Council, and Greater Cypress Park Neighborhood Council, as well as meetings with other organizations such as the Southeast Asian Community Alliance (SEACA) and the Central City Association (CCA). During these meetings, City Planning staff presented an overview of the Proposed Project and answered questions about the proposed changes, such as the locations of where affordable housing and permanent supportive housing would be allowed and the process of determining affordable housing requirements in the Community Benefits Program.

Open Houses

Two virtual Open House events were hosted by City staff in 2021 and 2022 to provide opportunity for community members and residents of the Project Area or surrounding neighborhoods to give input and voice their questions and concerns. Flyers for the events were posted on the Department of City Planning's web page for the CASP updated and shared to emails listed on the Proposed Project's interested parties list.

On November 3, 2021, the first virtual Open House event was hosted via Zoom from 5:00 pm to 6:30 pm which consisted of a staff presentation and a Question and Answer (Q&A) session. An initial overview of the CASP, introduction to the proposed update concepts, update goals, and proposed changes to zoning and development standards were shared with 30 attendees at the event. Proposed concepts and maps were also made available for review in English, Spanish, and Simplified Chinese. Following the presentation, participants were welcomed to ask questions and provide suggestions on the proposed plan concepts, as well as the Community Benefits Program.

A Preliminary Draft of the CASP was released for public review in November 2022 on the project website, along with Fact Sheets and Summary Documents in English, Spanish, and Simplified Chinese. A second virtual Open House was held by staff on December 7, 2022 via Zoom to discuss the released Preliminary Draft Plan, provide information, and gather feedback on the Draft. The event took place from 6:00 pm to 7:30 pm and included a staff presentation on details of the draft plan, followed by a Q&A session.

Similar questions and comments were voiced at each Open House event. Questions involved a range of topics including Proposed Plan's strategies to address gentrification and displacement,

particularly in the surrounding neighborhoods of Lincoln Heights and Chinatown; opportunities for 100 percent affordable housing; the Proposed Plan boundaries; and the timeline of the update process. Other questions and comments were specific to proposed zoning districts and implementation of the Community Benefits Program in tandem with other relevant plans such as the Downtown Community Plan, or other housing incentive programs.

Information Session and Public Hearing

City Planning held a Virtual Information Session and Public Hearing using Zoom on September 27, 2023. The Information Session took place from 6:00 pm to 6:30 pm and included a presentation by staff providing an overview of the proposed Plan updates, land use and zoning changes, and the new Community Benefits Program. The Public Hearing was held from 6:30 pm to 8:00 pm and provided a formal opportunity for participants to give their comments on the proposed update. Simultaneous interpretation was provided in Spanish for both the Information Session and Public Hearing portions. There were approximately 30 attendees for the event.

A Notice of Public Hearing was mailed out to approximately 6,900 addresses within the Project Area and 500-foot radius of the Project Area. The notice was also published on the Department's project website for the CASP, [Planning4LA.org/CASP-update](https://planning4la.org/CASP-update), and emailed to individuals on the CASP's interested parties list. The notice included Spanish translation as well.

Office Hours

Following the Information Session and Public Hearing, City Planning hosted in-person Office Hours at Albion Park in Lincoln Heights on November 18, 2023, to provide further opportunity for stakeholders to engage with planners, ask questions, and learn more about the CASP Update. Office Hour appointment slots were available to be booked on the CASP website in 15-minute slots, in addition to walk-in appointments. Office Hours were held from 10:00 am to 1:00 pm outdoors in the park's courtyard, where staff was available at a table to meet with stakeholders one-on-one or in groups. The draft plan, zoning and land use maps, a DEIR copy, and a CASP fact sheet were also provided for reference and review. There were about 12 attendees total. Common concerns and questions heard revolved around incompatibility between residential neighborhoods and directly adjacent industrial uses that increase residents' health and safety risks, locations of rezoning and impact on surrounding neighborhood character, and the possibility of permanent supportive housing development within the Proposed Project Area. Multiple attendees expressed unease towards permanent supportive housing being allowable in most Use Districts but were otherwise supportive of having more 100 percent affordable housing development in the area.

Summary of Public Hearing Testimony and Written Communications

Throughout the update and community engagement process, a number of comments were received via email, phone calls, and verbally during outreach events. At the virtual Public Hearing on September 27, 2023, 12 verbal comments were received about the Proposed Project. After the Hearing, additional written comments were received via email. The public comment period was open for two weeks following the public hearing for additional comment submissions, which were accepted until October 11, 2023. Topic areas that were raised ranged from inclusive community engagement, the Community Benefits Program, affordable housing requirements, concerns of displacement, and more general comments. A summary of comments and written comments received is provided below, presented by topic area:

Community Engagement

- Reach more low-income community members with language and technology barriers
- Center racial equity in the update process and include an outcome-focused racial equity analysis
- Provide additional in-person engagement opportunities for community members, especially in Lincoln Heights neighborhoods
- Not enough public education about the Plan update and more information should be mailed out in addition to the mailed notices

Community Benefits Program

- Add goals and strategies to support small/legacy businesses, including rent subsidies, street vending infrastructure, and existing business protections
- Include subsidized commercial space for legacy businesses, publicly accessible open space, parks, and recreation, schools, daycare, elder care, community/cultural centers, and 100% affordable housing
- For publicly accessible space amenities, include public restrooms, drinking water, shade, phone charging stations, encourage inclusive design for seniors, and prevent hostile architecture
- Level 2 benefits should better reflect real community needs; there are already many schools in the Plan area including six charter schools
- Increase affordable unit requirements under the development incentives

Affordable Housing

- 100% market-rate housing should not be allowed in Public Use zone. Projects on public land should prioritize permanent supportive housing, affordable housing, and community serving uses
- Maximize Acutely Low Income (ALI) and Extremely Low Income (ELI) units
- Support for new zoning updates that will bring more housing and balance between market-rate and affordable housing
- Include more incentives and opportunities for 100 percent affordable housing projects

Gentrification and Displacement

- Include specific anti-gentrification/anti-displacement goals, policies, and strategies, including no net loss of affordable housing in the plan area
- Include tenant protections, including relocation protections, afforded by recent state legislation
- Relocation assistance should be prioritized within the CASP and surrounding neighborhoods
- Hotels should not be allowed by-right, as they exacerbate gentrification
- The minimum job-producing FAR in the Urban Innovation and Urban Center should be bulk of total FAR requirements
- Definition of job-producing use should prioritize current employment uses, such as warehousing and light manufacturing
- Risk of displacement has indirect impacts on environmental conditions such as recreation, GHG emissions, transportation
- Displaced residents should be able to avoid double relocation under right-of-return provisions
- New housing may not be for current residents and will draw people from outside the area that could lead to displacement
- New housing brought into the CASP may have spillover gentrifying effects on nearby Chinatown neighborhoods

Plan Boundaries

- CASP should add the parcel between the Los Angeles State Historic State Park and Solano Canyon, which is slated for redevelopment, to its boundaries

General/Other

- Not guaranteed that current residents in the CASP will benefit from the Plan update and new development
- Population increase correlated with development impacts of Plan update will strain existing underfunded resources such as schools and public transit, and will negatively impact traffic, pedestrian safety, pollution

EXHIBIT A:

Draft Resolution Certifying EIR and Adopting General Plan Amendments

CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023

RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, CERTIFYING ENVIRONMENTAL IMPACT REPORT STATE CLEARINGHOUSE (SCH) No. 2021040206 (ENV-2021-2643-EIR) AS RELATED TO THE UPDATE TO THE CORNFIELD ARROYO SECO SPECIFIC PLAN; ADOPTING FINDINGS OF FACT PURSUANT TO PUBLIC RESOURCES CODE SECTION 21081(a); APPROVING A MITIGATION MONITORING PLAN; ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; AND ADOPTING AMENDMENTS TO THE LAND USE ELEMENT OF THE GENERAL PLAN AND THE FRAMEWORK ELEMENT.

WHEREAS, the Cornfield Arroyo Seco Specific Plan (CASP) was adopted by the City Council in 2013;

WHEREAS, the Department of City Planning has prepared an update to the CASP, which consists of all of the following:

- (1) Amendments to the General Plan Land Use Map, referred to as the Downtown Los Angeles Community Plan Map;
- (2) Amendments to the General Plan Land Use Map, referred to as the Northeast Los Angeles Community Plan Map;
- (3) Amendments to the Framework Element;
- (4) Zoning ordinances to implement the new CASP:
 - a. Proposed Zone Changes to the City of Los Angeles Zoning Map;
 - b. Proposed rescission of the existing CASP and establishment of the proposed CASP;
 - c. Proposed amendments to LAMC Chapter 1A;
 - d. Proposed amendment to the Cypress Park and Glassell Park Community Design Overlay (CDO);
 - e. Proposed rescission of the CASP Floor Area Payment Trust Fund; and

WHEREAS, a notice of public hearing on the Proposed Project was published in the "Daily Journal" on September 1, 2023, and notice was mailed to property owners and occupants on September 1, 2023 in accordance with LAMC Sections 11.5.6 and 12.32 C.4; and

WHEREAS, a hearing officer of the Planning Department, as a representative of the City Planning Commission, pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.6 C.1 and 12.32 C.2, held a public hearing regarding the Proposed Project on September 27, 2023 and made a report and recommendation; and

WHEREAS, a notice of a public hearing for the City Planning Commission was published in the "Daily Journal" on September 1, 2023, and notice was mailed to property owners and occupants on September 1, 2023 in accordance with LAMC Sections 11.5.6 and 12.32 C.4; and

WHEREAS, the City Planning Commission conducted a public hearing on December 7, 2023, and considered all evidence, both oral and written, made at the December 7, 2023 hearing, including but not limited to the Staff Report of the City Planning Department, including exhibits and appendices, which included the recommendations of the hearing officers, and

testimony, documents, and exhibits or attachments, submitted by interested parties, including other state and local agencies; and

WHEREAS, at the completion of the December 7, 2023 public hearing, the City Planning Commission recommended the City Council approve the Proposed Project; and

WHEREAS, the City Council finds the Proposed Project reflects the increased need for affordable, mixed-income, and supportive housing options since the existing CASP was adopted; and

WHEREAS, the City Council has reviewed and considered the Final Environmental Impact Report (FEIR) No. ENV-2021-2643-EIR, inclusive of the Draft EIR and its appendices, in its determination of adopting the Proposed Project; and

WHEREAS, pursuant to the City Charter Section 555 and LAMC Section 11.5.6, the Mayor and the City Planning Commission have transmitted their recommendations to the City Council.

NOW, THEREFORE, BE IT RESOLVED, AS FOLLOWS:

1. Recitals. The foregoing recitals are true and correct and incorporated herein by reference.
2. Findings. The City Council has reviewed the City Charter, General Plan, Municipal Code, and State law findings recommended by the Los Angeles City Planning Commission located in _____ and adopts these findings as the findings of the City Council.
3. CEQA Certification, Findings, and Statement of Overriding Considerations.
 - (a) Contents of FEIR. Pursuant to CEQA Guidelines Section 15132, the Final Environmental Impact Report (FEIR), which is attached hereto and incorporated herein by this reference, includes the Draft EIR SCH No. 2021040206 (ENV-2021-2643-EIR), dated July 20, 2023, the Draft EIR appendices, and the document titled "Final EIR" dated _____, including all its related appendices and attachments.
 - (b) EIR Certification. The City Council certifies:
 - (1) the FEIR has been completed in compliance with CEQA
 - (2) the FEIR was presented to the City Council and that the City Council has reviewed and considered the information contained in the FEIR prior to approval of the Proposed Project, and all of the information contained therein has substantially influenced all aspects of the decision by the City Council; and
 - (3) the FEIR reflects the City Council's independent judgement and analysis.
 - (c) Mitigation Monitoring. The Mitigation Monitoring Program (MMP) set forth in Exhibit 1 to this resolution, which is attached hereto and incorporated herein by this reference, is adopted to ensure that all mitigation measures described in the MMP are fully

- implemented. The City Council finds all of the mitigation measures in the MMP are feasible.
- (d) CEQA Findings. The Council also adopts the findings in the EIR Findings set forth in Exhibit 2 to this Resolution, which are attached hereto and incorporated herein by this reference. In adopting the EIR Findings, the Council ratifies, adopts, and incorporates the analysis and explanation in the FEIR, and ratifies, adopts, and incorporates in these findings, the determinations and conclusions in the FEIR relating to environmental impacts, mitigation measures, and alternatives.
- (e) Statement of Overriding Considerations. The City Council adopts the Statement of Overriding Considerations attached at Exhibit 2 to this Resolution, which is attached hereto and incorporated herein by reference. The City Council finds that each listed Proposed Project benefit identified in the Statement of Overriding Considerations provides a separate and independent ground for its approval of the Proposed Project and overrides all of the identified significant and unavoidable impacts of the Proposed Project.
- (f) Location and Custodian of Documents. The record of approval of the Proposed Project shall be kept in the office of the City Clerk, City of Los Angeles, City Hall, 200 North Spring Street, Los Angeles, California 90012 which shall be held by the City Clerk as the custodian of the documents; all other record of proceedings shall be kept with the Department of City Planning and the Director of the Department of City Planning shall be the custodian of the documents.
- (g) Notice of Determination. The Director of the Department of City Planning is directed to file a Notice of Determination as required by the Public Resources Code and CEQA Guidelines.
4. General Plan Amendments. The City Council approves the proposed General Plan map amendments found in Council File No. _____, as recommended by the City Planning Commission on _____, and adopted by the City Council on _____, to: (a) the Downtown Community Plan and Northeast Los Angeles Community Plan (Land Use Element); and (b) the Framework Element.
5. Reversion to Prior Specific Plan. Unless otherwise provided by action of the City Council, to the extent the proposed CASP update is enjoined (in whole or in part, permanently or temporarily), or set aside by court order, the existing CASP (as adopted in 2013) shall, by operation of law, be revived and continue in full force and effect, until such time as the injunction is dissolved, the court order is set aside, and/or until further action of the City Council.
6. Operative Date. To ensure the City's zoning ordinances are in conformity with the General Plan, Section 4 of this resolution shall be operative upon the Downtown Plan and New Zoning Code (CF-22-0617) becoming operative and the adoption by the City Council of the following implementing ordinances found in Council File No. _____ for the CASP Update: Amendments to Chapter 1A, zone changes to the City Zoning Map, and adoption of the proposed CASP.

CPC-2021-2642-SP

City Planning Commission Draft

Attachments:

1 – Exhibit __ MMP

2 – Exhibit __ CEQA Findings of Fact and Statement of Overriding Considerations

EXHIBIT A.1:

Existing General Plan Land Use Maps

CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023

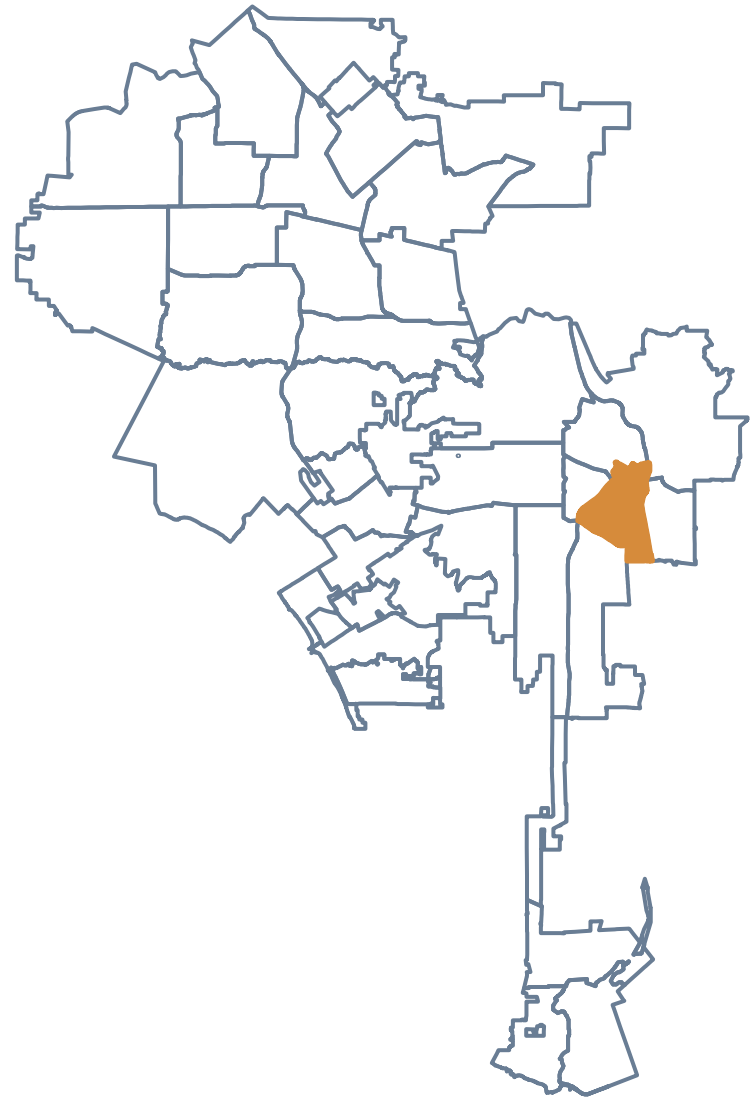
DRAFT GENERAL PLAN LAND USE DESIGNATION MAP

Downtown Community Plan

PROPOSED LAND USE

GENERAL PLAN DESIGNATION	FORM	CORRESPONDING USE	DENSITY	SPECIAL DISTRICT
Transit Core	HB1, HB2, HB3, HB4, HB5	CX2, CX3, CX4	FA	ADP-RI0, LASED
Traditional Core	DM3, DM4, HM1, HM2	CX2, CX3, CX4	FA	
Community Center	DM1, DM2, DM5 LM2, MB4	CX1, CX2, CX3	FA	
Hybrid Industrial	LM1, MB2, MB3, MB4, MM1	IX3, IX4	FA	GW(CA), UC(CA) UI(CA), UV(CA)
Markets	DM1, MB1, MB4	IX1, IX2, IX3	FA	
Village	LM2, MN1	CX1, CX2, RX1	FA	
Open Space	LF1, VF1	A1, OS1	1L, N	GW(CA)
Public Facilities	DM1, DM2, DM4, HB2 HB3, HB4, HB5, HM1 HM2, LF1, LM2, LN1 MB1, MB3, MB4 MF1, MM1, MN1	P2	FA, N	ADP-RI0
Public Facilities - Freeways				FWY
Medium Neighborhood Residential	LM2, LN1	RG1, RX1	FA	
Production	LF1, MB2, MM1, VF1	I1, I2	N	

CITY OF LOS ANGELES



PLAN BOUNDARIES

Community Plan Area

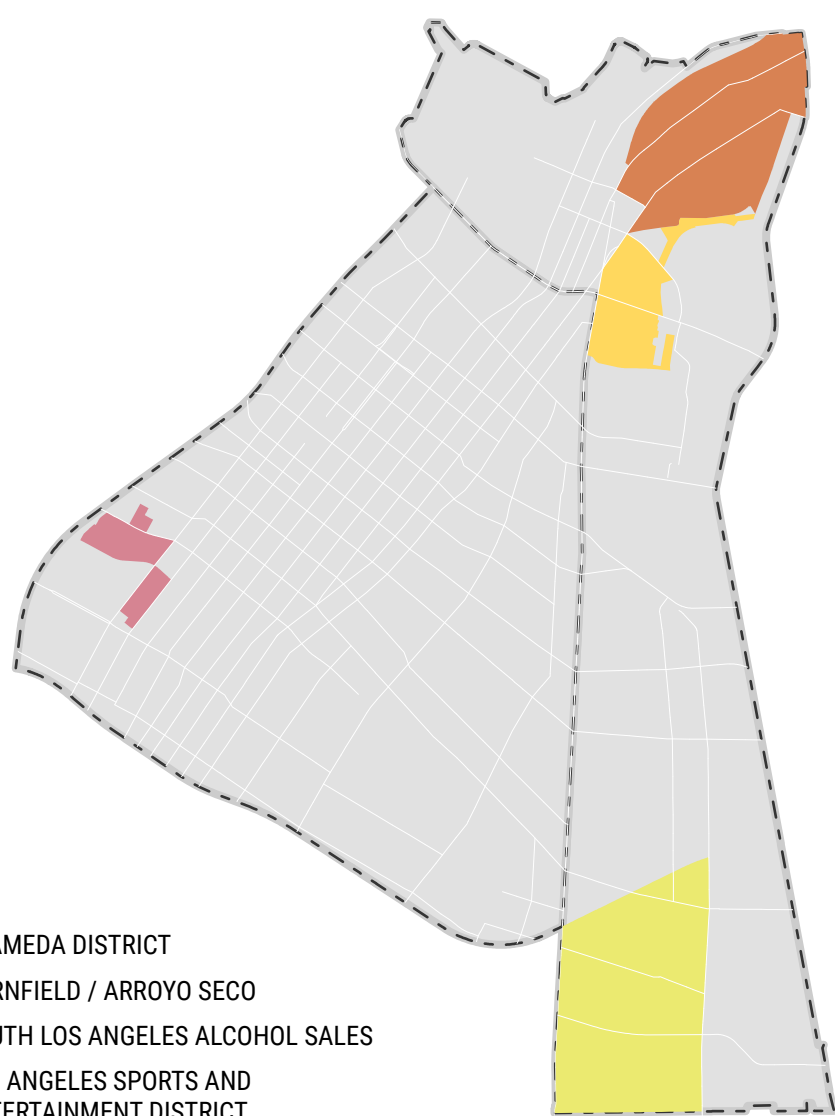
TRANSPORTATION

- Metro Rail - Station
- Metro Rail - Station (Under Construction)
- Metro Rail - Lines
- Freeways

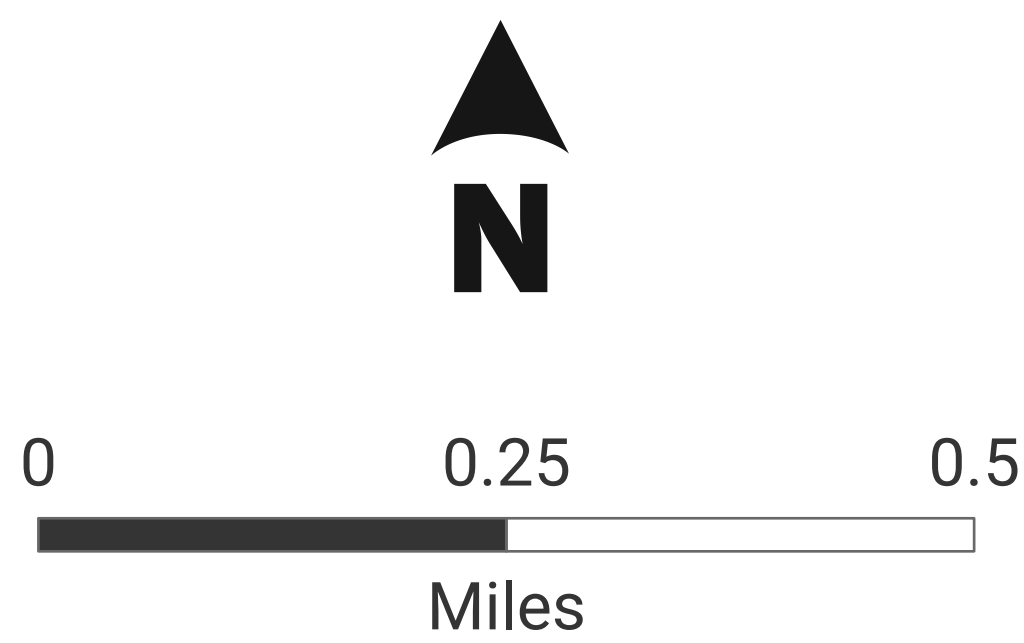
SERVICE SYSTEMS

- City Hall
- Correctional Facility
- Cultural/Historical Site
- Department of Water and Power Property
- Fire Department Headquarters
- Fire Station
- Helistop
- Historic/Cultural Monument
- Hospital
- MWD Headquarters
- Park
- Police Headquarters
- Police Station
- Post Office
- Public Elementary School
- Public Housing
- Public Library
- Public Senior High
- School District Headquarters
- Social Services
- Special School Facility

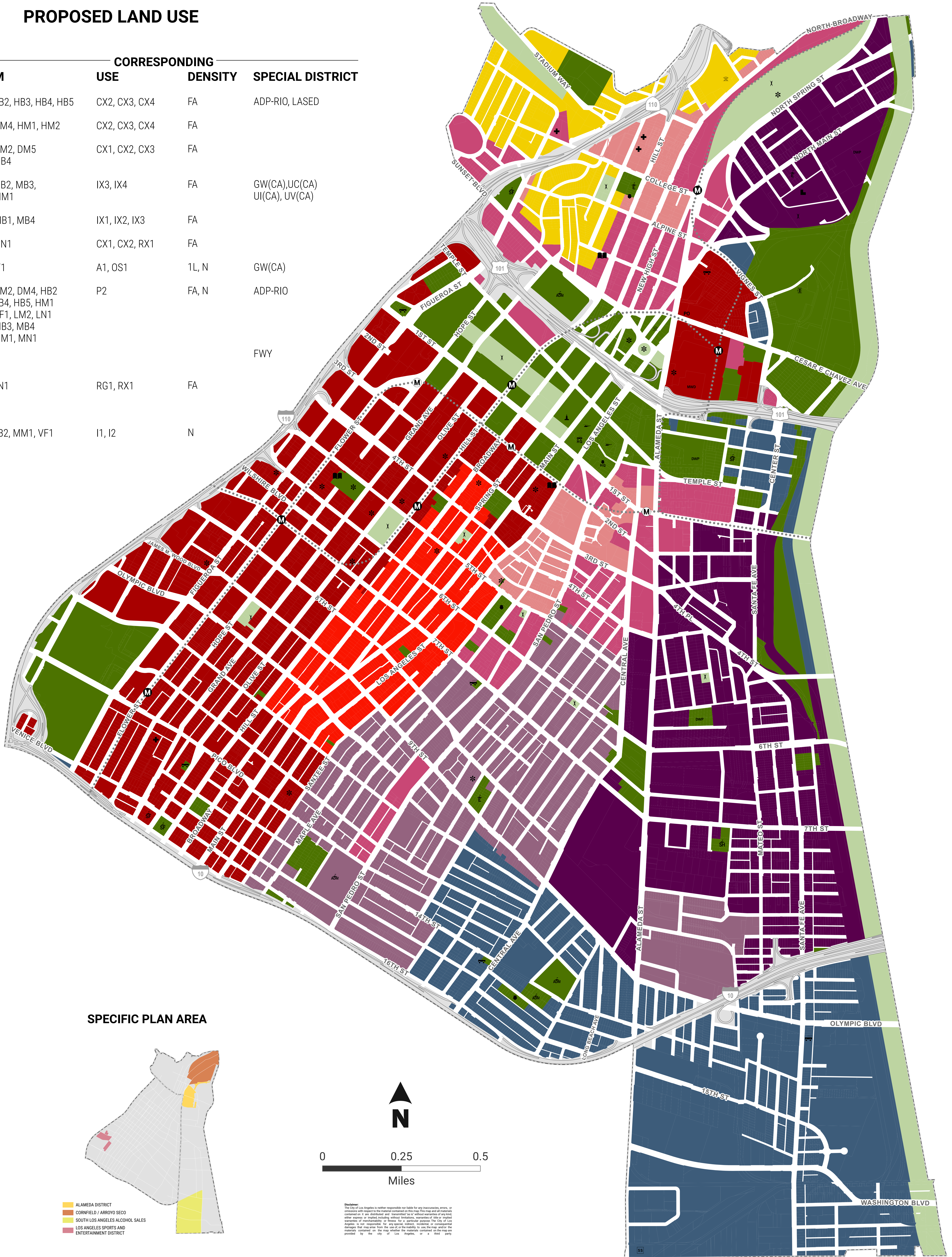
SPECIFIC PLAN AREA

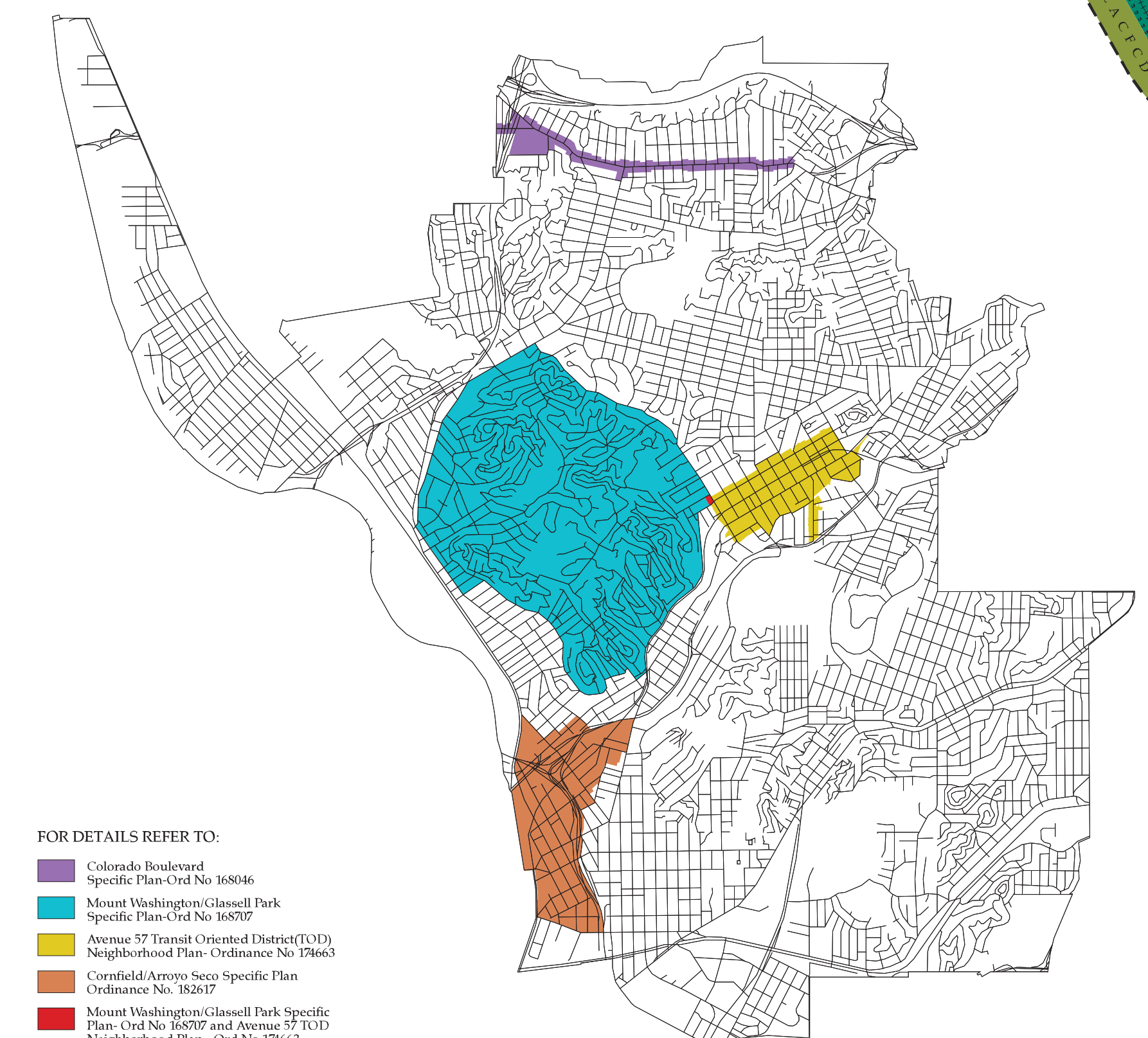
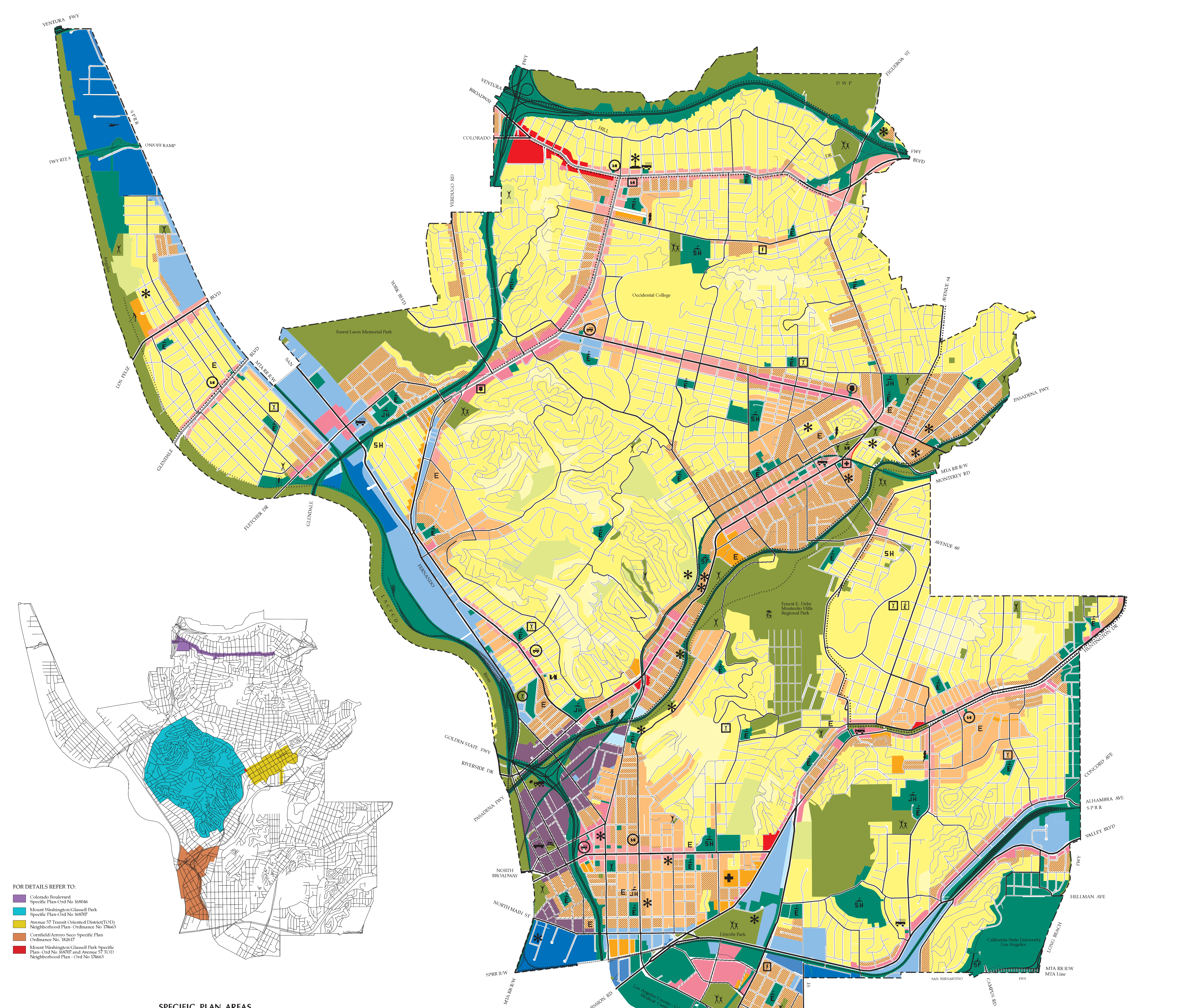


- ALAMEDA DISTRICT
- CORNFIELD / ARROYO SECO
- SOUTH LOS ANGELES ALCOHOL SALES
- LOS ANGELES SPORTS AND ENTERTAINMENT DISTRICT



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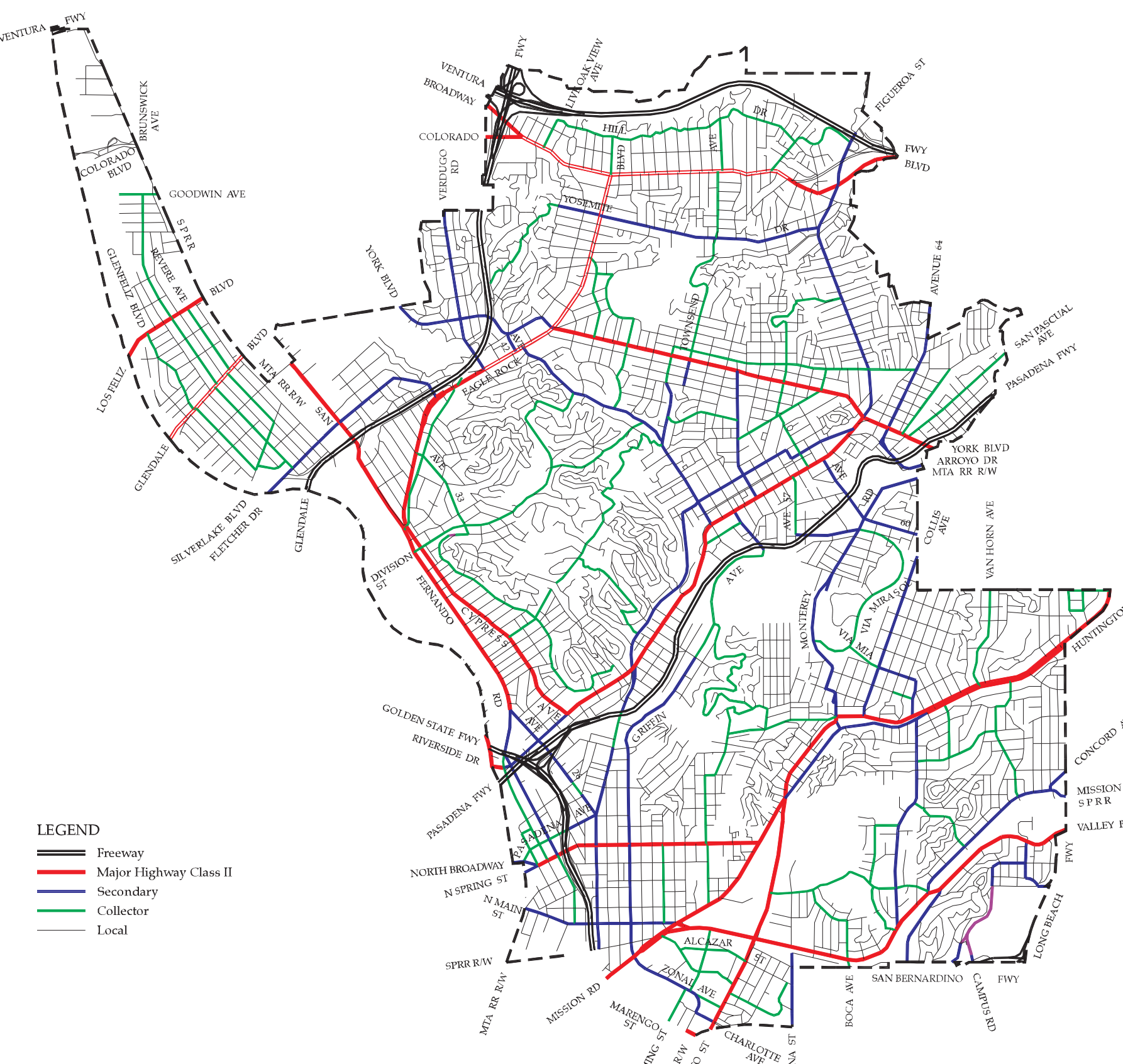




FOR DETAILS REFER TO:

- Colorado Boulevard Specific Plan - Ord No 180646
- Mount Washington/Classical Park Specific Plan - Ord No 180597
- Avenue 57 Transit Oriented District (TOD) Neighborhood Plan - Ordinance No 178663
- Countdown Area Specific Plan - Ordinance No 182617
- Mount Washington/Classical Park Specific Plan - Ord No 180697 and Avenue 57 TOD Neighborhood Plan - Ord No 178663

SPECIFIC PLAN AREAS



GENERALIZED CIRCULATION (See Note D)

Notes:
 A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (www.lacity.org/PLN).
 B. Other Special Area Maps may not be included in this document.
 C. Parcel level information (plan designations and zoning) can be found on the City Of Los Angeles' ZIMAS Map Automation Web Site.
 D. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.
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LAND USE

RESIDENTIAL	CORRESPONDING ZONES ¹⁴	MULTIPLE FAMILY	CORRESPONDING ZONES ¹⁴
MINIMUM	OS, A1, A2, RF40	LOW MEDIUM I	R1, RD1, RD4, RZ1, RZ4, RU
VERY LOW	RE20, RA, RE15, RE11	LOW MEDIUM II	RD1.5, RD2, RV1, RZ2.5
LOW	RE10, RS, RL, RU, RE18, RD5	MEDIUM	R3
COMMERCIAL	GENERAL ⁶	INDUSTRIAL	COMMERCIAL MANUFACTURING
NEIGHBORHOOD	CL, CK, CL1, C2, CA, C1, C2, C3, C4, C5, C6, C7, C8, C9, C10, C11, C12, C13, C14, C15, C16, C17, C18, C19, C20, C21, C22, C23, C24, C25, C26, C27, C28, C29, C30, C31, C32, C33, C34, C35, C36, C37, C38, C39, C40, C41, C42, C43, C44, C45, C46, C47, C48, C49, C50, C51, C52, C53, C54, C55, C56, C57, C58, C59, C60, C61, C62, C63, C64, C65, C66, C67, C68, C69, C70, C71, C72, C73, C74, C75, C76, C77, C78, C79, C80, C81, C82, C83, C84, C85, C86, C87, C88, C89, C90, C91, C92, C93, C94, C95, C96, C97, C98, C99, C100	LIMITED	CMM, MRL, P
COMMUNITY ⁶	CR, C2, C4, P, PR, I, RAS	HEAVY	ML, MR, P
		HEAVY INDUSTRIAL	HL, CL, P
		OPEN SPACE, PUBLIC FACILITIES	OS, A1
		PUBLIC FACILITIES ¹²	PF

CIRCULATION

Freeway ⁸	Divided Major Hwy II
Scenic Divided Major Hwy II	Junior High School - Public
Major Highway II	Senior High School - Public
Modified Major Highway II	Private Elementary School
Scenic Major Highway II	Private Senior High School
Secondary Highway	Special Facility
Modified Secondary	RECREATIONAL SITES
Scenic Secondary Hwy	Neighborhood Park
Collector Street	Community Park
Modified Collector Street	Regional Park
Local Street ⁸	Golf Course - Private
Modified Local St	OTHER FACILITIES
Modified Industrial Local St	Community Library
Railroad RW	Regional Library
MTA Line ¹¹	Fire Station
Equestrian Trail	Supply & Maintenance
Private Street	Power Receiving Station
	Dover Distribution Station
	Heliport
	Health Center
	Refuse Collection
	Maintenance Yard
	Cultural/Historical Site
	Municipal Office Site
	Police Station

ADMINISTRATIVE BOUNDARY

City Boundary
Community Boundary

NOTES:
 1. Proposed
 2. Proposed Expansion

SERVICE SYSTEMS¹³

SCHOOL SITES
Elementary School - Public
Junior High School - Public
Senior High School - Public
Private Elementary School
Private Senior High School
Special Facility
RECREATIONAL SITES
Neighborhood Park
Community Park
Regional Park
Golf Course - Private
OTHER FACILITIES
Community Library
Regional Library
Fire Station
Supply & Maintenance
Power Receiving Station
Dover Distribution Station
Heliport
Health Center
Refuse Collection
Maintenance Yard
Cultural/Historical Site
Municipal Office Site
Police Station

FOOTNOTES

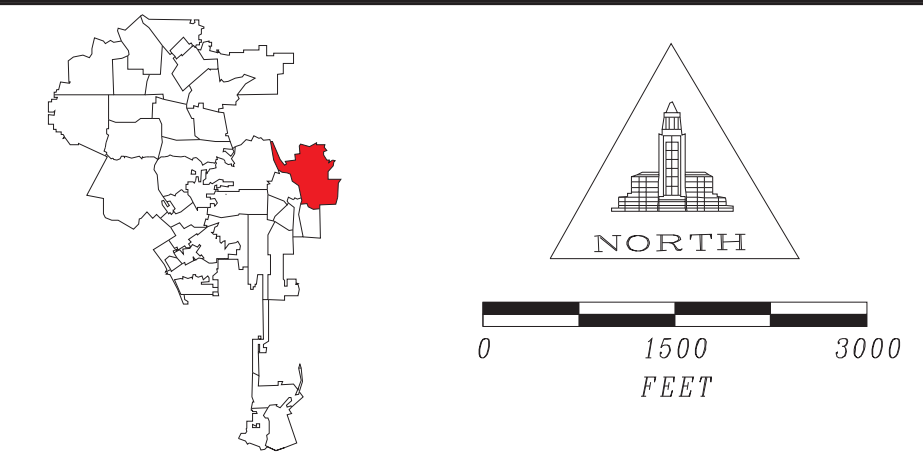
- Height District No. 1
- Gross acreage includes abutting streets.
- Boxed symbol denotes the general location of a potential facility. The symbol does not designate any specific private property for acquisition.
- Height District No. 1VL
- Height District No. 1L
- These designations include associated parking.
- Minimum Density Residential Uses may be permitted on privately owned Open Space.
- Local streets and fireways are shown for reference only.
- Circled symbol indicates proposed site expansions.
- Riding academies and the commercial breeding, boarding, raising, or training of domestic animals are permitted in the A1 or A2 Zones by conditional use (LAMC 12.24.C.11.1). Any lot being lawfully used for such use at the time the property is first classified in the A1 or A2 Zone shall be deemed to be approved for such conditional use and may be continued thereon. (LAMC 12.24.F). New buildings or structures may be erected, enlargements may be made to existing buildings, and existing uses may be extended on the site, provided plans therefor are submitted to and approved by the Zoning Administration (LAMC 12.24.G).
- The Metropolitan Transportation Agency (MTA) has adopted a transit plan which proposes general corridor locations. Precise route alignments and station locations will be adopted only after detailed corridor studies and full public hearings.
- The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be re-zoned to the zoned use most consistent within 500 feet of the property boundary and still be considered consistent with the adopted Plan.
- Existing mobile home parks are consistent with the Plan. Future mobile home parks shall be consistent with the Plan when developed in the ROP Zone.
- Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval. Plan footnotes or other Plan map or text notations.
- Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular plan category unless the Plan is amended to so indicate.
- It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zone shown on the Plan, unless accompanied by a concurrent Plan Amendment.
- Height District 2D shall be permitted in the area of the Avenue 57 Transit Oriented District. Projects in compliance with the Avenue 57 Transit Oriented District Plan also shall be limited to a maximum Floor Area Ratio (FAR) of 3.0:1.
- Bikeways are shown on the Citywide Bikeways System maps contained in the City's 2010 Bicycle Plan, a component of the Transportation Element of the General Plan, which was adopted by the City Council on March 1, 2011.

GENERAL PLAN LAND USE MAP (as of June 25 2014)

NORTHEAST LOS ANGELES COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Department - Systems And GIS Division Michael LoGrande - Director



- FOOTNOTES:**
- Height District Number 1-VL exists throughout entire district, except where designated in the Echo Park Ave./Sunset Blvd. Community Center and as indicated in Footnotes 2 and 3. When a discretionary Floor Area Bonus is requested, building height should substantially conform to the 1-VL height district limitation.
 - Height District 1L in the area bounded by Boylston St., Bellevue Ave., Beaudry Ave. and Temple St.
 - Height District 2 with a maximum floor area ratio of 4.5: 1 in the area bounded by Beaudry Ave., Sunset Blvd., Pasadena Freeway and Temple St.
 - All structures in residential areas are limited to a maximum height of 45 feet. In residential areas governed by the hillside ordinance, structures are limited to a maximum height of 35 feet. Decision-makers are discouraged from exceeding designated heights in residentially zoned areas.
 - RAS 4 is a corresponding zone of commercially designated properties in areas identified as a Community Center (See Figure 1).
 - Glendale Blvd. from its intersection with Rowena Ave. and Fletcher Dr. to Deane St. is a designated Neighborhood District. Also see Footnote 13, the Plan text and Figure 1 and 2.
 - Sunset Boulevard from Echo Park Avenue to Alvarado Street and Alvarado Street from Montana Street to Temple Street is a designated Community Center. Mixed use and joint live/work uses are encouraged in this designated Community Center. Also see Footnote 13, the Plan text Policy 2-4.3 and Figures 1, 2 and 5.
 - A maximum 3:1 discretionary FAR is permitted for mixed-use and joint live/work units on Alvarado St. from Montana St. to Temple St. in a designated Community Center. Also see Footnote 13, the Plan text and Figure 1, 2 and 5.
 - Glendale Blvd. and Alvarado St. north of Sunset Blvd. to the Glendale Freeway Terminus is the boundary of a designated Artist-in-Residence district and a Commercial and Artcraft Overlay District. Mixed use and joint live/work uses are encouraged in this area and permitted by-right, especially as a reuse of industrially zoned properties. An FAR bonus equivalent to the square footage of public open space or other community facility or amenity (as defined in program and Policy 2-1.1) should be granted for proposed mixed-use projects which offer such facilities. Also see Footnote 13, the Plan text and Figures 2 and 4.
 - Sunset Blvd. from the Pasadena Freeway to Fountain Ave. is a designated Mixed Use Boulevard. A maximum 3:1 discretionary FAR is permitted for mixed-use and joint live/work projects on specified segments of Sunset Boulevard. Also see Footnote 13, Plan text Policy 2-4.3 and Figures 1, 2 and 5.
 - The Fountain-Hyperion Ave. corridor is a designated Mixed Use Boulevard. An FAR bonus equivalent to the square footage of public open space or other community facility or amenity (as defined in program and Policy 2-1.1) should be granted for proposed mixed-use projects which offer such facilities. Also see Footnote 13, the Plan text and Figures 1 and 2.
 - Temple St. from Glendale Blvd. to Silver Lake Blvd. is a designated Mixed Use Boulevard. A 3:1 FAR is permitted for mixed-use and joint live/work projects proposed on Temple St. with discretionary approvals. Also see Footnote 13, the Plan text Policy 2-4.3 and Figures 1, 2 and 5.
 - Mixed-use development, incorporating ground-floor commercial and above-ground residential, and joint live/work units are encouraged along Mixed Use Boulevards, and in designated Neighborhood Districts and in Community Centers, as permitted by the underlying zone and FAR bonuses as provided in these footnotes. See the Plan text and Figures 1, 2 and 5.
 - The Plan identifies the area generally bounded by Douglas St., Elysian Park, the S Freeway, the Glendale Freeway, Glendale Blvd., Berkeley Ave., Benton Way and Temple St. as a future HPOZ or other Supplemental Use District aimed at preserving the area's distinct architecture and neighborhood character.
 - A 10-foot dedication is required of any new construction on properties with frontage abutting the Los Angeles River, for purposes of development of a trail system along the river.
 - Stadium Way - the alignment shown for Stadium Way is for study purposes and is not necessarily a final determination of its future alignment.
 - Low Density properties within the dashed boundary (---) shall be limited to detached single family housing.
 - Low Medium Density properties within the dashed boundary (---) shall be limited to the RD2 zone.
 - Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.
 - Zones established in the LAMC, subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan designation unless the Plan is amended to so indicate.
 - It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
 - Local streets and freeways are shown for reference only.
 - Symbols denote the general location of a public facility and do not designate any specific private property acquisition.
 - When the use of property designated as "Open Space" (e.g. recreation, environmental protection) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
 - The Public Facility (PF) planning land use designation is premised on the ownership and use of the property by a government agency. The designation of the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that property zoned PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser then the property may be rezoned to the zoning most consistent with the 300 feet of the property boundary and still be considered consistent with the adopted Plan.
 - Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMF Zone.
 - Bikeways are shown on the Citywide Bikeways System maps contained in the City's Bicycle Plan, a part of the Transportation Element of the General Plan, which was adopted by the City Council on August 6, 1996.

FOR DETAILS REFER TO:

- Central City West Specific Plan - Ordinance No. 167944
- Vermont/Western Station Neighborhood Area Plan - Ordinance No. 170799
- Confidential Arroyo Seco Specific Plan - Ordinance No. 182671

SPECIFIC PLAN AREAS

- SUNSET
- FOUNTAIN AVE
- MYRA AVE
- HYPERION
- SANTA MONICA BLVD
- HOLLYWOOD
- SILVER LAKE
- TEMPLE
- ALVARADO ST
- BLVD
- HARBOR AVE
- BEAUDRY AVE
- ST
- PASADENA FWY
- BLVD
- STADIUM WAY
- PASADENA FWY
- BLVD
- NORTH BROADWAY

LAND USE

RESIDENTIAL ¹⁴	CORRESPONDING ¹⁹ ZONES	MULTIPLE FAMILY	CORRESPONDING ¹⁹ ZONES
LOW DENSITY	LOW ¹⁷	LOW MEDIUM I	R2, RD2, RD4, RZ2, RZ4, RLV1
	RE1, RS, RL, RL1, RL2, RD5	LOW MEDIUM II	RH1, S, RD2, RV2, RZ2.5
		MEDIUM	R3
COMMERCIAL ¹³	INDUSTRIAL		
NEIGHBORHOOD	CL1, C2, C4, RAS	COMMERCIAL MANUFACTURING	CMP
GENERAL	CL3, C2, CR4, RAS	LIMITED	ML, MLRP
COMMUNITY	CR2, C4, RAS	LIGHT	MZ, MR2, P
OPEN SPACE, PUBLIC FACILITIES			
OPENSACE ²²	OSA1		
PUBLIC FACILITIES ²³	PF		

CIRCULATION

Scenic Freeway ²⁰	Freeway ²⁰	Major Scenic Highway II	Modified Major Highway	Secondary Scenic Highway	Secondary Highway	Modified Secondary Highway	Collector Scenic Street	Collector Street	Local Street ²⁰	Modified Local Street	Private Street	Railroad	Equestrian Trail
Detached Single Family Housing ¹⁷	Historic Preservation Overlay Zone ^{14,18}	Site Boundary	Community Boundary										

SERVICE SYSTEMS²¹

SCHOOL SITES	RECREATIONAL SITES	OTHER FACILITIES
Public Elementary	Neighborhood Park	Police Training Site
Private Elementary	Community Park	Fire Station
Public Senior High	Regional Park	Community Library
Private Senior High	Special Recreation	Power Distribution Station
Public Special Facility		Maintenance Yard
Private Special Facility		DWP Pumping Station
		Cultural/Historical Site
		Health Center
		Historical/Cultural Monument
		I.A. River Gateway
		Area Library

SPECIAL BOUNDARY

Detached Single Family Housing ¹⁷	Historic Preservation Overlay Zone ^{14,18}	Site Boundary	Community Boundary
--	---	---------------	--------------------

ADMINISTRATIVE BOUNDARY

Community Boundary

Notes:

- The text of the Community Plan can be accessed on the City of Los Angeles' Web Page (www.lacounty.gov/PLN).
- Other Special Area Maps may not be included in this document.
- Parcel level information (plan designation and zoning) can be found on the City of Los Angeles' ZIMAS Map Automation Web Site.
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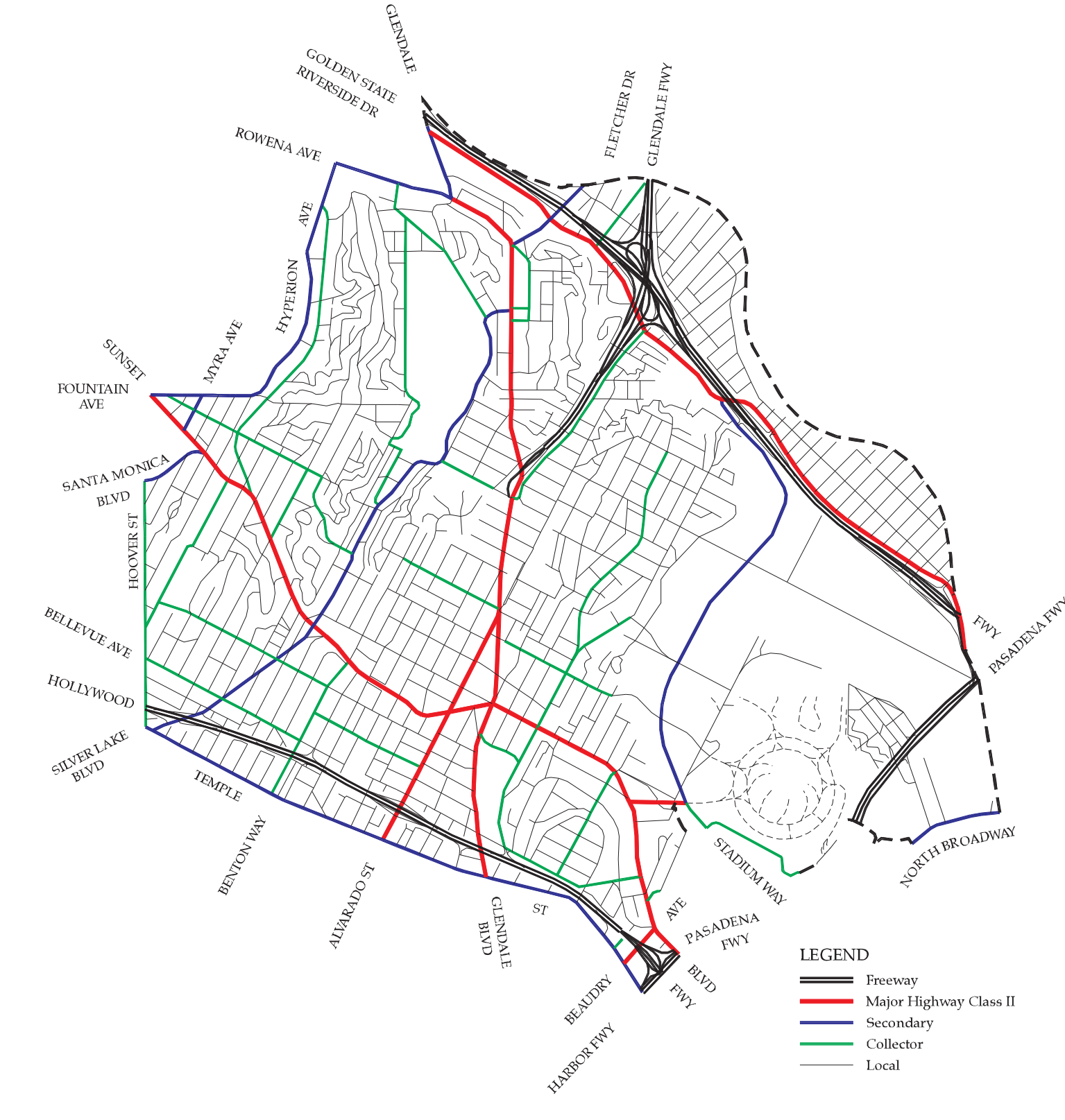


GENERAL PLAN LAND USE MAP (as of June 28 2013)

SILVER LAKE - ECHO PARK - ELYSIAN VALLEY COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Department - Systems And GIS Division Michael LoGrande - Director



GENERALIZED CIRCULATION
(See Note 'D')

LEGEND

- Freeway
- Major Highway Class II
- Secondary
- Collector
- Local

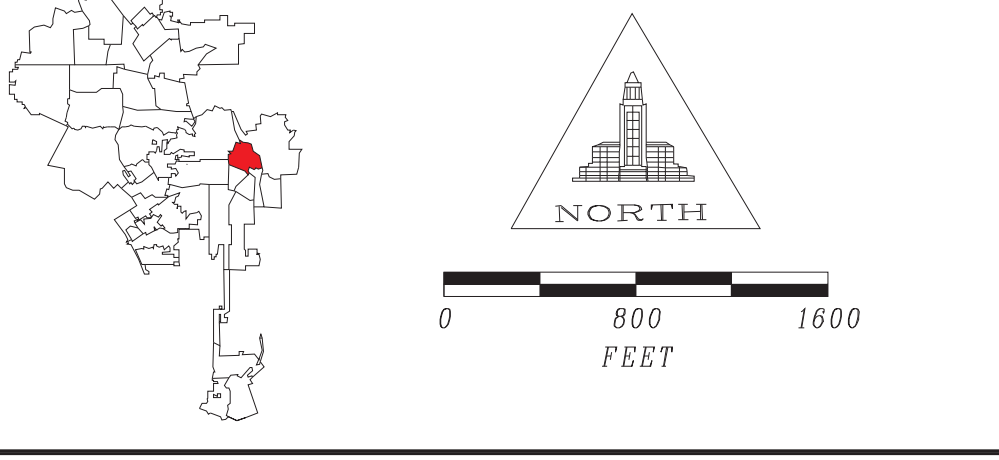


EXHIBIT A.2:

Proposed General Plan Land Use Map

CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023

General Plan Land Use Designation Map 1-2

- Hybrid Industrial*
- Public Facilities*
- Open Space*
- FWY

*Corresponds with CASP Special District

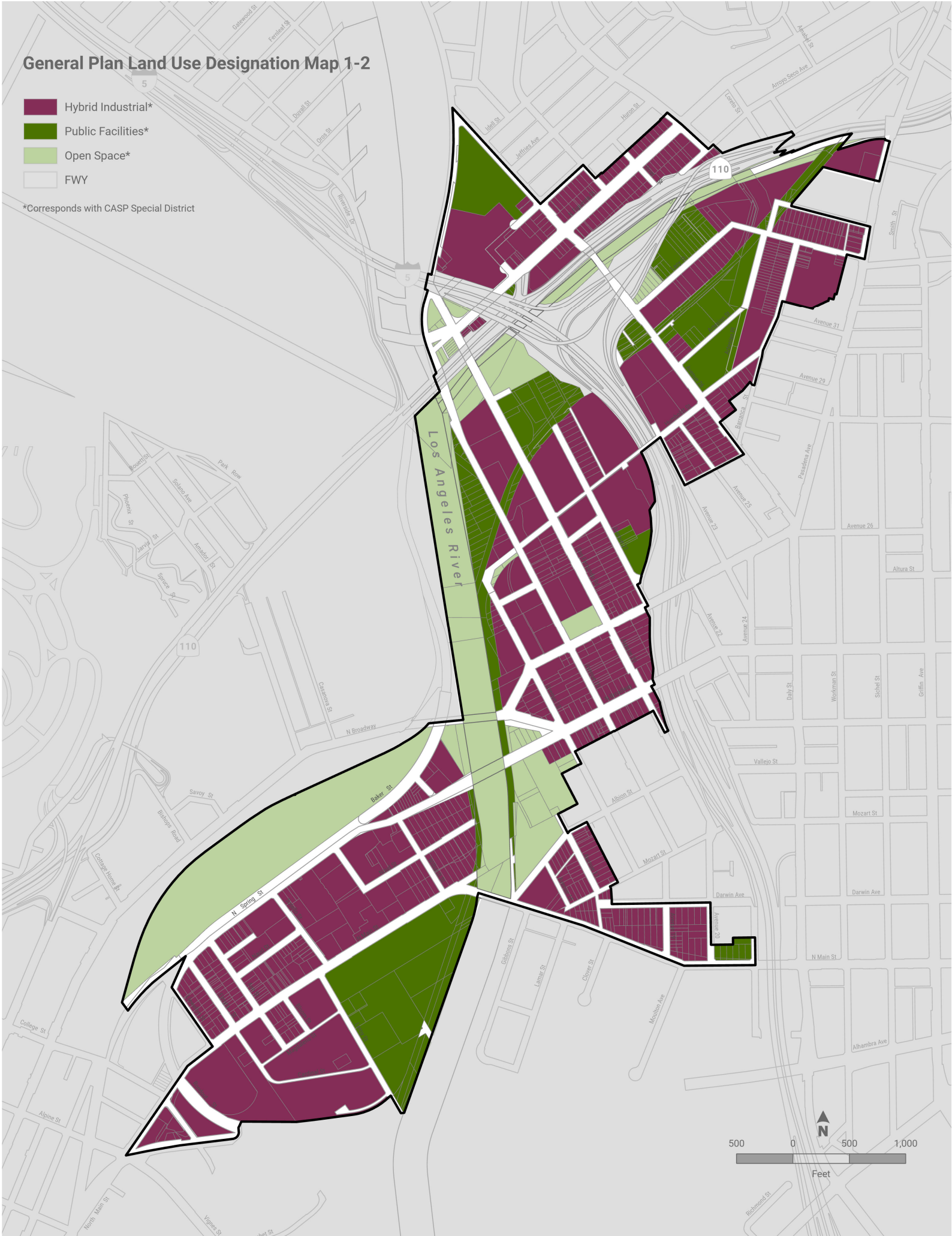


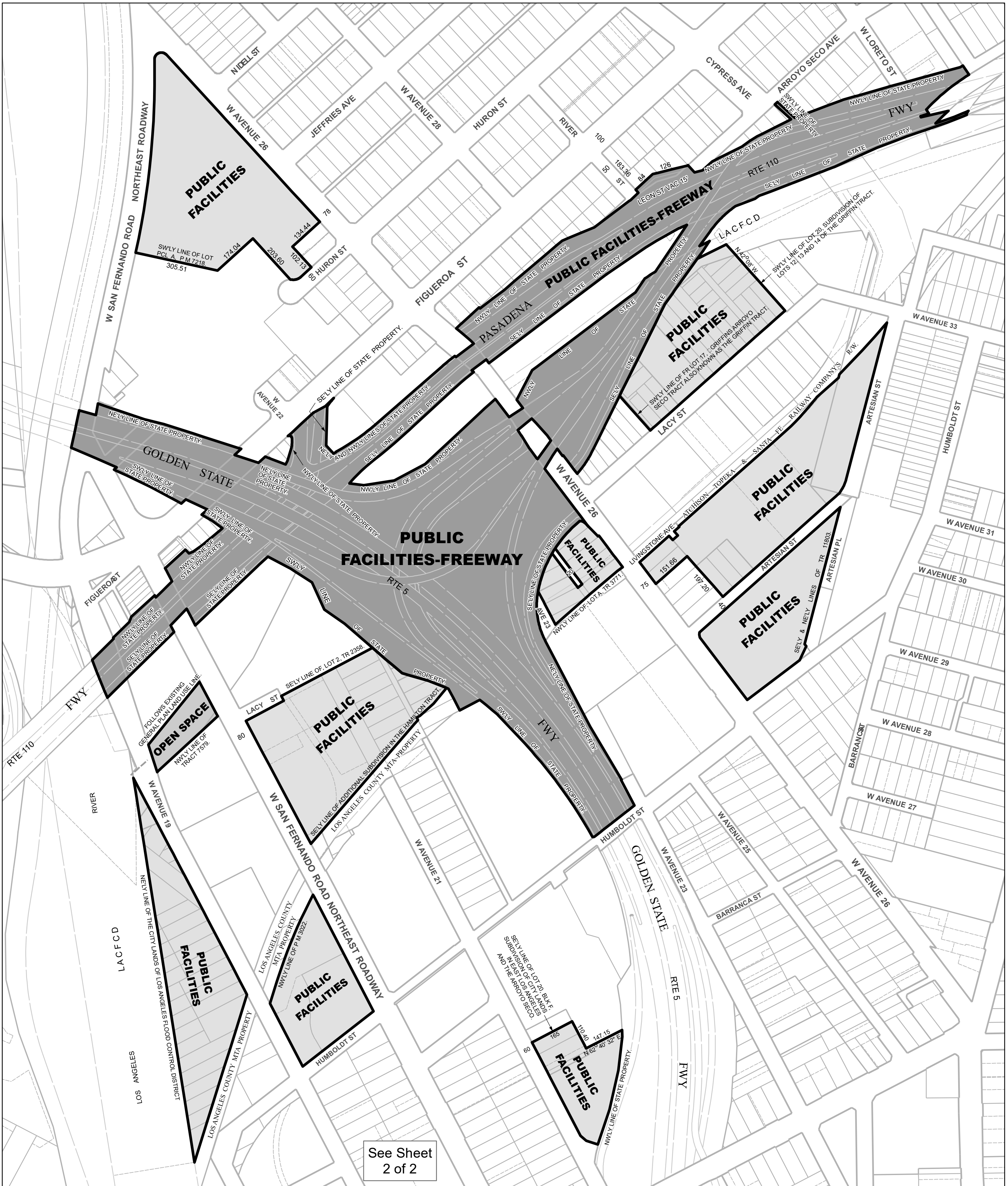
EXHIBIT A.3:

General Plan Land Use Change Maps

CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023



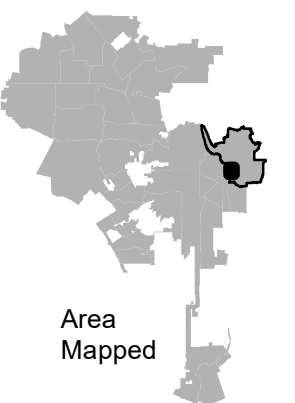
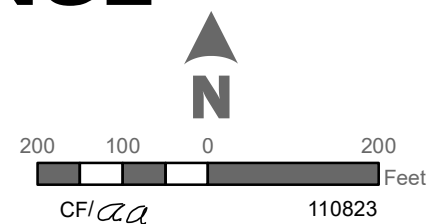
-  **PUBLIC FACILITIES-FREEWAY**
-  **PUBLIC FACILITIES**
-  **OPEN SPACE**

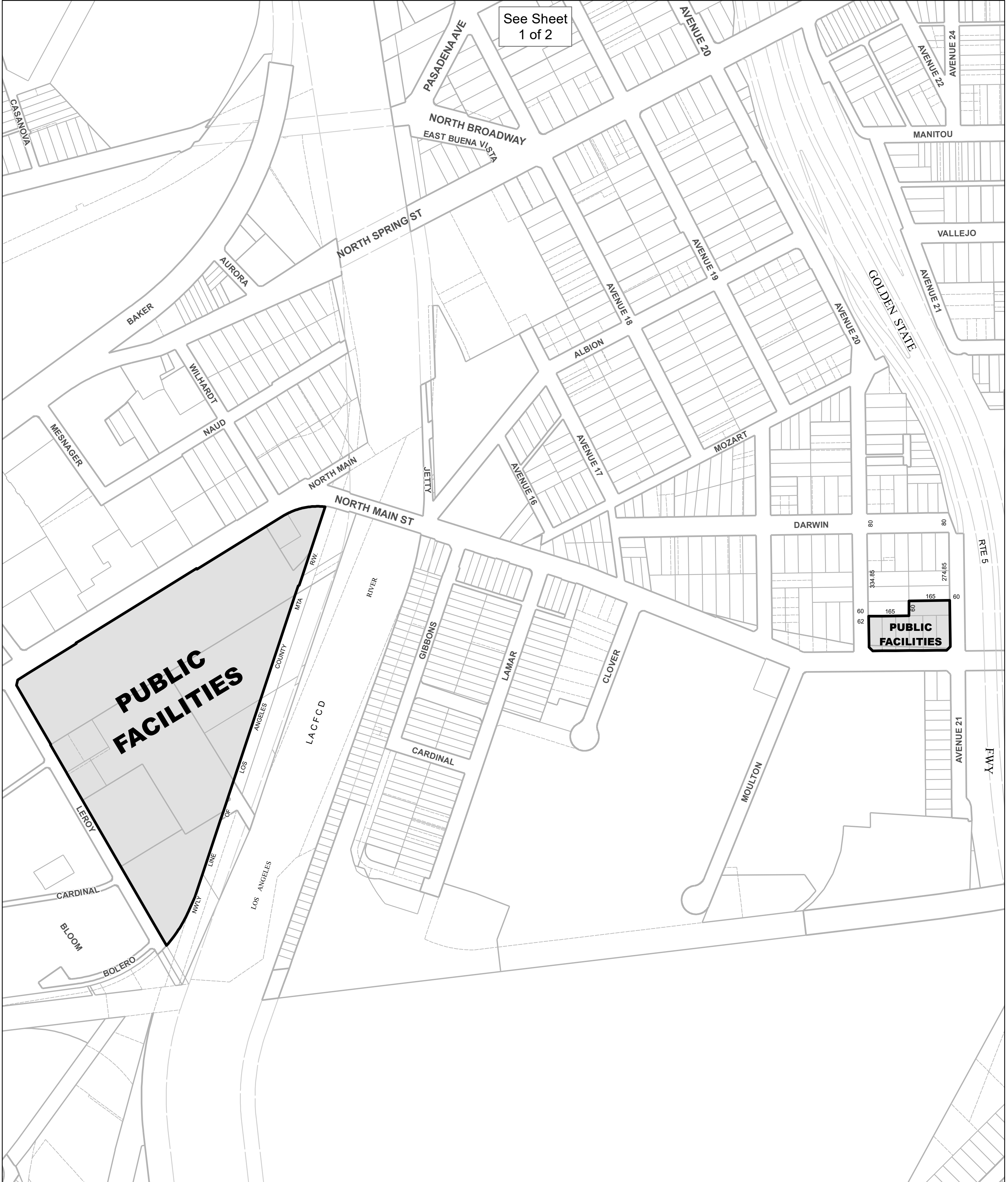
CORNFIELD ARROYO SECO GENERAL PLAN LAND USE CHANGE

CPC-2021-2642-SP

Sheet 1 of 2

Northeast Los Angeles





See Sheet
1 of 2

**PUBLIC
FACILITIES**

**PUBLIC
FACILITIES**

 **PUBLIC FACILITIES**

**CORNFIELD ARROYO SECO
GENERAL PLAN LAND USE CHANGE**

CPC-2021-2642-SP

Sheet 2 of 2

Northeast Los Angeles

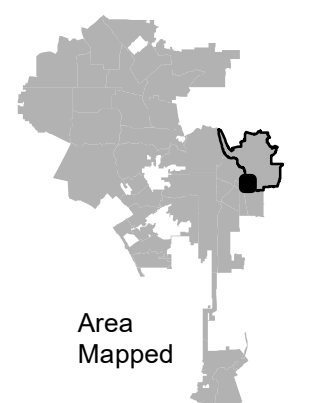
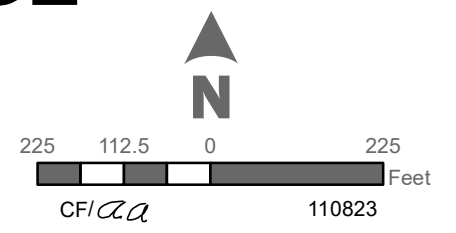


EXHIBIT A.4:

General Plan Framework Amendments

CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023

The Framework Element is amended as follows (underlined words added and ~~struckthrough~~ words deleted):

1. Amend Appendix A of the Framework Element to amend the second paragraph below “Relationship of Framework Element and New Land Use Designations” as follows:

Land Use Designations are introduced in Appendix A to differentiate those areas in the city that have adopted and implemented Chapter 1A of the LAMC and those that have not. These Land Use Designations shall only be for use and reference for properties where zoning districts established in LAMC Chapter 1A are adopted and implemented. This includes the following Community Plan or Specific Plan Areas:

- Downtown Community Plan Area
- Boyle Heights Community Plan Area
- Cornfield Arroyo Seco Specific Plan (CASP) Area

2. Amend Appendix A of Framework Element to amend the tables following “Zoning Correspondence”:

Amend Table 3-9a to read as follows:

Appendix A General Plan Land Use Designation	Corresponding Form Districts	Corresponding Use Districts	Corresponding Density Districts	<u>Corresponding Special Districts</u>
Hybrid Industrial	Mid-Rise, Low-Rise	Industrial Mixed	FA	<u>CASP</u>
Markets	Moderate-Rise, Mid-Rise	Industrial Mixed	FA	
Light Industrial	Very-Low Rise	Industrial-Mixed, Industrial	FA, N	
Production	Mid-Rise*	Industrial	N	
Industrial	Very-Low Rise	Industrial	N	

*Denotes where Form Districts with a Height Limit in Stories or Feet may correspond, but those that are limited solely by FAR may not.

Proposed Amendment to Chapter 1 and Appendix A of the Framework Element
 CPC-2021-2642-SP
 City Planning Commission Draft

Amend the following table as follows:

Appendix A General Plan Land Use Designation	Corresponding Form Districts	Corresponding Use Districts	Corresponding Density Districts	<u>Corresponding Special Districts</u>
Open Space	Very Low-Rise	Agricultural, Open Space	1L, N	<u>CASP</u>

Amend the following table as follows:

Appendix A General Plan Land Use Designation	Corresponding Form Districts	Corresponding Use Districts	Corresponding Density Districts	Corresponding Special Districts
Public Facilities	High-Rise, Moderate-Rise, Mid-Rise, Low- Rise, Very-Low Rise	Public	FA	<u>CASP</u>
Public Facilities - Freeways				FWY

EXHIBIT A.5:

Draft Environmental Impact Report (DEIR)

CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023

CPC-2021-2642-SP

City Planning Commission Draft

Cornfield Arroyo Seco Specific Plan (CASP) Update Draft Environmental Impact Report (DEIR)

Case Number: CPC-2021-2642-SP, ENV-2021-2643-EIR

State Clearinghouse Number: 2021040206

Publication Date: July 20, 2023

Comment Period End Date: September 18, 2023, at 5 p.m.

The Draft Environmental Impact Report and Appendices can be viewed in their entirety on the following webpage:

<https://planning.lacity.org/development-services/eir/cornfield-arroyo-seco-specific-plan-casp-update-deir>

EXHIBIT B.1:

Ordinance to Repeal the Existing CASP and Establish the Proposed CASP

CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023

ORDINANCE NO. _____

An ordinance repealing in its entirety the Cornfield Arroyo Seco Specific Plan (Ordinance No. 182,617), and establishing the new Cornfield Arroyo Seco Specific Plan, for a portion of the Downtown and Northeast Los Angeles Community Plan areas.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO HEREBY ORDAIN AS FOLLOWS:**

Sec. 1. The City Council hereby repeals the existing Cornfield Arroyo Seco Specific Plan (Ordinance No. 182,617) in its entirety.

Sec. 2. The City Council hereby establishes and adopts the attached Cornfield Arroyo Seco Specific Plan for the area shown on Map 1-1 contained in the Cornfield Arroyo Seco Specific Plan.

Sec. 3. Severability. If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this ordinance, which can be implemented without the invalid provisions and, to this end, the provisions of this ordinance are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Sec. 4. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

Hydee Feldstein Soto, City Attorney

By _____

Date _____

File No. _____

Pursuant to Charter Section 559, I
approve this ordinance on behalf of the
City Planning Commission and
recommend that it be adopted.

VINCENT P. BERTONI, AICP
Director of Planning

Date _____

The Clerk of the City of Los Angeles
hereby certifies that the foregoing
ordinance was passed by the Council of
the City of Los Angeles.

CITY CLERK

Ordinance Passed _____

MAYOR

Approved _____

CORNFIELD ARROYO SECO SPECIFIC PLAN

December 2023 Draft



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Chapter 1

Introduction

A. Administration


1. Authority

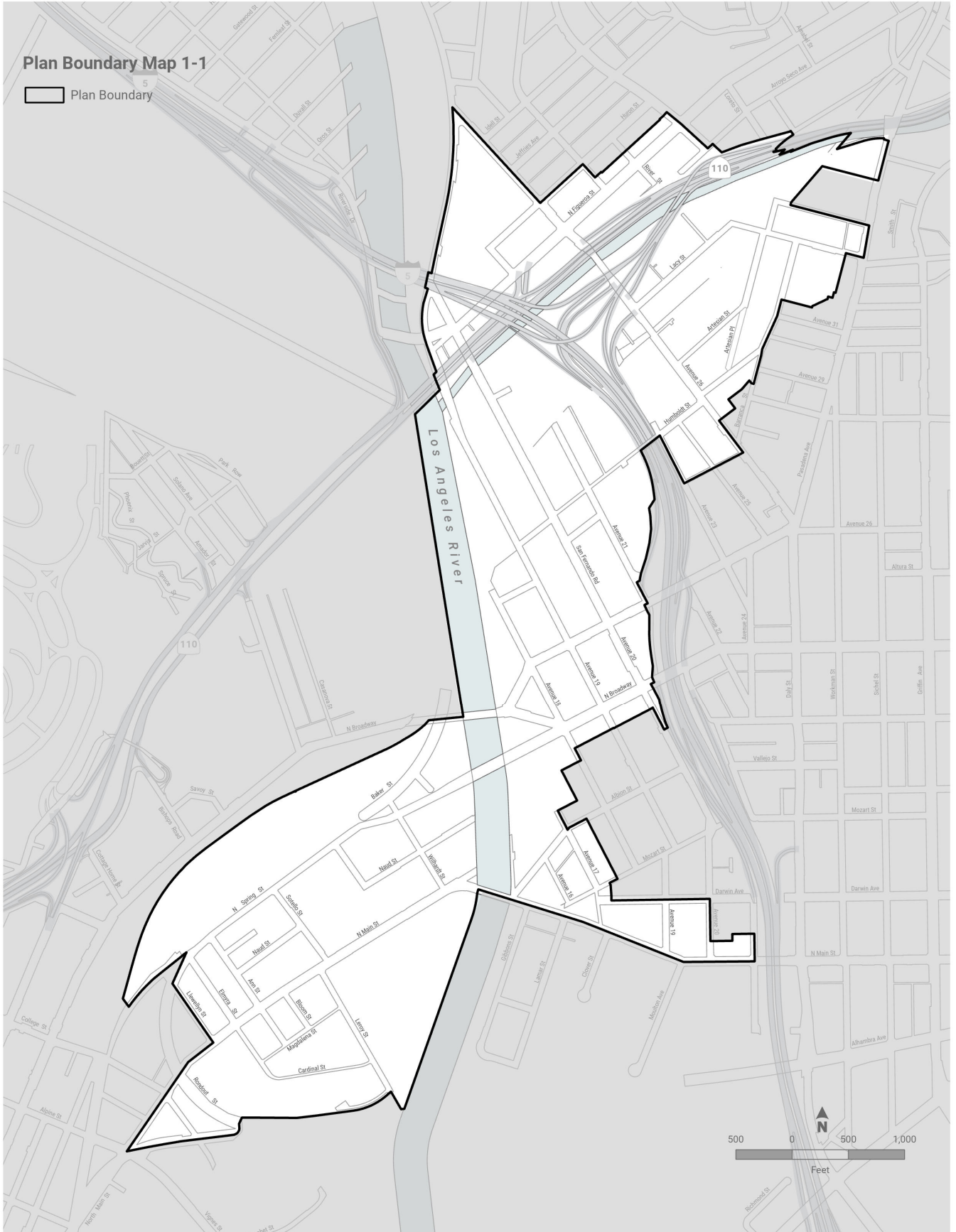
Pursuant to Div. 8.3. (*Special Districts*), Sec. 13B.1.2. (*Specific Plan Adoption/Amendment*), and Sec. 13B.1.3. (*Zoning Code Amendment*) of Chapter 1A (Zoning Code) of the Los Angeles Municipal Code (LAMC), the City Council hereby establishes a Special District that utilizes the provisions of this Cornfield Arroyo Seco Specific Plan (“CASP” or “Specific Plan”) as the vehicle for regulatory measures to achieve the planning objectives of the designated area.

2. Boundaries

The Special District shall apply to all lots located in whole or in part within the boundaries indicated on **Map 1-1 (Plan Boundary Map)** as specifically set forth in this Specific Plan, except for lots located within the Freeway Special District (“FWY”). The boundaries of each General Plan land use designation are illustrated on **Map 1-2 (General Plan Land Use Designation Map)**.

Plan Boundary Map 1-1

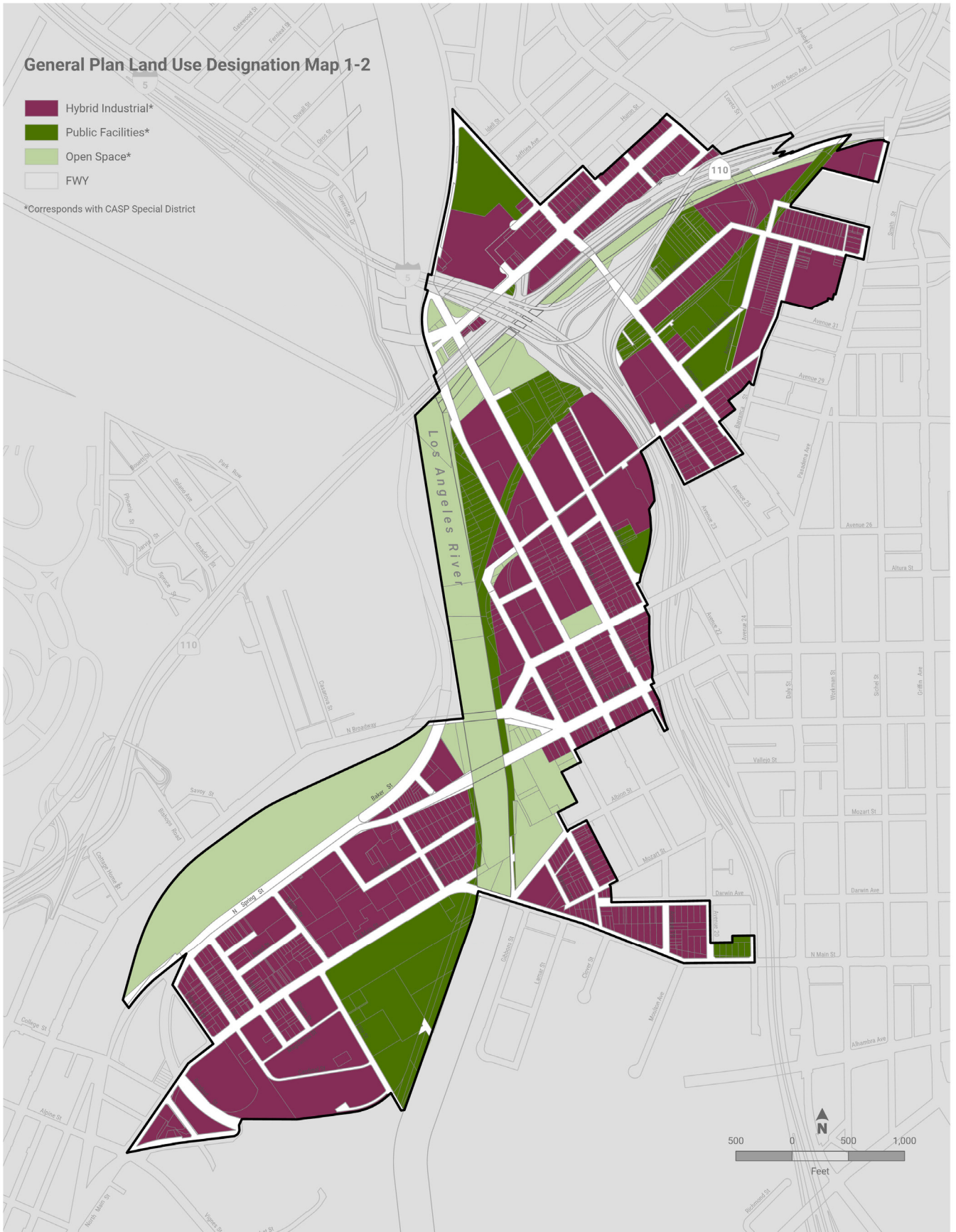
 Plan Boundary



General Plan Land Use Designation Map 1-2

- Hybrid Industrial*
- Public Facilities*
- Open Space*
- FWY

*Corresponds with CASP Special District



3. Purposes

The purposes of this Specific Plan are as follows:

- a. Establish regulatory measures for the designated Special District.
- b. Implement the Downtown Los Angeles and Northeast Los Angeles Community Plans.
- c. Increase the production of affordable, mixed-income, and permanent supportive housing within the Specific Plan Area.
- d. Protect residents, especially low-income households, from indirect and direct displacement, and ensure stability of existing vulnerable communities.
- e. Establish Specific Plan standards, processes, and procedures that are intuitive and transparent.
- f. Preserve employment areas that show a concentration of jobs, while supporting small and/or legacy businesses, local employment, new productive uses, and employment spaces, such as light industrial and general commercial uses.
- g. Provide a range of housing types and price levels that offer a full range of choices for people of diverse ages, ethnicities, household sizes, and incomes.
- h. Provide shops and services for everyday needs, including groceries, day care, restaurants, banks and drug stores, within walking distance from home or work.
- i. Facilitate pedestrian mobility, encourage bicycle use, and provide access to a variety of transportation options including frequent light rail and bus connections, shared vehicles, and bicycles.
- j. Lessen dependence on automobiles, and thereby reduce vehicle emissions, while enhancing the personal health of residents, employees, and visitors.
- k. Respect historically significant buildings, including massing and scale, while at the same time encouraging innovative architectural design that expresses the identity of contemporary Los Angeles.

- l. Reduce the use of energy and potable water, improve the ecology surrounding the Los Angeles River Watershed and Arroyo Seco, and create connections from the community to the River and Arroyo Seco.
- m. Provide public open space, including parks, courtyards, and plazas, within walking distance of residents and employees.
- n. Clean up sources of air pollution and soil contamination, while ensuring that the communities disproportionately burdened by environmental harms and risks are meaningfully involved in the process.

4. Definitions

The general rules and definitions as set forth in Article 14 (*General Rules*) of Chapter 1A (Zoning Code) of the LAMC shall apply to this Specific Plan.

Additionally, whenever the following terms are used in this Specific Plan, they shall be construed as defined herein. The definitions set forth in this ordinance that reference, or incorporate by reference, other statutes or ordinances are deemed to be amended when those statutes or ordinances are amended or renumbered from time to time.

“100 Percent Affordable Housing” shall mean a project in which 100 percent of the residential dwelling units, excluding any manager unit(s), are Restricted Affordable Units, as defined in Div. 14.2. (*Glossary*) of Chapter 1A (Zoning Code) of the LAMC.

“Mixed-income Housing” shall mean a project comprising a mix of market-rate and Restricted Affordable Units.

“Legacy Small Business” shall mean 1) any business that is on the Citywide Legacy Business Registry, or 2) a privately-owned corporation, cooperative, non-profit, social enterprise, or other entity that serves the neighborhood in which it is located, is not franchised or affiliated with a national chain, has been in continuous operation within a 2 mile radius of the project site within the City for at least 10 years with no break in its operations exceeding two years, and meets at least two of the following four standards:

- a. Has no more than 50 employees/shareholders;
- b. The business includes employees who can speak a language other than English in order to serve linguistically isolated members of the community;

- c. Accepts government issued assistance such as Electronic Benefits Transfer (EBT);
- d. Pays employees wages equivalent to or greater than those specified in Sec. 10.37.2 (Payment of Minimum Compensation to Employees) of Article 11 (Living Wage) of the Los Angeles Administrative Code.

5. Relationship to Other Zoning Regulations

- a. This Specific Plan contains self-contained zoning regulations pursuant to Div. 8.1. (*Specific Plans*) and Div. 8.3. (*Special Districts*) of Chapter 1A (Zoning Code) of the LAMC. The regulations of this Specific Plan supersede the Zoning Districts outlined in Part 2B (Form Districts), Part 3B (Frontage Districts), Part 4B (Development Standards Districts), Part 5B (Use Districts), and Part 6B (Density Districts) of Chapter 1A. All other provisions of Chapter 1A, including rules and non-string articles, apply to the properties within the boundaries of this Specific Plan.
- b. The Specific Plan (“CASP”) is the zone of the lot, as outlined in Sec. 1.5.2.A.4. (*Special Districts*) of Chapter 1A (Zoning Code) of the LAMC, for the properties located within its boundaries. It is intended, therefore, to serve as a zoning designation for purposes of California Public Resources Code Section 21083.3.
- c. Chapter 1 (General Provisions and Zoning) of the LAMC does not apply to the properties within the boundaries of this Specific Plan.
- d. All references to sections of the LAMC shall be deemed references to those sections as they are amended, modified, or renumbered from time to time. At the discretion of the Director, the Plan may be administratively modified for clarity to reflect any such amendments, modifications, or renumbering.
- e. **Reconciling Regulations.** Refer to Sec. 8.3.1.B.3. (*Reconciling Provisions*) of Chapter 1A (Zoning Code) of the LAMC. Wherever this Specific Plan contains provisions that establish regulations that are different from, more restrictive or more permissive than would be allowed or required pursuant to the provisions contained in the LAMC, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.

6. Uses and Buildings Made Nonconforming by This Plan

Any legally existing uses, buildings, or structures that are made nonconforming by the establishment of this Specific Plan shall be deemed to be legal nonconforming uses, buildings, or structures and may continue to exist, in accordance with Division 12.1. (*General Provisions*) of Chapter 1A (Zoning Code) of the LAMC.

7. Severability

If any portion, subsection, sentence, clause or phrase of this Specific Plan is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this Specific Plan. The City Council hereby declares that it would have passed this Specific Plan and each portion or subsection, sentence, clause and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses, or phrases may be declared invalid.



B. Applicability of the Specific Plan

1. Definition of a Project

Only the following Project Activities as set forth in Sec. 14.1.15. (*Project Activities*) of Chapter 1A (Zoning Code) of the LAMC shall constitute a Project in the Specific Plan:

- a. New Construction
- b. Major Demolition
- c. Facade Modification
- d. Use Modification

2. Applicability of Specific Plan Regulations

- a. Any Project Activity that constitutes a Project, in whole or in part, shall be done so in conformance with the Specific Plan's regulations as set forth in the applicability provisions of each Specific Plan chapter.
- b. The provisions of this Specific Plan apply to all buildings, structures, or land owned, operated or controlled by any person, corporation, or, to the extent permitted by law, governmental agency.
- c. In the event that any provision of this Specific Plan conflicts with LAMC Chapter 5, Article 7 (Fire Code), then LAMC Chapter 5, Article 7 (Fire Code) shall prevail.

C. Review Procedures

1. Prohibition of Issuance of Permits Prior to Specific Plan Review

The Department of Building and Safety shall not issue any building, grading, demolition, or change of use permit for any Project within the Specific Plan boundaries (in whole or in part) unless the Project has been reviewed pursuant to Subdivision 4 (Specific Plan Review) below.

2. Demolition

No demolition permit shall be issued for any Project unless building permits for a replacement development on the site have been issued, and any necessary land use entitlements have been granted.

- a. Notwithstanding the above this prohibition shall not apply to any structure deemed hazardous by the Department of Building and Safety.
- b. Furthermore, this prohibition shall not apply to structures that are considered uninhabitable.

3. Filing Requirements for Multiple Approvals

When an applicant applies for any discretionary approval for a property located (in whole or in part) within the Specific Plan boundaries, the applicant shall also apply for a Specific Plan Review.

4. Specific Plan Review

- a. **Administrative Review.** The Director shall grant an Administrative Review pursuant to Sec. 13B.3.1. (*Administrative Review*) of Chapter 1A (Zoning Code) of the LAMC, after reviewing the Project and determining that it is in compliance with all applicable provisions of the Specific Plan as indicated by a plan stamped by the Department of City Planning.
- b. **Scope of Review.** In reviewing a Project for an Administrative Review, the Director shall review the Project for compliance with those regulations that are applicable to the proposed scope of construction or use.

5. Project Compliance

A Project that has one or more of the following characteristics shall obtain Project Compliance pursuant to Section 13B.4.2. (*Project Compliance*) of Chapter 1A, in lieu of Specific Plan Review.

- a. Any development project which adds at least 500,000 square feet of nonresidential floor area.
- b. Any development project which adds at least 500 dwelling units.
- c. Any development project that includes drive-through lanes which results in a net increase of 500 or more average daily trips.
- d. Any change of use which results in a net increase of 1,000 or more average daily trips.

6. Project Adjustment

Refer to Sec. 13B.4.4. (*Project Adjustment*) of Chapter 1A (Zoning Code) of the LAMC.

7. Project Exception

Refer to Sec. 13B.4.5. (*Project Exception*) of Chapter 1A (Zoning Code) of the LAMC.

8. Specific Plan Interpretation

When there is a lack of clarity in the meaning of the Specific Plan's regulations, the Director of Planning may issue a written interpretation of the Specific Plan's regulations either upon application by an applicant or upon the Director of Planning's own initiation. Refer to Sec. 13B.4.6. (*Specific Plan Interpretation*) of Chapter 1A (Zoning Code) of the LAMC.

9. Conditional Use Permit

Refer to Sec. 13B.2.1. (*Class 1 Conditional Use Permit*), Sec. 13B.2.2. (*Class 2 Conditional Use Permit*), and Sec. 13B.2.3. (*Class 3 Conditional Use Permit*) of Chapter 1A (Zoning Code) of the LAMC.

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Chapter 2

Form

This Chapter establishes Form Districts to regulate the placement, scale, and intensity of buildings and structures on a lot in order to ensure building forms are compatible with their context and consistent with community goals.

A. Form Applicability

1. General

All Projects filed after the effective date of this Specific Plan shall comply with the Form District standards as further specified below.

2. Applicability

Refer to Sec. 2A.2.2. (*Form Applicability*) of Chapter 1A (Zoning Code) of the LAMC for the Form Rule Categories that apply to a Project based on the types of Project Activities involved.

3. Form Rules

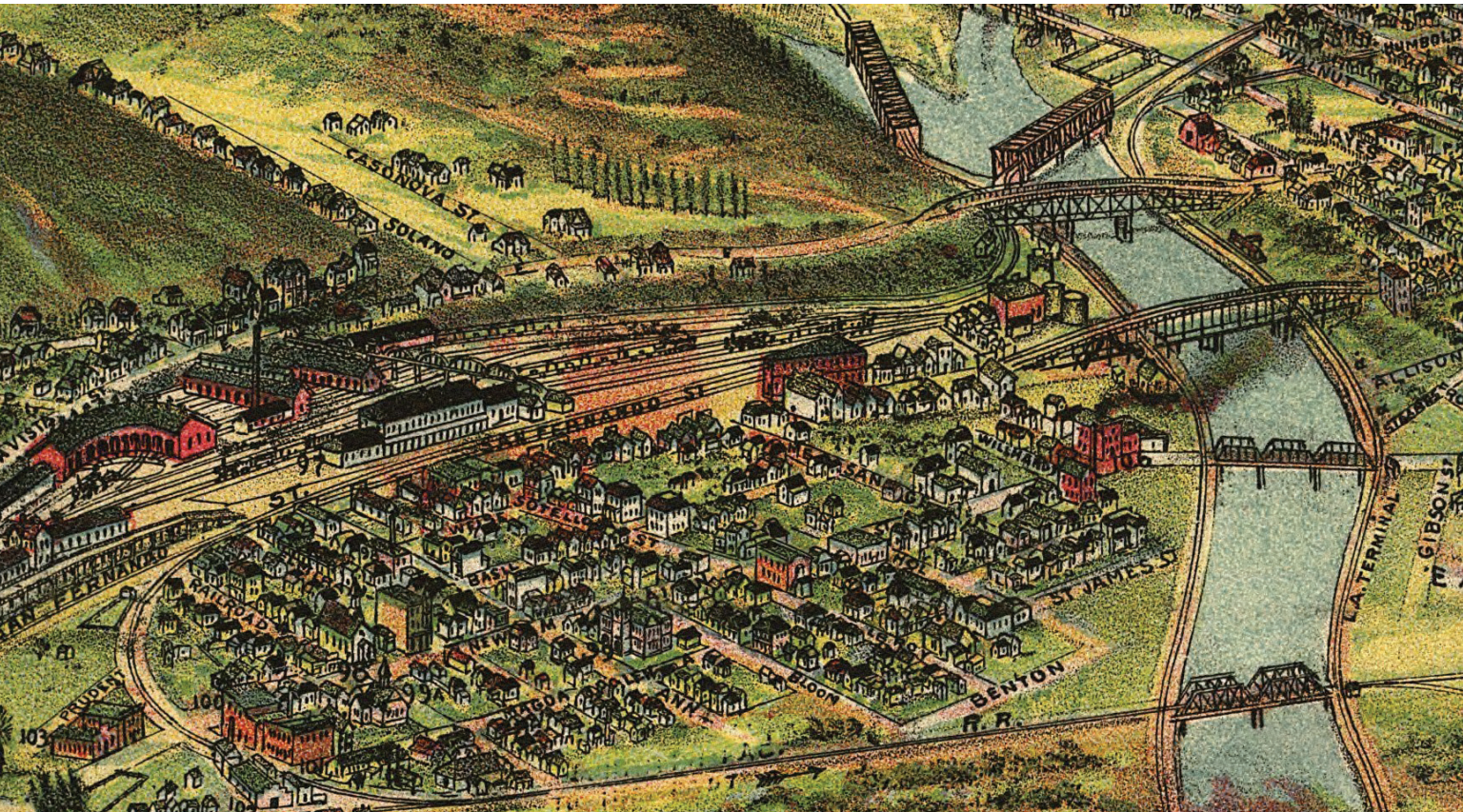
Refer to Part 2C. (*Form Rules*) of Chapter 1A (Zoning Code) of the LAMC for the Intent, Applicability, Standards, Measurement, Exceptions, and Relief of each Form Rule Category, except as modified in Paragraph a. (Relief) below.

- a. **Relief.** Where relief may be requested pursuant to the Form Rules, Sec. 13.B.4.4. (*Project Adjustment*) of Chapter 1A (Zoning Code) of the LAMC shall substitute for Sec. 13B.5.2. (*Adjustments*) of Chapter 1A, and Sec. 13B.4.5. (*Project Exception*) of Chapter 1A shall substitute for Sec. 13B.5.3. (*Variance*) of Chapter 1A.

B. Form Districts

1. Form Districts Map

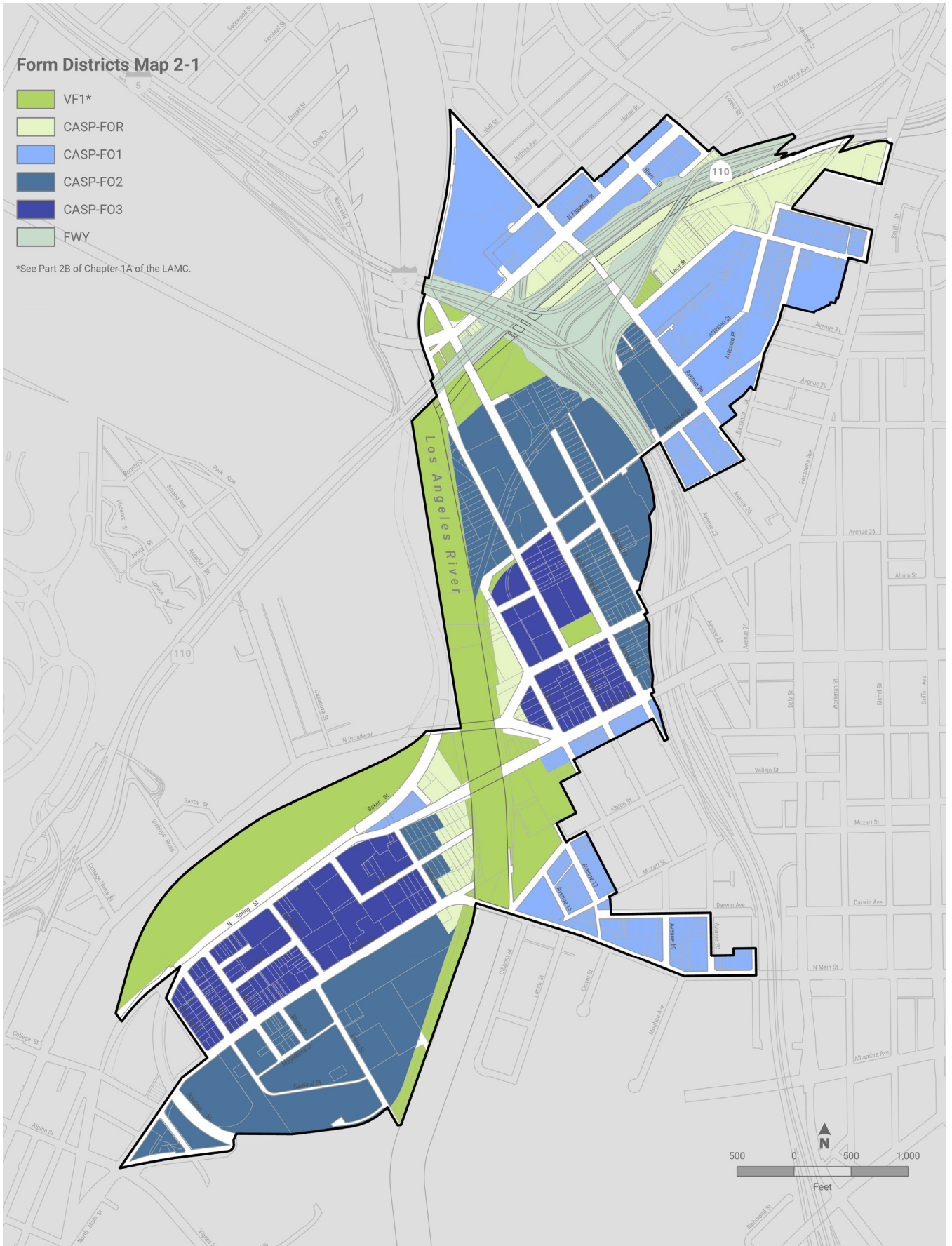
The Form District for each property within the Specific Plan is set forth in **Map 2-1 (Form Districts Map)**.



Form Districts Map 2-1

- VF1*
- CASP-FOR
- CASP-FO1
- CASP-FO2
- CASP-FO3
- FWY

*See Part 2B of Chapter 1A of the LAMC.



2. Form Districts Table

The regulations for each Form District are provided for in **Table 2-1 (Form Districts Table)**.

Table 2-1: Form District Table

Metric	CASP-FOR Low-Rise Medium	CASP-F01 Low-Rise Broad	CASP-F02 Mid-Rise Broad	CASP-F03 Mid-Rise Broad
Lot Size				
Lot Area (min)	n/a	n/a	n/a	n/a
Lot Width (min)	25'	25'	25'	25'
Coverage				
Building Coverage (max)	50%	85%	85%	85%
Building Setbacks				
Primary Street (min)	0'	0'	0'	0'
Side Street (min)	0'	0'	0'	0'
Side (min)	0'	0'	0'	0'
Rear (min)	0'	0'	0'	0'
Alley (min)	0'	0'	0'	0'
Special: River (min)	10'	10'	10'	10'
Amenity				
Lot Amenity Space	15%	15%	15%	15%
Residential Amenity Space	10%	10%	10%	10%

Table 2-1: Form District Table

Metric	CASP-FOR Low-Rise Medium	CASP-F01 Low-Rise Broad	CASP-F02 Mid-Rise Broad	CASP-F03 Mid-Rise Broad
Floor Area Ratio and Height				
Floor Area Ratio (FAR)	-	-	-	-
Base (max)	1.5	1.5	1.5	1.5
Bonus (max)	4.0	3.0	4.5	5.0
Height in Feet	n/a	n/a	n/a	n/a
Height in Stories (max)	7	-	-	-
Height in Stories (min)	-	-	-	-
Upper-Story Bulk				
District Boundary Transition				
Abutting District Allowed Height (max)	-	45'	-	-
Stories without Height Transition (max)	-	2	-	-
Transition Depth (min)	-	20'	-	-
Building Mass				
Building Width (max)	160'	280'	280'	280'
Building Break (min)	15'	25'	25'	25'

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Chapter 3

Frontage

This Chapter establishes Frontage Districts to regulate the portions of a lot and exterior building facades that affect the public realm. Frontage Districts help ensure that projects respond to the public realm in a contextually appropriate manner.

A. Frontage Applicability

1. General

All Projects filed after the effective date of this Specific Plan shall comply with the Frontage District standards as further specified below.

2. Applicability

Refer to Sec. 3A.2.2. (*Frontage Applicability*) of Chapter 1A (Zoning Code) of the LAMC for the Frontage Rule Categories that apply to a Project based on the types of Project Activities involved.

3. Frontage Rules

Refer to Part 3C. (*General Frontage Rules*) of Chapter 1A (Zoning Code) of the LAMC for the Intent, Applicability, Standards, Measurement, and Relief of each Frontage Rule Category, except as modified by Paragraph a. (Relief) below.

- a. **Relief.** Where relief may be requested pursuant to the Frontage Rules, Sec. 13.B.4.4. (*Project Adjustment*) of Chapter 1A (Zoning Code) of the LAMC shall substitute for Sec. 13B.5.2. (*Adjustments*) of Chapter 1A, and Sec. 13B.4.5. (*Project Exception*) of Chapter 1A shall substitute for Sec. 13B.5.3. (*Variance*) of Chapter 1A.

B. Frontage Districts

1. Frontage Districts Map

The Frontage District for each property within the Specific Plan is set forth in **Map 3-1 (Frontage Districts Map)**.

2. Frontage Districts Table

The regulations for each Frontage District are provided for in **Table 3-1 (Frontage Districts Table)**.

Table 3-1: Frontage District Table

Metric	CASP-FR1			CASP-FR2		CASP-FR3	
	Primary	Side	River	Primary	Side	Primary	Side
Build To							
Applicable Stories (min)	1	1	1	1	1	1	1
Build-To Depth (max)	n/a	n/a	n/a	10'	15'	10'	15'
Build-To Width (min)	n/a	n/a	n/a	60%	40%	90%	70%
Pedestrian Amenity Allowance (max)	n/a	n/a	n/a	20%	n/a	40%	30%
Parking							
Parking Setback (min)	5'	5'	20'	20'	5'	20'	5'
Landscaping							
Frontage Planting Area (min)	30%	30%	75%	30%	30%	30%	30%
Frontage Yard Fence & Wall Type Allowed	A4	A4	A3	A3	A3	A2	A2
Transparency							
Transparent Area							
Ground Story (min)	n/a	n/a	20%	25%	20%	50%	40%
Upper Stories (min)	n/a	n/a	20%	20%	20%	20%	20%
Active Wall Spacing (max)	n/a	n/a	50'	50'	50'	20'	30'

Table 3-1: Frontage District Table

Metric	CASP-FR1			CASP-FR2		CASP-FR3	
	Primary	Side	River	Primary	Side	Primary	Side
Entrances							
Street-Facing Entrance	Required	n/a	Required	Required	n/a	Required	n/a
Entrance Spacing (max)	n/a	n/a	100'	75'	100'	50'	100'
Required Entry Feature	No	No	No	No	No	No	No
Ground Story							
Ground Story Height (min)							
Residential	n/a	n/a	n/a	10'	10'	10'	10'
Nonresidential	n/a	n/a	n/a	10'	10'	10'	10'
Ground Floor Elevation (min/max)							
Residential	n/a	n/a	n/a	-2'/5'	-2'/5'	-2'/2'	-2'/2'
Nonresidential	n/a	n/a	n/a	n/a	n/a	n/a	n/a

CRELLIN MACHINE CO.
SCREW MACHINE PRODUCTS



Chapter 4

Development

Standards

This Chapter establishes Development Standards Districts to regulate site design, including location and characteristics of access, parking, landscape and other site features. Development Standards Districts consist of a combination of regulations that are appropriate to a variety of contexts.

A. Development Standards Applicability

1. General

All Projects filed after the effective date of this Specific Plan shall comply with the Development Standards as further specified below.

2. Applicability

Refer to Sec. 4A.2.2. (*Development Standards Applicability*) of Chapter 1A (Zoning Code) of the LAMC for the Development Standards Rule Categories that apply to a Project based on the types of Project Activities involved.

3. Development Standards Rules

Refer to Part 4C. (*Development Standards Rules*) of Chapter 1A (Zoning Code) of the LAMC for the Intent, Applicability, Standards, Measurement, and Relief of each Development Standards Rule Category, except as modified in Paragraph a. (Relief) and Paragraph b. (Development Review) below.

- a. **Relief.** Where relief may be requested pursuant to the Development Standards Rules, Sec. 13.B.4.4 (*Project Adjustment*) of Chapter 1A (Zoning Code) of the LAMC shall substitute for Sec. 13B.5.1. (*Alternative Compliance*) and Sec. 13B.5.2. (*Adjustments*) of Chapter 1A, and Sec. 13B.4.5. (*Project Exception*) of Chapter 1A shall substitute for Section 13B.5.3. (*Variance*) of Chapter 1A.
- b. **Development Review.** In lieu of Div. 4C.14. (*Development Review*) of Chapter 1A (Zoning Code) of the LAMC, Projects that conform with the Specific Plan and receive Specific Plan Review, or Project Compliance, shall be exempt from Development Review.



B. Development Standards Districts

1. Development Standards Districts Map

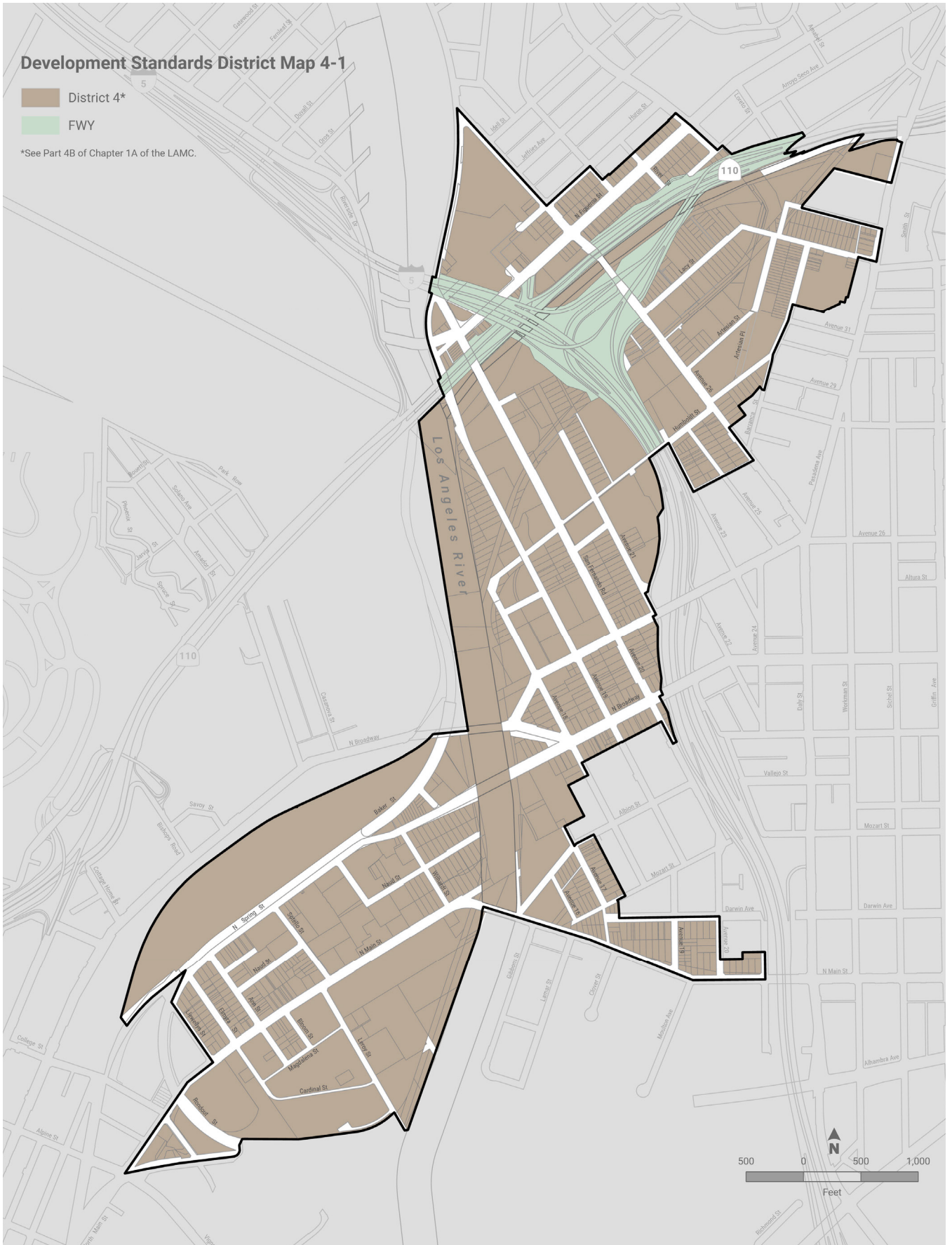
The Development Standards District for each property within the Specific Plan is set forth in **Map 4-1 (Development Standards Districts Map)**.



Development Standards District Map 4-1

-  District 4*
-  FWY

*See Part 4B of Chapter 1A of the LAMC.



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Chapter 5

Use

This Chapter establishes Use Districts and Use Standards to regulate the activities on a lot, and to mitigate any potential impacts within a lot and on surrounding property as a result of those activities.

A. Use Applicability

1. General

All Projects filed after the effective date of this Specific Plan shall comply with the Use District standards as further specified below.

2. Applicability

Refer to Sec. 5A.2.2. (*Use Applicability*) of Chapter 1A (Zoning Code) of the LAMC for the Use Rule Categories that apply to a Project based on the types of Project Activities involved.

3. Use Rules

Refer to Part 5C. (*Use Rules*) of Chapter 1A (Zoning Code) of the LAMC for Use Definitions, Use Permissions, Use Standards, and Special Use Programs.

B. Use Districts

1. Use Districts Map

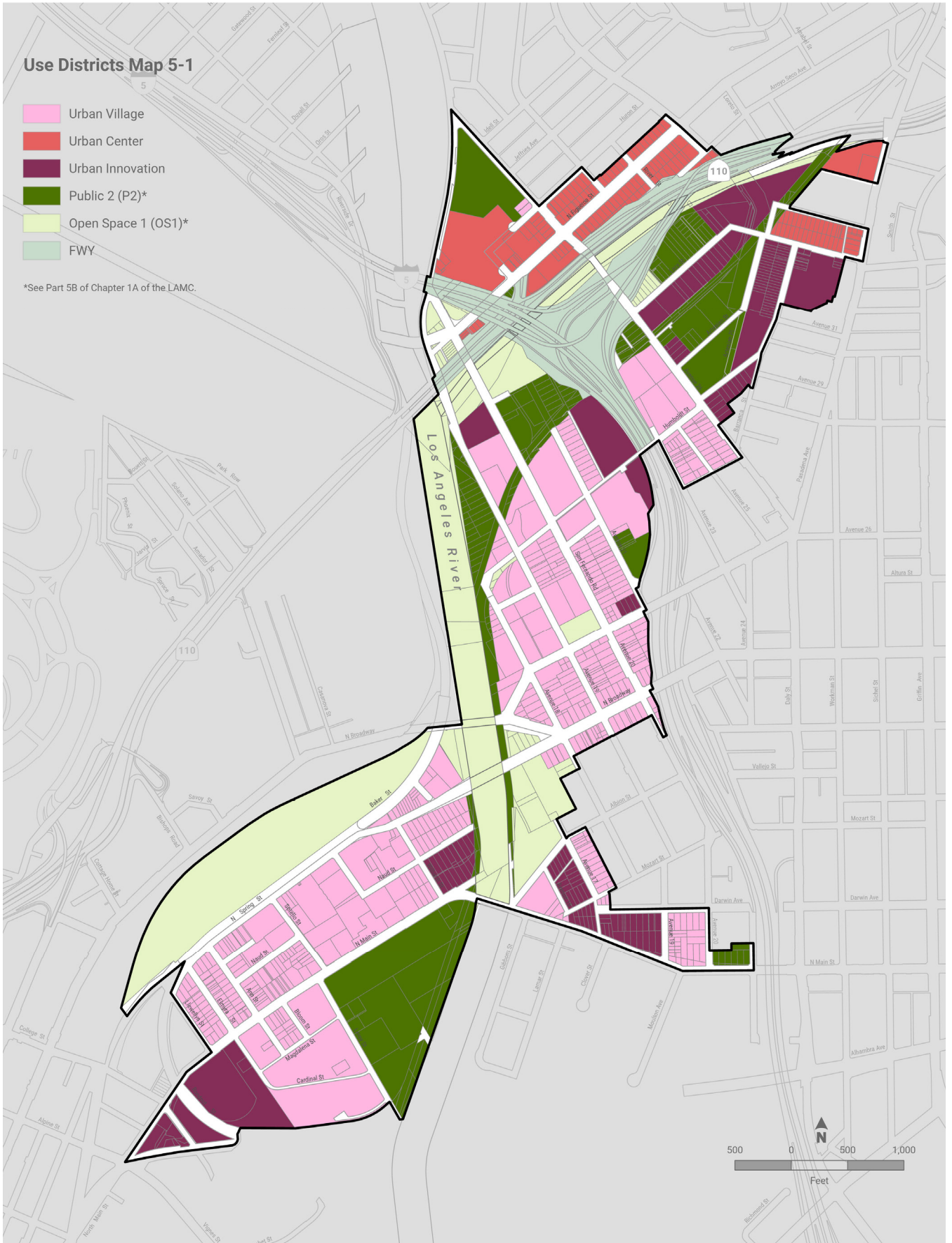
The Use District for each property within the Specific Plan is set forth in **Map 5-1 (Use Districts Map)**.



Use Districts Map 5-1

- Urban Village
- Urban Center
- Urban Innovation
- Public 2 (P2)*
- Open Space 1 (OS1)*
- FWY

*See Part 5B of Chapter 1A of the LAMC.



C. Urban Village Use District

1. Intent

Urban Village is an Industrial-Mixed Use District intended to expand housing opportunities that include affordable units, while accommodating employment uses and community supporting services.

2. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
Residential	*	Use Separation (min)	
		Heavy Industrial	50'
		Relief	C1
Dwelling	P*	<i>(see Residential)</i>	
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with:	Dwelling
		Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	CASP Sec. 5.F.2.
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	Ch. 1A Sec. 5C.4.4.
Joint Living & Work Quarters	P*	<i>(see Residential)</i>	
Live/Work	P*	<i>(see Residential)</i>	
Mobilehome Park	--		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
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Supportive Housing:

General	P*	(see Residential)	
Medical Care	P*	(see Residential)	
Transitional Shelter	P*	(see Residential)	

Public & Institutional

Cemetery	--		
----------	----	--	--

Civic Facility:

Local	P		
Regional	C3		
Detention Facility	--		
Fleet Services	P		

Medical:

Local	C2		
Regional	C3		

Office, Government	P		
--------------------	---	--	--

Parking	P	In conjunction with:	Other allowed use
---------	---	----------------------	-------------------

Public Safety Facility	P		
------------------------	---	--	--

Religious Assembly	C2		
--------------------	----	--	--

Key: P = Permitted Use S = Special Use Program C1 = Approval by Zoning Administrator
 -- = Not Permitted * = Use standard applies C2 = Public Hearing by Zoning Administrator
 C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
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School:

Preschool/Daycare	P*	Persons in care (max)	50
K-12	P		
Post-secondary	P		
Social Services	P		

Utilities:

Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	CASP Sec. 5.F.7.
Wireless Facility, Rooftop	P*	Supplemental standards	CASP Sec. 5.F.7.

Open Space & Recreation

Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		

Key: P = Permitted Use S = Special Use Program C1 = Approval by Zoning Administrator
 -- = Not Permitted * = Use standard applies C2 = Public Hearing by Zoning Administrator
 C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Recreation, Public	P		
Amphitheater or Stadium			
Local	P		
Regional	C3		
Transportation			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
General Commercial			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	Supplemental procedures	CASP Sec. 5.G.1.
		In conjunction with:	Restaurant
Bar	C2*	Supplemental procedures	CASP Sec. 5.G.1.
Key: P = Permitted Use S = Special Use Program -- = Not Permitted * = Use standard applies			
C1 = Approval by Zoning Administrator C2 = Public Hearing by Zoning Administrator C3 = Review by City Planning Commission			

Use	Permission	Use Standard	Specification
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local	P		
Regional	C2		
Financial Services:			
General	P		
Alternative	--		
Instructional Services	P		
Lodging	C2*	Supplemental standards	CASP Sec. 5.F.3.
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	P		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Alcohol	C2*	Supplemental procedures	CASP Sec. 5.G.4.
Farmers' Market, Certified	P*	Service hours	7AM/10PM
		Operating days per week (max)	5
		Special use program	Ch. 1A Sec. 5C.4.1.
Firearms	C2*	Supplemental procedures	CASP Sec. 5.G.5.
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	CASP Sec. 5.G.6.
Pet Shop	P		
Merchant Market	P		
Temporary Outdoor	P		
Smoke & Vape Shop	--		
Sexually Oriented Business:			
General	P*	Use separation (min)	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Residential or Agricultural Use District	500'
Sexual Encounter	--		

Key: P = Permitted Use
 -- = Not Permitted

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 * = Use standard applies

C1 = Approval by Zoning Administrator
 C2 = Public Hearing by Zoning Administrator
 C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
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Storage, Indoor:

General	P		
Self-Service Facility	--		

Storage, Outdoor:

General	--		
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		

Light Industrial		Use standard applicability	
		Adjoining	Sensitive Use, Agricultural, Residential-Mixed Use, or Industrial-Mixed District
		Screening	
		Frontage Screen	F-Screen 4
		Transition Screen	T-Screen 1
		Use enclosure	Fully Indoor
Electronics Assembly	P*	<i>(see Light Industrial)</i>	
Maintenance & Repair Services	P*	<i>(see Light Industrial)</i>	
Manufacturing, Light:			
General	P*	<i>(see Light Industrial)</i>	
Alcoholic Beverage	P*	<i>(see Light Industrial)</i>	

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Artistic & Artisanal	P*	(see Light Industrial)	
Cosmetic, Pharmaceutical	--	(see Light Industrial)	
Food & Drink	P*	(see Light Industrial)	
Garment & Accessory	P*	(see Light Industrial)	
Textile	--		
Research & Development	P*	(see Light Industrial)	
Soundstages & Backlots	P*	(see Light Industrial)	
Wholesale Trade & Warehousing	P*	(see Light Industrial)	
		Non-residential tenant size (max)	25,000 SF
		Relief	C2
Heavy Industrial			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		

Key: P = Permitted Use
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S = Special Use Program
 * = Use standard applies

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Use	Permission	Use Standard	Specification
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Recycling Facility:

Collection	C2*	In conjunction with:	Other allowed use
		Area (max)	600 SF
		Use separation	
		Agricultural or Residential Use District (min)	150'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	CASP Sec. 5.F.5.
		Supplemental procedures	CASP Sec. 5.G.2.
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	CASP Sec. 5.F.6.
		Supplemental procedures	CASP Sec. 5.G.3.
		Sorting & Processing	--

Key: P = Permitted Use
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S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
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Resource Extraction:

General	--		
Exploratory Core Hole	--		
Off-Shore Drilling Servicing Installation	--		

Solid Waste Facility:

Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		

Agricultural

Animal Keeping:

Bees	P*	Accessory to:	Dwelling
		Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Use Setback (min)	
		Side, rear, and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	CASP Sec. 5.F.1.
Dairy	--		
Equine, Commercial	--		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	Use enclosure	Fully Indoor
Truck Gardening	P		

Key: P = Permitted Use
 -- = Not Permitted

S = Special Use Program
 * = Use standard applies

C1 = Approval by Zoning Administrator
 C2 = Public Hearing by Zoning Administrator
 C3 = Review by City Planning Commission

D. Urban Center

1. Intent

Urban Center is an Industrial-Mixed Use District intended to accommodate a wide range of commercial uses, along with light industrial uses and office space, while also providing affordable and permanent supportive housing opportunities.

2. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
Residential	*	Use Separation (min)	
		Heavy Industrial	50'
		Relief	C1
Dwelling	P*	(see Residential)	
		In conjunction with:	General Commercial, Light Industrial Uses
		Floor area (min)	15% of total floor area, or 0.5 FAR, whichever is greater, up to a maximum of 1.0 FAR required
		Exception	100% Restricted affordable units
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
		In conjunction with:	Dwelling
Home Occupation	P*	Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	CASP Sec. 5.F.2.
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	Ch. 1A Sec. 5C.4.4.
Joint Living & Work Quarters	--		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Live/Work	P*	(see Residential)	
		In conjunction with:	General Commercial, Light Industrial Uses
		Floor area (min)	15% of total floor area, or 0.5 FAR, whichever is greater, up to a maximum of 1.0 FAR required
		Exception	100% Restricted affordable housing
Mobilehome Park	--		
Supportive Housing:			
General	P*	(see Residential)	
Medical Care	--		
Transitional Shelter	P*	(see Residential)	
Public & Institutional			
Cemetery	--		
Civic Facility:			
Local	P		
Regional	C3		
Detention Facility	--		
Fleet Services	P		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	Other allowed use
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	CASP Sec. 5.F.7.
Wireless Facility, Rooftop	P*	Supplemental standards	CASP Sec. 5.F.7.
Open Space & Recreation			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		
Recreation, Public			
Amphitheater or Stadium			
Local	P		
Regional	C3		
Transportation			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		
General Commercial			
Animal Services:			
General	P*	Use enclosure	Fully Indoor
Kennel	--		
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen			
	P		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
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Manufacturing, Light:

General	P*	(see Light Industrial)	
Alcoholic Beverage	P*	(see Light Industrial)	
Artistic & Artisanal	P*	(see Light Industrial)	
Cosmetic, Pharmaceutical	--	(see Light Industrial)	
Food & Drink	P*	(see Light Industrial)	
Garment & Accessory	P*	(see Light Industrial)	
Textile	--		
Research & Development	P*	(see Light Industrial)	
Soundstages & Backlots	P*	(see Light Industrial)	
Wholesale Trade & Warehousing	P*	(see Light Industrial)	
		Non-residential tenant size (max)	25,000 SF
		Relief	C2

Heavy Industrial

Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
-----	------------	--------------	---------------

Resource Extraction:

General	--		
Exploratory Core Hole	--		
Off-Shore Drilling Servicing Installation	--		

Solid Waste Facility:

Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		

Agricultural

Animal Keeping:

Bees	P*	Accessory to:	Dwelling
		Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Use Setback (min)	
		Side, rear, and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	CASP Sec. 5.F.1.
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	Use enclosure	Fully Indoor
Truck Gardening	P		

Key: P = Permitted Use
 -- = Not Permitted

S = Special Use Program
 * = Use standard applies

C1 = Approval by Zoning Administrator
 C2 = Public Hearing by Zoning Administrator
 C3 = Review by City Planning Commission

E. Urban Innovation

1. Intent

Urban Innovation is an Industrial-Mixed Use District intended to promote light industrial uses and a wide variety of employment, cultural and recreational opportunities, while also providing affordable and permanent supportive housing opportunities.

2. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
Residential	*	Use Separation (min):	
		Heavy Industrial	50'
		Relief	C1
Dwelling	P*	(see Residential)	
		In conjunction with:	- Office - Light Industrial Uses
		Floor area (min)	15% of total floor area, or 0.5 FAR, whichever is greater, up to a maximum of 1.0 FAR required
		Exception	100% Restricted affordable units
Household Business:			
Family Child Care	P*	In conjunction with:	Dwelling
		In conjunction with:	Dwelling
Home Occupation	P*	Hours of operation (early/late)	8AM/8PM
		Client visits per hour (max)	1
		Supplemental standards	CASP Sec. 5.F.2.
Home Sharing	P*	In conjunction with:	Dwelling
		Special use program	Ch. 1A Sec. 5C.4.4.

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Joint Living & Work Quarters	P*	(see Residential)	Designated work space:
		Work space area (min/max)	10%/50%
		Workspace uses	<ul style="list-style-type: none"> - Office - Personal Services: General - Manufacturing, Light: General - Manufacturing, Light: Artistic & Artisanal
Live/Work	P*	(see Residential)	In conjunction with:
		Floor area (min)	<ul style="list-style-type: none"> - Office - Light Industrial Uses 15% of total floor area, or 0.5 FAR, whichever is greater, up to a maximum of 1.0 FAR required
		Exception	100% Restricted affordable housing
Mobilehome Park	--		
Supportive Housing:			
General	P*	(see Residential)	
Medical Care	--		
Transitional Shelter	P*	(see Residential)	
Public & Institutional			
Cemetery	--		
Civic Facility:			
Local	P		
Regional	C3		
Detention Facility	--		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Fleet Services	P		
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	P		
Post-secondary	P		
Social Services	P		
Utilities:			
Minor	P*	Screening:	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 2
Major	C3		
Solar Energy Facility	P*	In conjunction with:	
		Floor area (min)	0.1 FAR
		Relief	C3
Wireless Facility, Monopole	C2*	Supplemental standards	CASP Sec. 5.F.5.

Key: P = Permitted Use
 -- = Not Permitted

S = Special Use Program
 * = Use standard applies

C1 = Approval by Zoning Administrator
 C2 = Public Hearing by Zoning Administrator
 C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Wireless Facility, Rooftop	P*	Supplemental standards	CASP Sec. 5.F.5.
Open Space & Recreation			
Indoor Recreation, Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation, Commercial:			
General	P		
Golf Course	--		
Recreation, Public	P		
Amphitheater or Stadium:			
Local	P		
Regional	C3		
Transportation			
Airport	--		
Freight Terminal	--		
Heliport	C2*	Incidental to:	Residential Uses, Office or Medical
Railway Facility	--		
Transit Station	P		

Key: P = Permitted Use
 -- = Not Permitted

S = Special Use Program
 * = Use standard applies

C1 = Approval by Zoning Administrator
 C2 = Public Hearing by Zoning Administrator
 C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	--		
Postmortem Services	C2		
Retail:			
General	P		
Alcohol	S*	Supplemental procedures	CASP Sec. 5.G.4.
Farmers' Market, Certified	C1*	Hours of operation (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	5
		Special use program	Ch. 1A Sec. 5C.4.1.
Firearms	C2*	Supplemental procedures	CASP Sec. 5.G.5.
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	CASP Sec. 5.G.6.
Pet Shop	P		
Merchant Market	P		
Temporary Outdoor	P		

Key: P = Permitted Use
 -- = Not Permitted

S = Special Use Program
 * = Use standard applies

C1 = Approval by Zoning Administrator
 C2 = Public Hearing by Zoning Administrator
 C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification	
Smoke & Vape Shop	P		Use separation	
			Residential or Residential Mixed Use District	500'
			Hours of operation (open/close)	
			Within 500' of Residential or Residential Mixed Use District	7AM/10PM
			Relief	C2
Sexually Oriented Business:				
General	P*		Use separation (min)	
			Other Sexually Oriented Business Use	1,000'
			Sensitive Use	500'
			Residential or Agricultural Use District	500'
Sexual Encounter	--			
Heavy Commercial				
Motor Vehicle Services:				
General	P*		Use separation (min)	
			Sensitive Use	200'
			Agricultural, Residential or Residential Mixed Use District	200'
			Use enclosure	Fully indoors
			Screening	
			Frontage screen	F-Screen 3
			Transition screen	T-Screen 1
			Hours of operation (open/close)	7AM/7PM
			Service hours (open/close)	7AM/7PM
			Outdoor sound system	Prohibited
			Supplemental standards	CASP Sec. 5.F.4.
			Relief	C2
Key:	P = Permitted Use -- = Not Permitted	S = Special Use Program * = Use standard applies	C1 = Approval by Zoning Administrator C2 = Public Hearing by Zoning Administrator C3 = Review by City Planning Commission	

Use	Permission	Use Standard	Specification
Car Wash	--		
Commercial Vehicle	--		
Fueling Station	C2		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	--		
Standard Vehicle	P*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P		
Self-Service Facility	P*	In conjunction with:	Other allowed use
		Floor Area (min):	0.1 FAR
		Use separation (min)	
		Other Self-Service Facility	500'
		Relief	C2
Storage, Outdoor:			
General	--		
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	P*	Accessory to:	General Motor Vehicle Services

Key: P = Permitted Use
 -- = Not Permitted

S = Special Use Program
 * = Use standard applies

C1 = Approval by Zoning Administrator
 C2 = Public Hearing by Zoning Administrator
 C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Light Industrial	Use standard applicability:		
	Adjoining	Sensitive Use, Agricultural, Residential, Residential Mixed, or Industrial-Mixed Use District	
	Screening:		
	Frontage Screen	F-Screen 4	
	Transition Screen	T-Screen 1	
	Use enclosure:	Fully Indoor	
Electronics Assembly	P*	<i>(see Light Industrial)</i>	
Maintenance & Repair Services	P*	<i>(see Light Industrial)</i>	
Manufacturing, Light:			
General	P*	<i>(see Light Industrial)</i>	
Alcoholic Beverage	P*	<i>(see Light Industrial)</i>	
Artistic & Artisanal	P*	<i>(see Light Industrial)</i>	
Cosmetic, Pharmaceutical	--	<i>(see Light Industrial)</i>	
Food & Drink	P*	<i>(see Light Industrial)</i>	
Garment & Accessory	P*	<i>(see Light Industrial)</i>	
Textile	--		
Research & Development	P*	<i>(see Light Industrial)</i>	
Soundstages & Backlots	P*	<i>(see Light Industrial)</i>	
Wholesale Trade & Warehousing	P*	<i>(see Light Industrial)</i>	
		Non-residential tenant size (max)	25,000 SF
		Relief	C2

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Use	Permission	Use Standard	Specification
Donation Bin	P*	In conjunction with:	Other allowed use
		Size	Height: 82" Depth: 50" Width: 60"
		Use separation	
		Agricultural or Residential Use District (min)	100'
		Use setback	
		Frontage lot line (min)	20'
		Common lot line (min)	10'
		Use enclosure	Covered and enclosed
		Supplemental standards	CASP Sec. 5.F.6.
		Supplemental procedures	CASP Sec. 5.G.3.
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	--		
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

Agricultural

Animal Keeping:

Bees	P*	Accessory to:	Dwelling
		Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Use Setback (min)	
		Side, rear, and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	CASP Sec. 5.F.1.
Dairy	--		
Equine, Commercial	--		
Equine, Non-commercial	--		
Livestock	--		
Pets	P*	In conjunction with:	Other allowed use
Small Animals	--		
Wild Animals	--		
Plant Cultivation:			
Community Garden	P		
Farming	P*	Use enclosure	Fully Indoor
Truck Gardening	P		

Key: P = Permitted Use
-- = Not Permitted

S = Special Use Program
* = Use standard applies

C1 = Approval by Zoning Administrator
C2 = Public Hearing by Zoning Administrator
C3 = Review by City Planning Commission

F. Supplemental Standards

1. Animal Keeping, Bees

- a. Bee keeping operator shall be registered as a beekeeper with the Los Angeles County Agricultural Commission.
- b. A water source for bees shall be provided at all times on the lot where the bees are kept.

2. Home Occupation

On-site deliveries and shipments related to the commercial use in a home occupation shall not be performed by vehicles having a gross vehicular weight rating designation greater than Class 4 or greater than 16,000 pounds. Deliveries from larger trucks shall occur no more frequently than once every 2 months.

3. Lodging

A lodging use shall not be permitted where it requires a change of use from any residential use.

4. Motor Vehicle Services, General

- a. Bay doors and other building entrances and exits designed and intended for motor vehicle access shall meet the following standards:
 - i. Shall remain closed except during the allowed hours of operation, and
 - ii. Shall not face any frontage lot line.
- b. An off-street loading area, in compliance with development standard requirements for loading areas (LAMC Chapter 1A Sec. 4C.2.2.3.), shall be provided to adequately accommodate all loading, unloading and any other activities requiring the use of commercial vehicles for transportation.
- c. All client vehicles being serviced by a general motor vehicle service use shall be stored onsite.

5. Recycling Facilities, Collection

- a. All deposited goods and materials, temporary installations, debris, trash, and any other material associated with the use shall be placed or stored in a fully covered and enclosed recycling facility, and not be left or stored outdoors beyond the hours of operation.
- b. Collection facilities shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection facility, a tamper-resistant locking mechanism shall secure the opening of the collection facility.
- d. The receptacle, container, or bin in which goods and materials are stored shall be fabricated of durable, noncombustible, and waterproof materials.
- e. The recycling collection facility enclosure shall be clearly identified with the operator's name, address, and telephone number, the lot owner's name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the facility with the Department of Building and Safety.

6. Recycling Facilities, Donation Bin

- a. No more than one collection bin shall be located on any lot.
- b. Collection bins shall be emptied in accordance with their posted pick-up schedule, and the area surrounding the collection bins shall be maintained free of overflow goods and materials, litter, debris, posted bills, and graffiti at all times.
- c. In order to prevent unauthorized access to the collection bin, a tamper-resistant locking mechanism shall secure the opening of the collection bin.
- d. The collection bin shall be fabricated of durable, noncombustible, and waterproof materials.
- e. Collection bins shall be illuminated between sunset and sunrise by a light source providing at least 1 footcandle of light.

- f. The collection bin shall be clearly identified with the operator’s name, address, and telephone number, the lot owner’s name, address of the lot, the types of items or materials that may be deposited, the pick-up schedule, a notice that no material shall be left outside the enclosure, and instructions to call 311 to register any complaint regarding the collection bin with the Department of Building and Safety.

7. Wireless Facility, All

The wireless facility shall meet all applicable standards required by LAMC Chapter 1A Sec. 4C.12.4. (Wireless Telecommunication Facilities).



G. Supplemental Procedures

1. Alcohol Service or Bar

- a. In addition to the notification otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall promptly notify the Council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a 1,000-foot radius of the lot according to the California Department of Alcoholic Beverage Control's guidelines for undue concentration.
 - ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
 - iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.
- c. Permission for multiple approvals to allow alcohol service for three or more tenant spaces may be applied for under a single conditional use permit entitlement, subject to the following:
 - i. Tenant spaces are maintained under a single ownership within a unified complex comprising a combined floor area of 10,000 square feet or greater on the same site.
 - ii. The entitlement application for multiple conditional use permits shall be subject to processes and procedures required by Sec. 13B.2.2. (Class 2 Conditional Use Permit).

- iii. Project Review shall be completed for each individual tenant space resulting in approval for each individual tenant space prior to the establishment of the proposed use within the subject tenant space.
- iv. Applications shall detail the square footage of each tenant space, suite or unit number, hours of operation, and specific nature of proposed use for each tenant-operator space.
- v. Each individual tenant space shall be separately addressed with applicable site-specific conditions. Any change in tenant-operator shall be required to apply for Project review in order to evaluate the applicability of existing conditions and review any potential changes in site operations and conditions.

2. Recycling Facilities, Collection

An annual site inspection shall be conducted by LADBS, pursuant to Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards).

3. Recycling Facilities, Donation Bin

An annual site inspection shall be conducted by LADBS pursuant to Sec. 13B.10.3. (Annual Inspection Monitoring - Auto Dismantling Yards, Junk Yards, Scrap Metal or Recycling Materials Processing Yards, Recycling Collection Centers, Buyback Centers, Recycling Materials Sorting Facilities, and Cargo Container Storage Yards).

4. Retail, Alcohol

- a. In addition to the notification otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall promptly notify the council-member that represents the area including the project site of the conditional use application.
- b. In addition to the findings otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall also consider:
 - i. That the granting of the application will not result in an undue concentration of uses that dispense alcoholic beverages within a

1,000-foot radius of the lot according to the California Department of Alcoholic Beverage control's guidelines for undue concentration.

- ii. Consider the existing crime rate nearby, especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace, and disorderly conduct, and whether revocation or nuisance proceedings have been initiated for any similar use in the area.
- iii. That the proposed use will not detrimentally affect nearby Residential Use Districts or sensitive uses.

5. Retail, Firearms

- a. In addition to the findings otherwise required by Sec. 13B.2.2. (Class 2 Conditional Use Permit), the Zoning Administrator shall also consider:
 - i. Whether the proposed use will result in an over-concentration of this use in the area, and
 - ii. The number of firearms available for sale at the lot.

6. Retail, Large Format

- a. In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to Sec. 13B.2.3. (Class 3 Conditional Use Permit), new large format retail uses are required to prepare an economic impact analysis report for submission to the Department of City Planning and the Economic & Workforce Development Department for review in conjunction with its application to the Department of City Planning. The Economic & Workforce Development Department shall complete its review of the report within 60 days after receipt of the report from the applicant. The report shall identify the following:
 - i. The economic impact on retail businesses within a 3-mile radius based on the potential to divert or expand the local or regional customer base. Data portraying the existing customer volume of the study area as well as the anticipated customer volume of the study area shall be included in the report.
 - ii. The destruction or demolition of any buildings, structures, facilities or site area containing any of the following uses: any Residential Use,

Civic Facility, School, Nature Reserve, Public Open Space, or Public Recreation.

- iii. Contribution to local retail market in terms of providing lower in cost or higher in quality goods and services than currently available to residents within a 3-mile radius. A survey of goods and services offered by retail uses within a 3-mile radius shall be included within the report.
 - iv. The number of permanent jobs displaced or created as a direct result of the project. Permanent jobs shall be categorized by employment sector within the report.
 - v. Fiscal impact on City tax revenue, either positive or negative.
 - vi. Viability of future reuse of the project site in the event the business vacates the premises based on factors such as building design, site layout, and lease terms requiring the lot to remain vacant for a significant amount of time.
 - vii. Reasonable expectation that employment solicitation by day laborers will occur at or around the lot.
 - viii. Measures to mitigate any materially adverse impacts identified within the report.
- b. If determined by the City Planning Commission, or the City Council on appeal, that based on the findings of the report, or any other information received before or at a public hearing that there is a reasonable expectation that employment solicitation by day laborers will occur at or around the lot then the following measures may be required to the satisfaction of the City Planning Commission, or the City Council on appeal:
- i. The project shall accommodate employment solicitation by day laborers with dedicated congregation space that meets the following criteria:
 - a. Is sufficient in size based on reasonably expected users;
 - b. Located along but clear of a pedestrian accessway leading to a primary entrance; and
 - c. Is covered to provide adequate shelter from the weather.

- ii. Amenities including publicly accessible sources of drinking water, toilet and trash facilities, tables, and seating areas shall also be made available during business hours of operation.
- iii. A signage plan, indicating the location of signs at appropriate locations throughout the lot directing users to dedicated congregation areas and amenities.



Chapter 6

Density

This Chapter establishes the maximum density of household dwelling units and efficiency dwelling units permitted on a lot.

Properties designated with the FA Density District, an abbreviation for “Floor Area”, are limited only by floor area. Properties designated with the N Density District, an abbreviation for “Not Permitted”, do not allow dwelling units.

A. Density Applicability

1. General

All Projects filed after the effective date of this Specific Plan shall comply with the Density District standards as further specified below.

2. Applicability

Refer to Section 6A.2.2. (*Density Applicability*) of Chapter 1A of the LAMC for the Density Rule Category that applies to a Project based on the types of Project Activities involved.

B. Density Districts

1. Density Districts Map

The Density District for each property within the Specific Plan is set forth in **Map 6-1 (Density Districts Map)**.

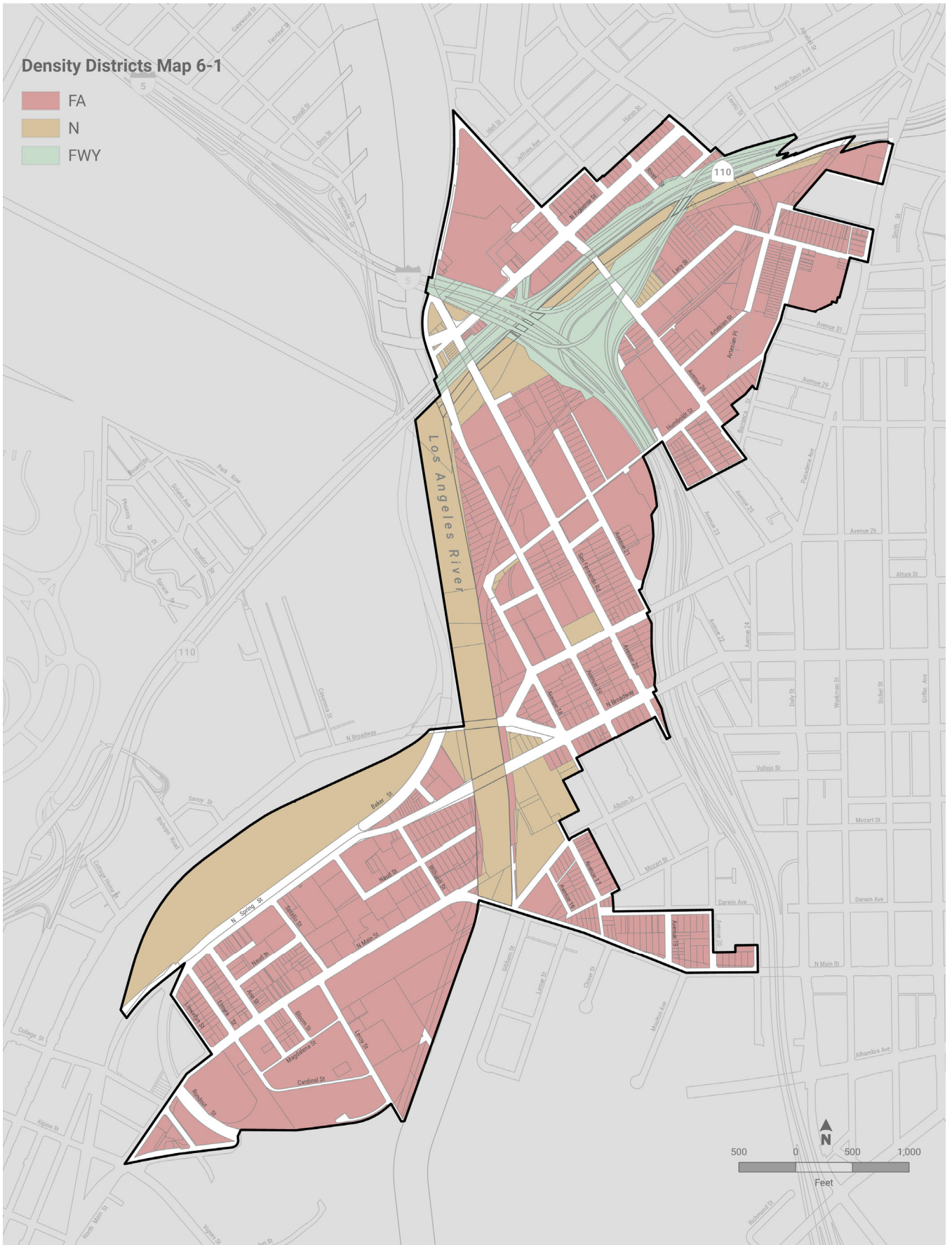
2. Density Districts Table

The regulations for each Density District are provided for in Section 6B.1.2. (*Lot-Area Based Density Districts*) of Chapter 1A (Zoning Code) of the LAMC.



Density Districts Map 6-1

- FA
- N
- FWY





Chapter 7 Community Benefits Program

This Chapter establishes a Community Benefits Program pursuant to Div. 9.3. (*Community Benefits Program*) of Chapter 1A of the LAMC. This Community Benefits Program is comprised of a Local Affordable Housing Incentive Program, in Section B below, followed by a Public Benefits Incentive Program, in Section C below.

A. Community Benefits Standards

1. Relief

Requirements of this Chapter shall not be eligible for a Project Adjustment pursuant to Sec. 13B.4.4. (*Project Adjustment*) of Chapter 1A (Zoning Code) of the LAMC or a Project Exemption pursuant to Sec.13B.4.5. (*Project Exemption*) of Chapter 1A (Zoning Code) of the LAMC.

2. Pro Rata Share

Projects may seek less than the full increment of FAR available through the Public Benefits Incentive Programs in this Chapter provided that they provide a proportional share of community benefits and meet the minimum requirements.

3. Relationship to Other Regulations

- a. Citywide Density Bonus and Qualified Permanent Supportive Housing. Nothing in this Specific Plan is intended to override or conflict with the regulations set forth in Section 9.2.1. (*Density Bonus*) or 9.4.1. (*Permanent Supportive Housing Incentive Program*) of Chapter 1A (Zoning Code) of the LAMC that provide bonuses, waivers, and incentives for certain affordable housing projects. Projects may utilize bonuses, waivers, and incentives for certain affordable housing projects pursuant to Section 9.2.1. or 9.4.1. of Chapter 1A, applied to the Base FAR or other applicable base development rights for that zone. Projects that obtain density, height, or FAR bonuses, incentives, waivers, or concessions pursuant to Section 9.2.1. or 9.4.1. of Chapter 1A, or any other State or local program, including Government Code Sections 65915-65918, may not use the incentives set forth in this Chapter.
- b. Transit Oriented Communities Affordable Housing Incentive Program. For Housing Development Projects within the boundaries of this Specific Plan, the Citywide Transit Oriented Communities Guidelines shall be superseded by the provisions and requirements contained within this Chapter.

B. Local Affordable Housing Incentive Program Pursuant to Sec. 9.3.2. of Chapter 1A (Zoning Code) of the LAMC

1. Bonus Floor Area

A Housing Development that meets the requirements below may obtain an FAR of 4.5 in lieu of the subject site's base Maximum FAR.

2. Requirements

- a. **On-Site Restricted Affordable Units.** Within the boundaries of the CASP, a Housing Development shall provide Restricted Affordable Units at rates outlined in Set A of Sec. 9.3.2.B. (*Eligibility*) of Chapter 1A (Zoning Code) of the LAMC. The minimum number of Restricted Affordable Units shall be calculated based upon the total number of units in the final project.

Local Incentive Program Affordability Requirements - Set A (For Reference Only)

Acutely Low Income	Extremely Low Income	Very Low Income	Lower Income	Moderate
--	11%	15%	25%	n/a

As an alternative to providing Restricted Affordable Units at the rates outlined in Set A, a Housing Development may set aside 10% of units for Acutely Low Income Households.

- b. **Dwelling Unit Mix and Location.** A minimum of 20% of the total dwelling units for an eligible Housing Development that is Mixed-Income Housing shall be two bedrooms or greater.

3. Additional Incentives

In addition to the FAR bonus identified in Sec. B.1. of this Chapter, a Housing Development Project shall be granted two additional incentives and a 100 Percent Affordable Housing Project shall be granted three additional incentives. This shall supersede Sec. 9.3.2.D. (*Additional Incentives*) of Chapter 1A (Zoning Code) of the LAMC.

- a. **Building Width.** See Sec. 2.C.6. (*Building Width*) of Chapter 1A (Zoning Code) of the LAMC.
 - i. For all eligible Housing Development Projects, up to a 20% increase in maximum building width may be granted.
- b. **Lot Coverage.** See Sec. 2.C.2. (*Coverage*) of Chapter 1A (Zoning Code) of the LAMC.
 - i. For all eligible Housing Development Projects, up to a 20% increase in maximum lot coverage may be granted.
- c. **Lot Width.** See Sec. 2.C.1. (*Lot Size*) of Chapter 1A (Zoning Code) of the LAMC.
 - i. For all eligible Housing Development Projects, up to a 20% decrease in required minimum lot width may be granted.
- d. **Averaging of Floor Area.** See Sec. 2.C.4. (*Floor Area Ratio & Height*) of Chapter 1A (Zoning Code) of the LAMC.
 - i. A Housing Development Project that is located on two or more adjacent parcels may average the Floor Area over the project site provided that:
 - a. The proposed use is permitted by the Use District of each parcel; and
 - b. No further lot line adjustment or any other action that may cause the Housing Development Project site to be subdivided subsequent to this grant is permitted.

C. Public Benefits Incentive Programs Pursuant to Sec. 9.3. of Chapter 1A (Zoning Code) of the LAMC

To promote the production of improvements, facilities, resources, and services beyond affordable housing for the benefit and enjoyment of the general public.

1. Eligibility

A project must meet the criteria set forth in Sec. 9.3.1.C. (*Eligibility*) of Chapter 1A (Zoning Code) of the LAMC to be eligible for the following Public Benefits Incentive Programs.

A Housing Development Project must first use the Local Affordable Housing Incentive Program established in Section B of this Chapter to its fullest extent before being eligible for Public Benefits Incentive Programs. Projects which do not involve the construction of a Housing Development Project are eligible to use any of the following Public Benefits Incentive Programs.

2. Privately Owned Public Space pursuant to Sec. 9.3.3. of Chapter 1A (Zoning Code) of the LAMC

- a. For every additional four percent of buildable lot area dedicated as publicly accessible outdoor amenity space, above the subject site's required Lot Amenity Space, eligible projects may obtain an additional 1.0:1 FAR, up to the maximum Bonus FAR, for either of the following:
 - i. Land dedicated for public open space, in consultation with the Department of Recreation and Parks.
 - ii. On-site publicly accessible open space, constructed in accordance with the requirements listed below:
 - a. At least one public restroom and drinking water fountain shall be provided within, adjacent to, and/or and directly accessible from the publicly accessible open space. Public restrooms shall be made available during the operational hours of the publicly

accessible open space, and shall not necessitate the need to enter secured or otherwise publicly inaccessible portions of a building or site. Signage viewable from within the publicly accessible open space shall indicate that the restroom and drinking water fountain is available for public use.

- b. At least one of the amenity options listed below, which shall occupy a minimum of 400 square feet with no horizontal dimension less than 15 feet, shall be provided within or adjacent to the publicly accessible open space:
 - i. Outdoor exercise equipment available for public use
 - ii. Sport courts available for public use
 - iii. Dog run available for public use
 - iv. Children’s play area available for public use
 - v. Community garden available for public use
 - vi. Public art or historical interpretive element
 - vii. Alternative Open Space Amenities deemed appropriate by the Director of Planning and approved under a Director’s Determination
- c. At least 20% of the publicly accessible open space shall be shaded. Percentage shading shall be the shadow cast on the publicly accessible open space measured at noon (12:00 p.m.) on the summer solstice.
- d. A minimum of three public charging stations for personal electronic devices, with features like power outlets and USB connections, shall be provided at no cost to users.

3. Community Facilities pursuant to Sec. 9.3.4. of Chapter 1A (Zoning Code) of the LAMC

- a. Sites seeking to utilize the Community Facilities incentive must dedicate a minimum of 5,000 square feet to one of the eligible uses below. In addition to the minimum required space, for every 10% of bonus buildable floor area dedicated to one of the following, eligible projects may obtain an additional 1.0:1 FAR, up to the maximum Bonus FAR:
 - i. Daycare Facility pursuant to LAMC Chapter 1A Sec. 9.3.4.C.1.
 - ii. Full-Service Grocery Store pursuant to LAMC Chapter 1A Sec. 9.3.4.C.2.
 - iii. Health Center pursuant to LAMC Chapter 1A Sec. 9.3.4.C.3.
 - iv. School and Library pursuant to LAMC Chapter 1A Sec. 9.3.4.C.5.
 - v. Social Services pursuant to LAMC Chapter 1A Sec. 9.3.4.C.6.
 - a. Alternative Social Services shall require the approval of a Director's Determination.
 - vi. Civic Facility pursuant to LAMC Chapter 1A Sec. 9.3.4.C.7.
 - a. Alternative Civic Facilities shall require the approval of a Director's Determination.
 - vii. Legacy Small Business Area
 - a. The property owner shall devote floor area with below-market rent for a Legacy Small Business, as defined in Sec. 1.A.4. (Definitions) of this Specific Plan. Market rent shall be determined by a licensed appraiser.
 - b. Floor area used by a Legacy Small Business shall be used for such purpose for a minimum of 55 years after the Certificate of Occupancy is issued. For the purposes of this provision, the time in which the Legacy Small Business space is vacant does not count towards the required minimum.

- c. A minimum 10-year lease with a Legacy Small Business, with a 5 year renewal option, shall be required prior to the issuance of a Certificate of Occupancy. This requirement does not mean that the Legacy Small Business is required to complete the term of the lease. If the lease is not completed prior to the 10-year term, the property owner or their representatives shall find a new Legacy Small Business to complete the 10-year term. For the purposes of this provision, the time in which the Legacy Small Business space is vacant does not count towards the required minimum.
- d. The floor area devoted to a Legacy Small Business shall be located on-site.
- e. More than one Legacy Small Business may be permitted on a site pursuant to this incentive.
- f. For a project which is obtaining additional floor area for providing a Legacy Small Business, no other Certificate of Occupancy for the project shall be issued prior to a Certificate of Occupancy for the Legacy Small Business required pursuant to this Section.
- g. Prior to the issuance of a building permit, the owner of the lot or lots shall execute and record a covenant and agreement, acknowledging that the owner shall implement each of the applicable requirements set forth in this Community Facilities incentive. The covenant and agreement shall run with the land and be binding upon the owners, and any assignees, lessees, heirs, and successors of the owners. The City's right to enforce the covenant and agreement is in addition to any other remedy provided by law.

4. Additional On-Site Restricted Affordable Units

- a. A Housing Development may exceed the bonus FAR received through the Local Affordable Housing Incentive Program (Section 2 of this Chapter) up to the maximum Bonus FAR by an additional 1.0:1 FAR for each increase in the amount of on-site Restricted Affordable Units, calculated on the total number of units, according to the following percentages: 3% Deeply Low, Extremely Low Income, or Very Low Income; or 4% Low Income.

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RESTAURANT



Chapter 8

Streets

A. Street Dedication and Improvement

1. Requirement

Projects in the Specific Plan shall comply with the applicable dedication and improvement requirements of Div. 10.1. (*Street Dedication and Improvement*) of Chapter 1A (Zoning Code) of the LAMC. For the purposes of this Division, any lot in an Urban Village, Urban Center, Urban Innovation, or Public Use (P2) Use District shall be deemed equivalent to a lot in an Industrial-Mixed Use District.

- a. Pursuant to Div. 10.1.I. of Chapter 1A (Zoning Code) of the LAMC, where the existing improved roadway meets or exceeds the street standard, but the abutting sidewalk dimension is less than standard as depicted in the most recent version of the Bureau of Engineering's standard plan number S470, the sidewalk must be widened to meet the standard.

2. Street Standards

The street designations and street standards of rights-of-way within the Specific Plan boundaries can be found in Appendix A (Street Cross-Sections) and the Bureau of Engineering Navigate LA website.

B. Basic Streetscape Improvements

1. Applicability

When a right-of-way improvement is required of any Project pursuant to Section 8.A. of this Specific Plan, the following Basic Streetscape Improvements are also required as part of the right-of-way improvement.

2. Waiver of Improvements

The Director of Planning may waive, reduce, or modify the requirements of the Basic Streetscape Improvements pursuant to the waiver of dedication and improvement provisions set forth in Sec. 10.1.10. (*Waiver and Appeals*) of Chapter 1A (Zoning Code) of the LAMC.

3. Street Trees

- a. **Requirement.** The Project shall include the installation of street trees planted in parkways along the right of way adjacent to the Project, in coordination with the Bureau of Engineering and as approved by the Bureau of Street Services, Urban Forestry Division.
- b. **Number, Size, and Location of Street Trees.** The Project shall provide the maximum number of street trees, as determined by the Bureau of Street Services, Urban Forestry Division. Trees shall be planted in parkways; or if not in parkways, in the largest possible size tree wells meeting the requirements of the Bureau of Street Services, Urban Forestry Division.
- c. **Tree Removal and Replacement.** Where existing street trees must be removed and/or replaced as a result of required street widening or other improvements, approval from the Board of Public Works through the Bureau of Street Services, Urban Forestry Division, may be necessary.

4. Additional Basic Streetscape Improvements

- a. **Requirement for Projects.** A Project that includes fewer than 50 dwelling units or guest rooms shall provide at least one of the Additional Basic Streetscape Improvements listed in Table 8-1. For every additional 100 dwelling units or guest rooms, a Project shall provide an additional improvement listed in Table 8-1, not to exceed four Additional Basic Streetscape Improvements. A Project that does not include dwelling units or guest rooms shall include one Additional Basic Streetscape Improvement per 50,000 square feet of nonresidential floor area.



Table 8-1. Basic Streetscape Improvements

Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Parkways			
<ul style="list-style-type: none"> - Standard dimension: 5' wide - Surface treatment: low-growing drought-tolerant plants with mulch - Convenience Strip: Unobstructed area 18" from back of curb, excluding a minimum 6"-wide curb. Required at planted parkways adjacent to curbside parking spaces or loading areas. Natural concrete (standard gray) or permeable pavers if approved by BOE. - House Walk: If parkway is adjacent to marked on-street parking or loading spaces, a 5'-wide walkable surface across the parkway shall be provided every 35 to 50 feet. Walkable surface should be concrete (or permeable pavers if approved by BOE). 	<p>BOE, BSS</p>	<p>BOE, BSS</p>	<p>Repair house walks when damaged; weed and clean as needed by owner</p>
Special Sidewalk Paving			
<ul style="list-style-type: none"> - Preferred: Concrete to be standard gray color, with approved permeable interlocking concrete pavers between tree wells (standard gray color). Type and pattern of permeable pavers to be approved by BOE. Approved pavers are listed on the "Approved Products" page at https://boe.lacity.org/apm/menu.cfm 	<p>BOE</p>	<p>Non-Standard</p>	<p>Repair when damaged; clean as needed by owner</p>

Table 8-1. Basic Streetscape Improvements

Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Special Lighting			
<ul style="list-style-type: none"> - Special lighting that adds to the Area’s sense of place is encouraged within the public right-of-way, provided that it does not interfere with pedestrian movement, vehicular safety, the approved street light/street tree spacing pattern, or other required streetscape elements - Examples of special lighting include accent lighting of landscape and architectural features - Special lighting may be installed with a revocable permit. The infrastructure for this lighting shall be maintained by the permit holder and not the Bureau of Street Lighting. 	BSS	Non-Standard	Repair when damaged
Bicycle Racks			
<ul style="list-style-type: none"> - Place at a location approved by the DOT and city engineer. A minimum 48" wide unobstructed sidewalk access must be maintained. - Inverted U or approved equal 	DOT, BOE	S-671	Per review agency
Potted Planters			
<ul style="list-style-type: none"> - Shrub heights to be approved by BSS - Include water trays or internal water system - Not to exceed dimensions (width/depth) of tree wells per this plan - Must be designed and installed against any overturning force 	BSS	Non-Standard	Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically
Bus Shelters			
<ul style="list-style-type: none"> - Provided at the discretion of the City Coordinated Street Furniture Program vendor at major bus stops 	BSS, BOE	BSS, BOE	By City vendor

Table 8-1. Basic Streetscape Improvements

Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Bus Benches & Trash Receptacles			
<ul style="list-style-type: none"> – Provided at the discretion of the City Coordinated Street Furniture Program vendor at major bus stops 	BSS, BOE	BSS, BOE	By City vendor
Bus Stop Lights			
<ul style="list-style-type: none"> – Install in pairs within 20' of bus stops – 14' or 12' AV Steel Pole (galvanized steel) or approved equal 	BSL, DWP	BSL, DWP	By BSL
Crosswalk Striping			
<ul style="list-style-type: none"> – Per LADOT policy, the implementation of continental striping on existing marked crosswalks shall be prioritized on major streets and at intersection crossings 	DOT, BOE	S-480, S-481.1	Reapply every 5–10 years
Crosswalk ADA Ramps			
<ul style="list-style-type: none"> – ADA-approved ramps with detectable warning surface (min. 3' x 4') – Two ramps per corner at intersections (as feasible) and one ramp at each end of mid-block crossings – Detectable warning surface in yellow; remainder of ramp to be natural concrete (standard gray) 	BOE	S-442	Repair when damaged; clean as needed
Major Streetscape Improvements Listed in Table 8-2			
<ul style="list-style-type: none"> – See Table 8-2 			

- b. **Proposed Paseo.** In addition to the requirement(s) set forth above, a Project shall include a passageway for pedestrians at the location(s) where a Proposed Paseo has been identified in the Subarea Street Map. The passageway shall meet the following requirements:
- i. Minimum width of 10 feet that is uncovered and open to the sky.
 - ii. Shall be physically separated from and uninterrupted by motor vehicle use areas except where required to cross a drive aisle. Physical separation methods may include curbs of no less than 4 inches in height or bollards, walls, raised planters or similar containment methods, no less than 30 inches in height and separated by no more than 5 feet.
 - iii. The surface of the passageway shall be illuminated in accordance with Sec. 4C.10.1.C.3. (Pedestrian-Oriented Lighting) of Chapter 1A (Zoning Code) of the LAMC.
 - iv. Shall be made permanently available to the general public, at no cost, between sunrise and sunset daily, or during the operating hours of the building, whichever would result in a longer period of time. No gates or other barriers may block any portion of a pedestrian passageway from pedestrian access during the required available hours, and a sign shall be posted at every public entrance to the pedestrian passageway in accordance with the standards in Sec. 2C.3.3.D.10.b.ii. of Chapter 1A (Zoning Code) of the LAMC.
 - v. Each facade facing the passageway shall meet the side street transparency and entrance standards of the applied Frontage District (Chapter 3).

C. Major Streetscape Improvements

1. Intent

The Major Streetscape Improvements list in Table 8-2, and as shown on the Subarea Street Maps, serves as policy guidance to inform and support future street improvements and investments within the boundaries of the Specific Plan, and are intended to be implemented over time through a variety of means, including:

- a. By City agencies in conjunction with street improvement projects, Metro Call for Projects funding or other grants;
- b. By Certified Neighborhood Councils, Business Improvement District(s) or other community organizations; and
- c. By private property owners, developers, and business owners, in conjunction with development projects or as voluntary improvements.

2. Major Streetscape Improvements List

Table 8-2. Major Streetscape Improvements

Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
New Crosswalks			
<ul style="list-style-type: none"> - Per LADOT policy, the implementation of continental striping on new marked crosswalks shall be prioritized on major streets and at intersection crossings - Where the nearest existing pedestrian crossings are spaced more than 600 feet apart, crosswalks should be provided, either at uncontrolled intersections or mid-block, as determined by LADOT - At new uncontrolled, marked crosswalks a new signal (e.g., Rectangular Rapid Flash Beacon, Advanced Pedestrian Warning Device) should be considered, which would require a warrant analysis by the LADOT District Office - Pedestrian refuge islands should be considered for all midblock crossings or intersection locations where there is a center turn lane and where a turn pocket is not necessary - The type and design of specific pedestrian signals, and refuge islands would be studied and determined by LADOT - BSL to review new crosswalks to ensure adequate illumination and lighting level 	<p>DOT, BOE, BSL</p>	<p>S-480, S-481</p>	<p>Reapply every 5–10 years</p>
New Traffic Signals			
<ul style="list-style-type: none"> - Refer to Proposed Traffic Signals locations indicated on the Subarea Street Maps - Any new traffic signal shall be planned and installed in conjunction with the LADOT District Office, including signal warrant analysis 	<p>DOT, BOE</p>	<p>DOT, BOE</p>	<p>By DOT</p>

Table 8-2. Major Streetscape Improvements

Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Curb Extensions			
<ul style="list-style-type: none"> - Located at intersections or midblock, where feasible subject to LADOT approval - Extending to width of parking lane - Natural concrete paving (standard gray) - Planting and trees optional; incorporate per BSS and LADOT guidelines; max 36" high - Refer to Green Street Standard Plans for Vegetated Stormwater Curb Extensions (S-484-0) - Minimum curb return radius of 25' for street cleaning purposes. If less than 25', to be maintained by R-permit holder. - Provide traffic warning sign at the curb extensions to prevent drivers from driving into the curb extension 	BOE, DOT, BSS	S-484	Per review agency
Parking Lane Planters			
<ul style="list-style-type: none"> - Located within existing parking lanes - Minimum size: 4' x 6' (not to exceed width of parking lane) - Install street trees (Lavender Trumpet Tree) within planters - Surface treatment: low growing plants (max 36" high) - Observe LADOT guidelines to maintain visibility for vehicles - Protection from errant drivers provided by raised curbs, bollards, railings, or other fixed objects per LADOT standards 	BOE, DOT, BSS	Non-Standard	Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically; prune trees for clearance (permit required); maintain gutter between planter and sidewalk

Table 8-2. Major Streetscape Improvements

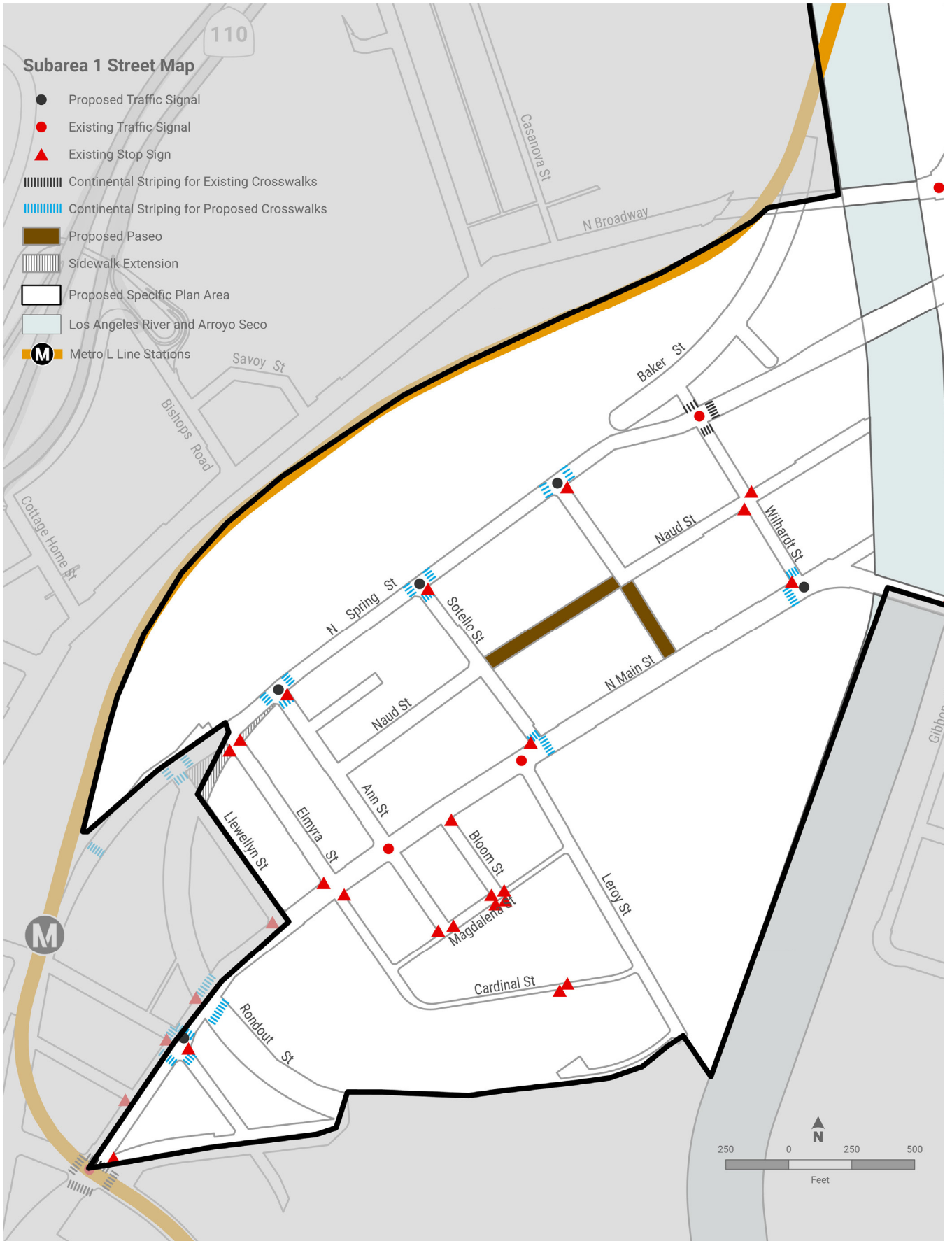
Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Raised Landscaped Medians			
<ul style="list-style-type: none"> - A landscaped median shall be installed along Spring Street between College and Baker Streets. The median improvements shall be interrupted to accommodate left-turn pockets at Ann Street, Sotello and Mesnager Streets. 	BOE, DOT, BSS	BOE, DOT, BSS	Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically; prune trees for clearance (permit required); mulch and irrigate
<ul style="list-style-type: none"> - The landscaped median shall be approximately 10 feet in width and shall be planted with mature, drought-tolerant, shade canopy trees and low-maintenance, drought-tolerant ground cover and shrubs 			
<ul style="list-style-type: none"> - Minimum 6" high integral curb and gutter per City Standard Plan 			
<ul style="list-style-type: none"> - Natural concrete (standard gray) 			
<ul style="list-style-type: none"> - Slope to center to collect runoff; infiltration or treatment of street runoff where feasible 			
Bioswales			
<ul style="list-style-type: none"> - Plant low-growing plants not to exceed 36" in height (measured from pavement) 	BOE, BSS, BOS	S-480, S-483	Weed; remove/replace dead, dying or diseased plants; prune; remove litter; fertilize periodically; prune trees for clearance (permit required)
<ul style="list-style-type: none"> - Refer to Green Street Standard Plan for list of permitted planting materials 			
Seating and Benches			
<ul style="list-style-type: none"> - 118" wide with a middle arm rest 	BOE, BSS	Non-Standard	Remove graffiti; clean
<ul style="list-style-type: none"> - Place at mid-block or a minimum of every 300' 			
<ul style="list-style-type: none"> - Distinct from benches provided as part of City Coordinated Street Furniture Program 			

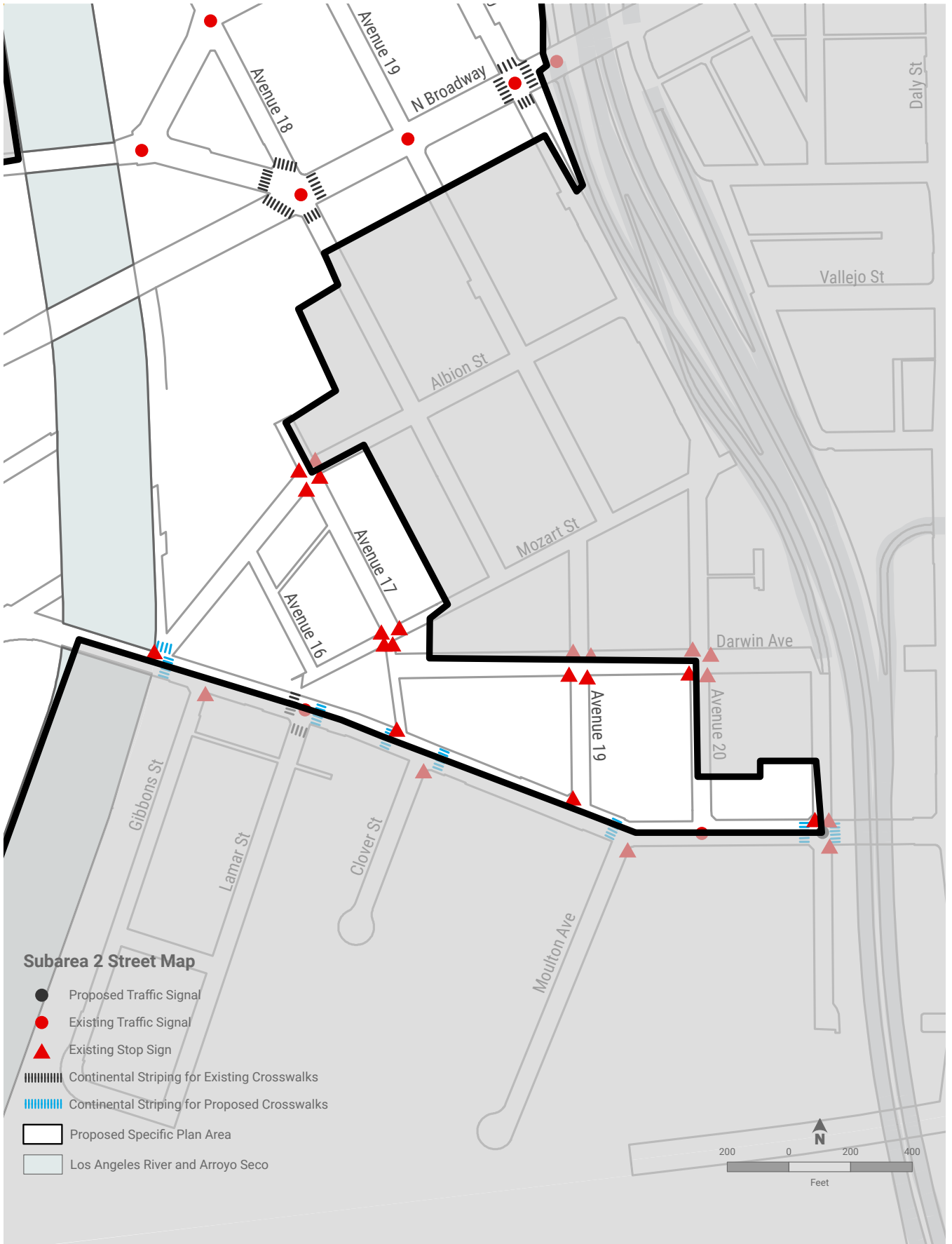
Table 8-2. Major Streetscape Improvements

Typical Characteristics	Required Review	Standard Plan or Agency Review	Typical Maintenance
Trash Receptacles			
<ul style="list-style-type: none"> - At corners of major intersections, and adjacent to benches. - Distinct from trash receptacles provided as part of City Coordinated Street Furniture Program. 	BSS	Non-Standard	Empty as needed; remove graffiti; clean
Bicycle Infrastructure			
<ul style="list-style-type: none"> - All Bicycle Friendly Streets identified in the 2010 Bicycle Plan shall be improved to include Bicycle Friendly Street improvements as described in the 2010 Bicycle Plan and highlighted in the 2010 Bicycle Plan's Technical Design Handbook. - Bicycle lanes shall be included on N. Spring, N. Main, Pasadena Avenue, San Fernando Boulevard, Figueroa Street, and a portion of Avenue 26 as illustrated on the cross-section standard plans on Navigate LA, the Bicycle Network Map, and Appendix 1. - Bicycle sharrow markings shall be included on Avenue 26 between the Arroyo Seco (Pasadena) Freeway and the Gold Line Bridge if severe roadway width constraints (i.e. the existence of freeway on and off-ramps) prohibit the addition of bicycle lanes at this location. - A bicycle lane shall be installed on Avenue 20 between Broadway and Main Street as illustrated in the cross-section standard plans on Navigate LA, the Bicycle Network Map, and Appendix 1. - Temporary sharrow markings shall be installed on Broadway between Avenue 18 and the Golden State Freeway to indicate the presence of bicyclists until such time as a bicycle lane is installed at the location, as described in the 2010 Bicycle Plan. 	DOT	DOT	By DOT

Subarea 1 Street Map

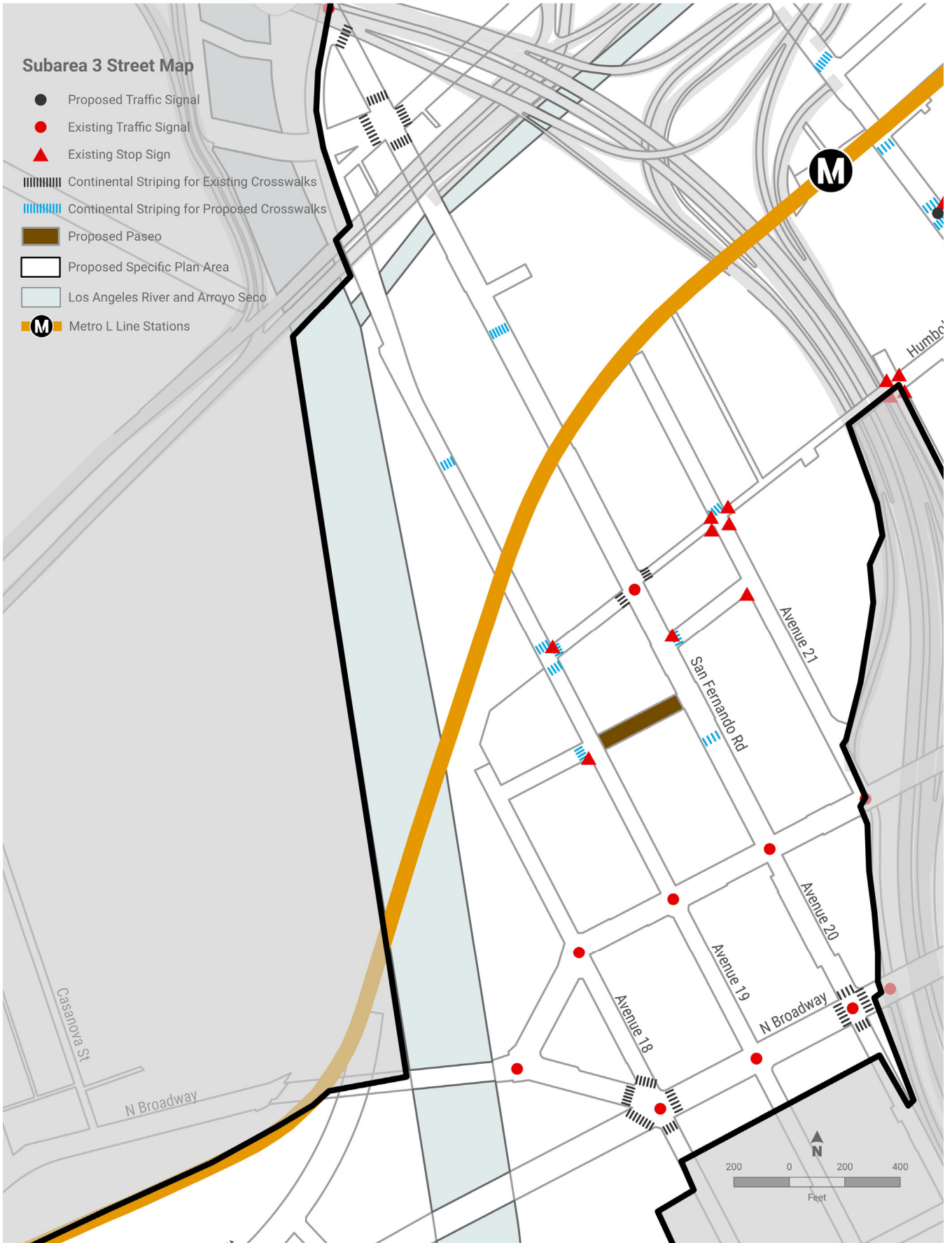
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- Existing Traffic Signal
- ▲ Existing Stop Sign
- ▤ Continental Striping for Existing Crosswalks
- ▤ Continental Striping for Proposed Crosswalks
- ▬ Proposed Paseo
- ▤ Sidewalk Extension
- ▭ Proposed Specific Plan Area
- ▭ Los Angeles River and Arroyo Seco
- Ⓜ Metro L Line Stations





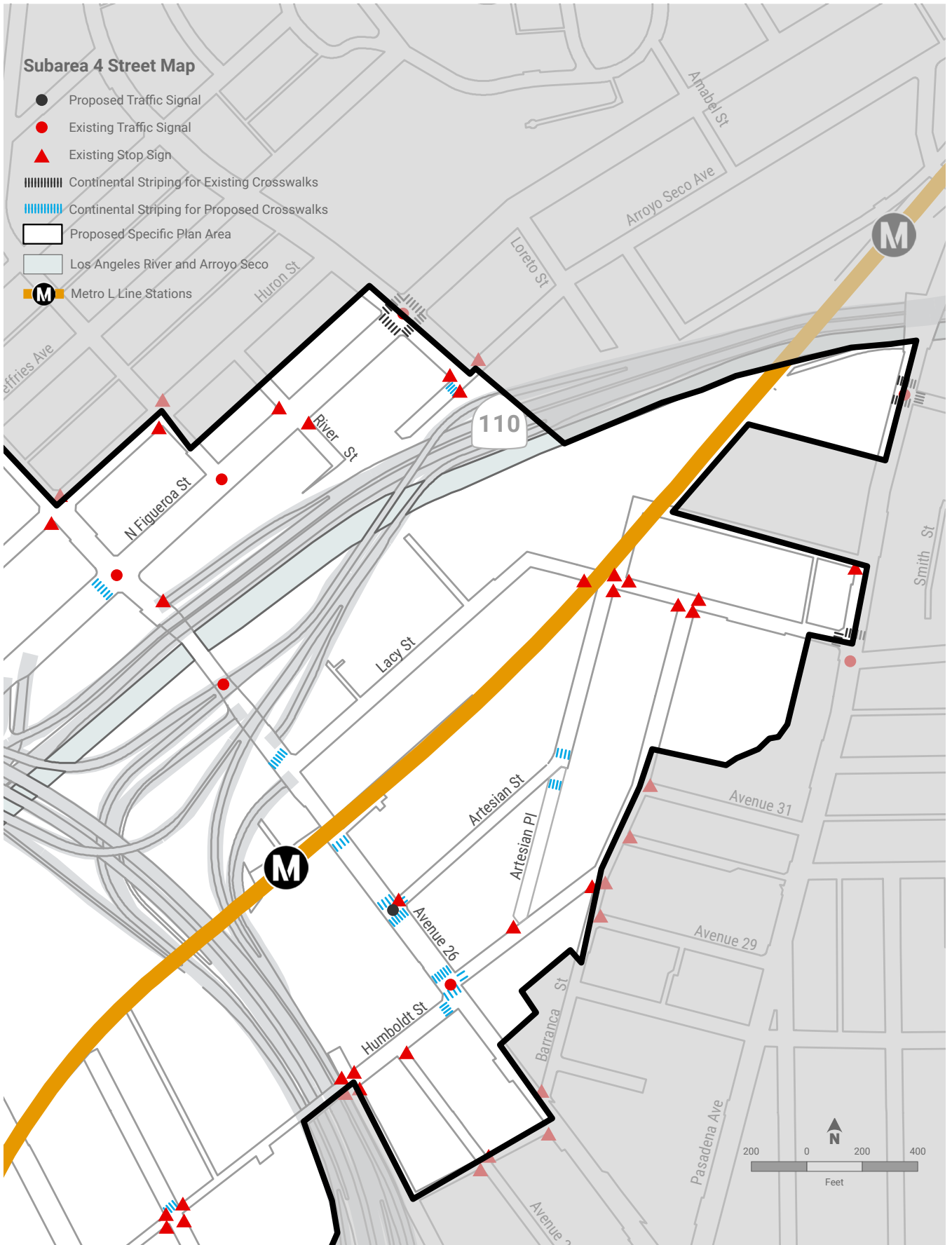
Subarea 3 Street Map

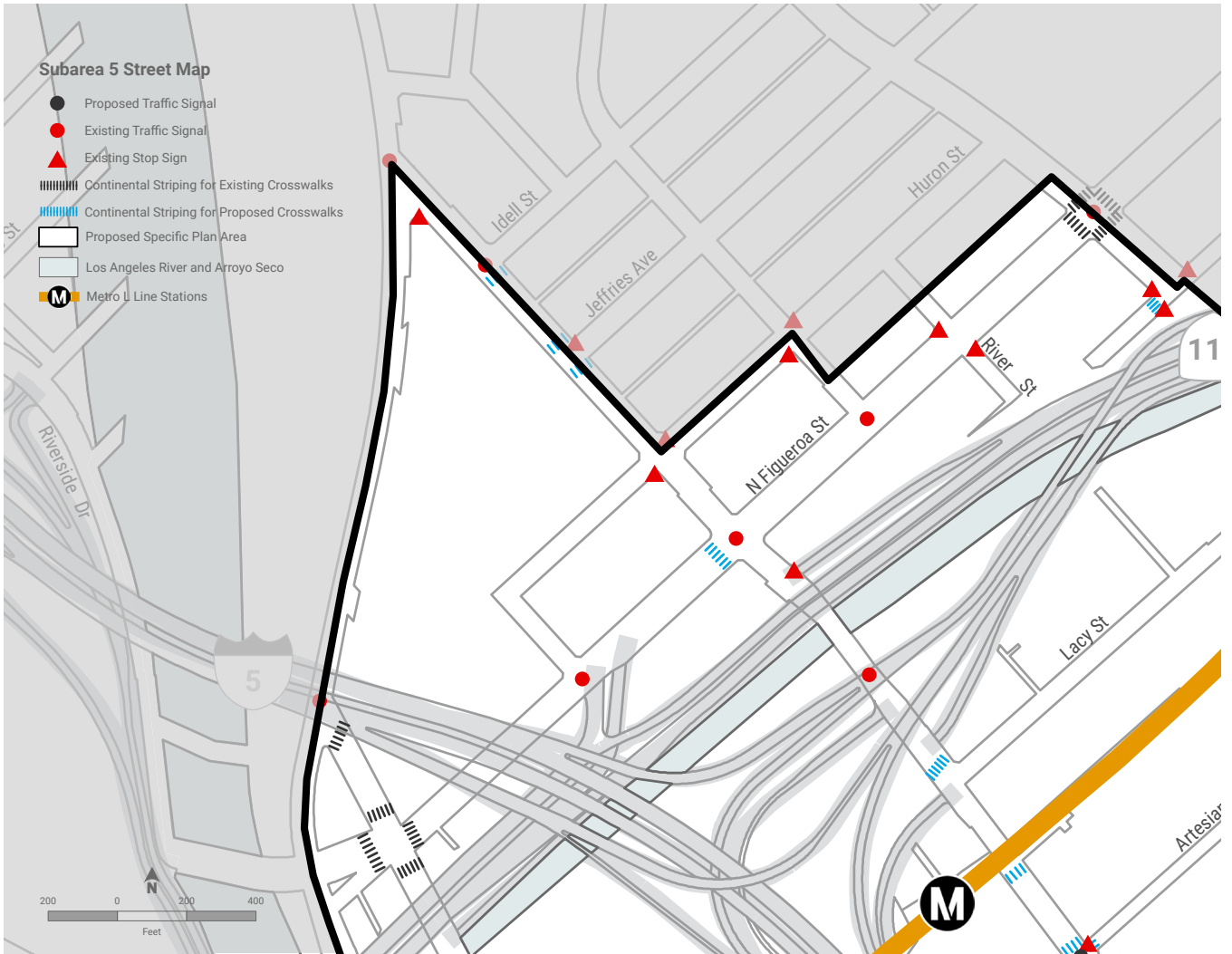
- Proposed Traffic Signal
- Existing Traffic Signal
- ▲ Existing Stop Sign
- ▨ Continental Striping for Existing Crosswalks
- ▨ Continental Striping for Proposed Crosswalks
- Proposed Paseo
- Proposed Specific Plan Area
- ▨ Los Angeles River and Arroyo Seco
- Ⓜ Metro L Line Stations



Subarea 4 Street Map

- Proposed Traffic Signal
- Existing Traffic Signal
- ▲ Existing Stop Sign
- ▤ Continental Striping for Existing Crosswalks
- ▤ Continental Striping for Proposed Crosswalks
- ▭ Proposed Specific Plan Area
- ▭ Los Angeles River and Arroyo Seco
- Ⓜ Metro L Line Stations







MENCI

Chapter 9 Environmental Standards

Environmental Standards to be released in conjunction with the Final Environmental Impact Report (EIR).



LOS ANGELES
CITY PLANNING
Community Planning

EXHIBIT B.2:

Zone Change Maps Ordinance

CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO HEREBY ORDAIN AS FOLLOWS:**

Sec. 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon portions of the zone map attached thereto and made a part of Article 2, Chapter 1, of the Los Angeles Municipal Code, so that such portions of the zoning map shall conform to the zones attached hereto and incorporated herein by this reference.

Sec. 2. Severability. If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this ordinance, which can be implemented without the invalid provisions and, to this end, the provisions of this ordinance are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located that the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

Hydee Feldstein Soto, City Attorney

Pursuant to Charter Section 559, I
approve this ordinance on behalf of the
City Planning Commission and
recommend that it be adopted.

By _____

VINCENT P. BERTONI, AICP
Director of Planning

Date _____

Date _____

File No. _____

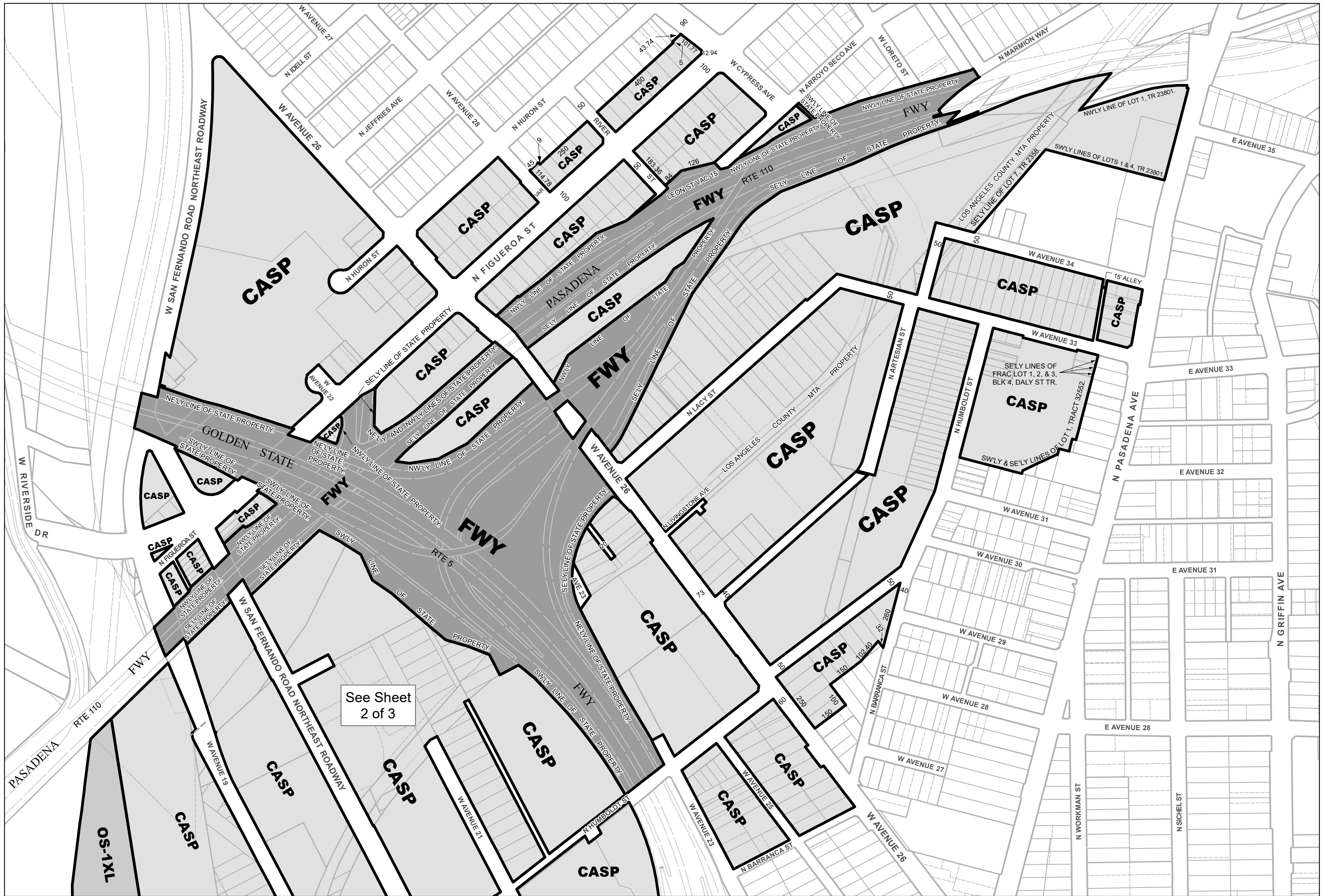
The Clerk of the City of Los Angeles
hereby certifies that the foregoing
ordinance was passed by the Council of
the City of Los Angeles.

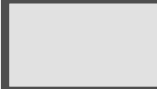
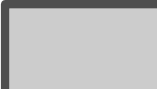

CITY CLERK

MAYOR

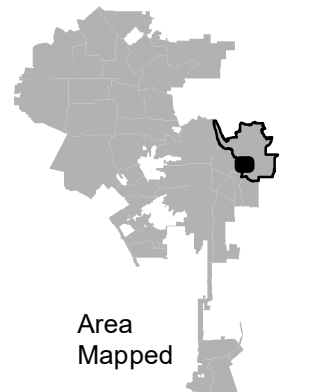
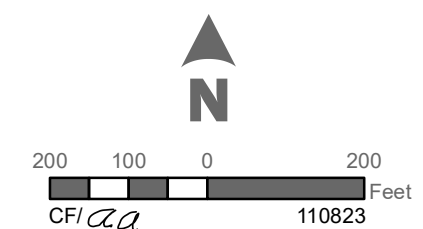
Ordinance Passed _____

Approved _____

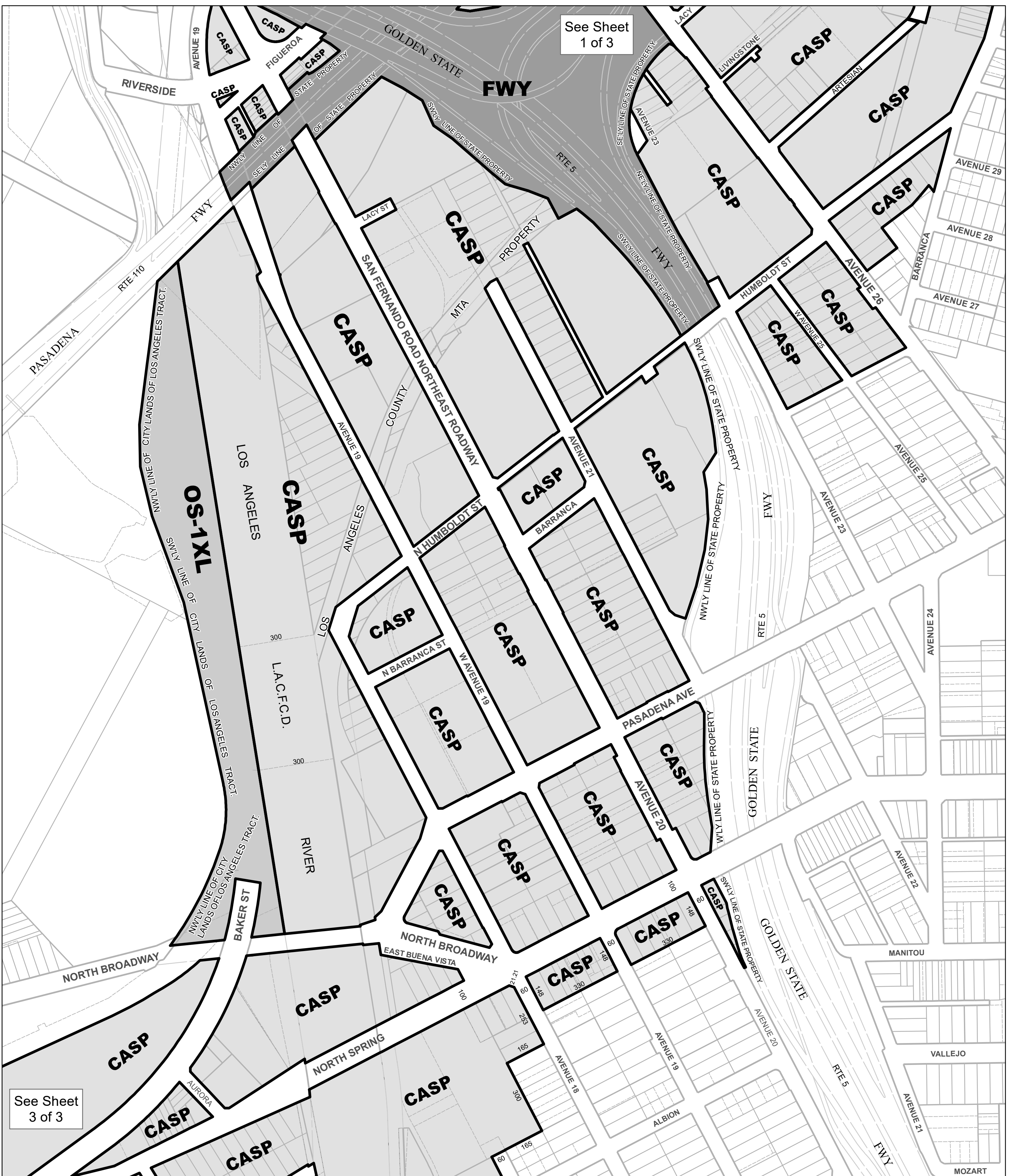


-  **CASP**
-  **OS-1XL**
-  **FWY**

CORNFIELD ARROYO SECO ZONE CHANGE
CPC-2021-2642-SP
 Sheet 1 of 3



Date: 11/12/23 2:39:36 PM
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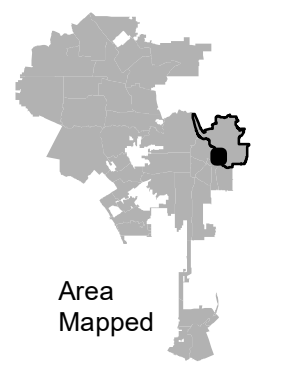
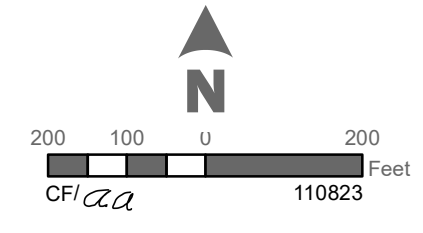


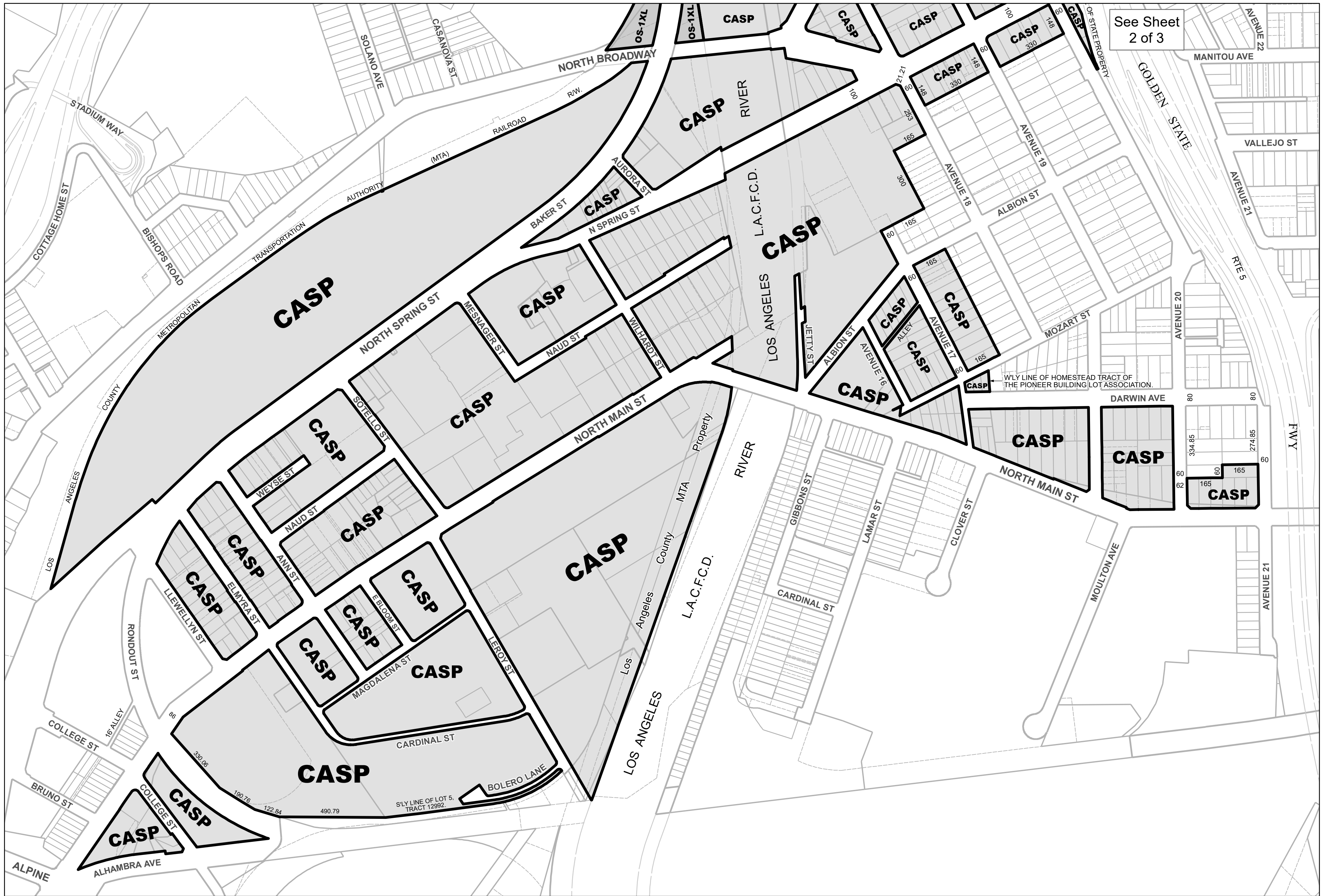
- CASP**
- OS-1XL**
- FWY**

CORNFIELD ARROYO SECO ZONE CHANGE

CPC-2021-2642-SP

Sheet 2 of 3





- CASP**
- OS-1XL**

CORNFIELD ARROYO SECO ZONE CHANGE
CPC-2021-2642-SP
 Sheet 3 of 3

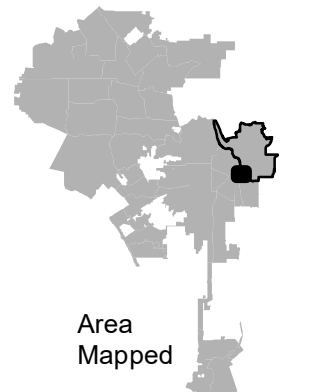
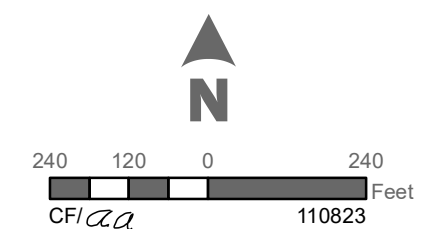


EXHIBIT B.3:

Cypress Park and Glassell Park Community Design Overlay (CDO) Amendment Ordinance

CPC-2021-2642-SP

For consideration by the City Planning Commission

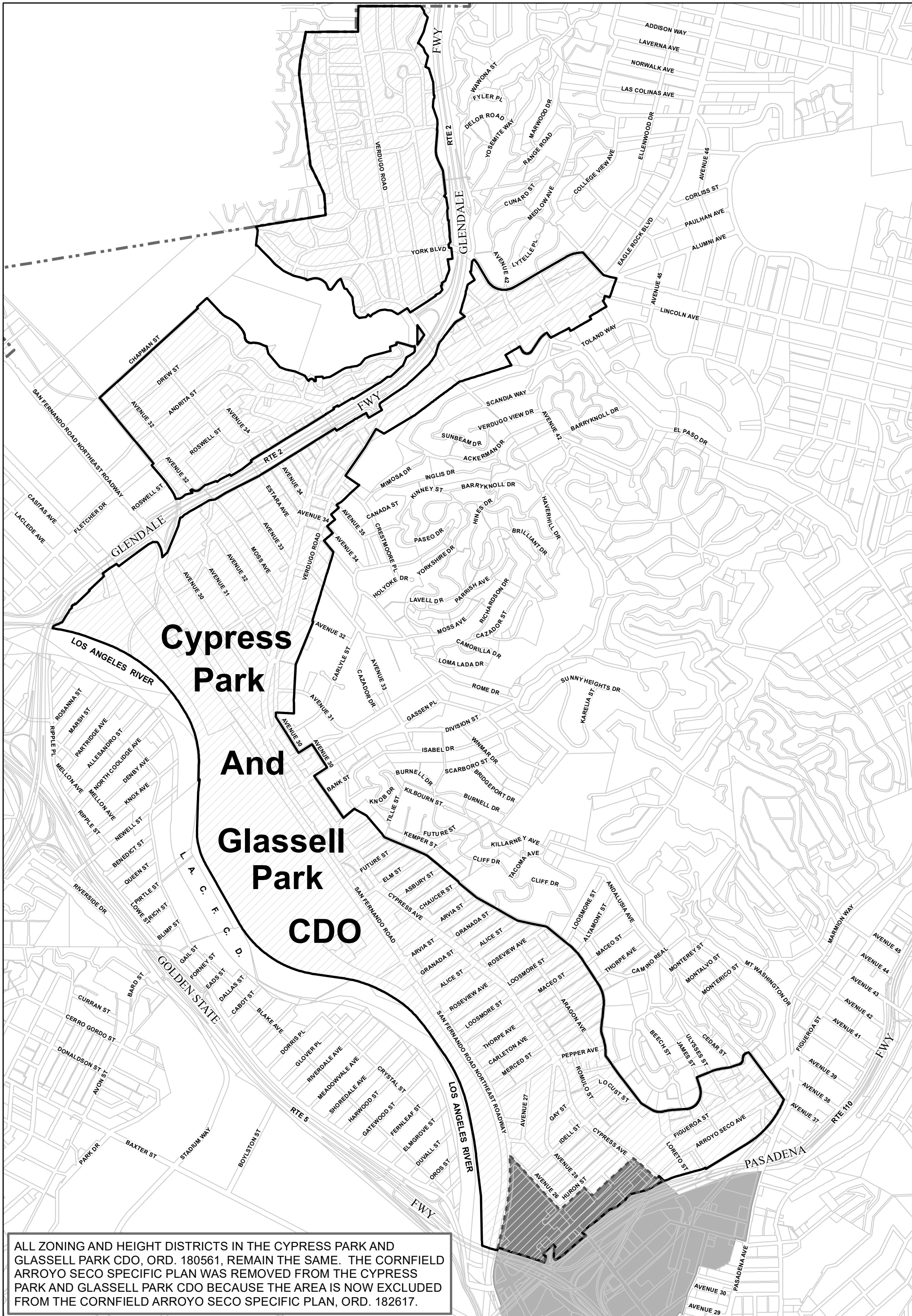
December 7, 2023

ORDINANCE NO. _____



An ordinance amending Section 12.04 of the Los Angeles Municipal Code (LAMC) and Ordinance No. 180,561, to remove certain properties from the Cypress Park and Glassell Park Community Design Overlay (CDO) and amend the zoning map accordingly.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO HEREBY ORDAIN AS FOLLOWS:**

Sec. 1. Exhibit 1 Sheet 2 of Ordinance No. 180,561 and the City Zoning Map are amended to remove those areas identified within the boundaries delineated with dash lines as shown on the attached map from the Cypress Park and Glassell Park Community Design Overlay (CDO).




ALL ZONING AND HEIGHT DISTRICTS IN THE CYPRESS PARK AND GLASSELL PARK CDO, ORD. 180561, REMAIN THE SAME. THE CORNFIELD ARROYO SECO SPECIFIC PLAN WAS REMOVED FROM THE CYPRESS PARK AND GLASSELL PARK CDO BECAUSE THE AREA IS NOW EXCLUDED FROM THE CORNFIELD ARROYO SECO SPECIFIC PLAN, ORD. 182617.

-  Portion of the Cornfield Arroyo Seco Specific Plan to be removed from the Cypress Park and Glassell Park CDO.
-  Cypress Park and Glassell Park CDO Bndry.
-  Cornfield Arroyo Seco Specific Plan Bndry.

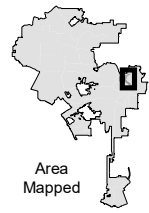
CYPRESS PARK AND GLASSELL PARK CDO AMENDMENT

CPC-2021-2642-SP

CFI *ca* 110823



0 500 1,000
Feet



Area Mapped

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located that the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

Hydee Feldstein Soto, City Attorney

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted.

By _____

VINCENT P. BERTONI, AICP
Director of Planning

Date _____

Date _____

File No. _____

The Clerk of the City of Los Angeles hereby certifies that the foregoing ordinance was passed by the Council of the City of Los Angeles.

CITY CLERK

MAYOR

Ordinance Passed _____

Approved _____

EXHIBIT B.4:

Rescission of the CASP Floor Area Payment Trust Fund Ordinance

CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023

ORDINANCE NO. _____

An ordinance repealing in their entirety Ordinance No. 182,618, adopted on June 28, 2013, adding Chapter 160 to Division 5 of the Los Angeles Administrative Code, establishing the Cornfield Arroyo Seco Specific Plan Floor Area Payment Trust Fund.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO HEREBY ORDAIN AS FOLLOWS:**

Sec. 1. Ordinance No. 182,618, which added Chapter 160 to Division 5 of the Los Angeles Administrative Code, establishing the Cornfield Arroyo Seco Specific Plan Floor Area Payment Trust Fund, is repealed.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located that the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

Hydee Feldstein Soto, City Attorney

By _____

Date _____

File No. _____

Pursuant to Charter Section 559, I
approve this ordinance on behalf of the
City Planning Commission and
recommend that it be adopted.

VINCENT P. BERTONI, AICP
Director of Planning

Date _____

The Clerk of the City of Los Angeles
hereby certifies that the foregoing
ordinance was passed by the Council of
the City of Los Angeles.

CITY CLERK

Ordinance Passed _____

MAYOR

Approved _____

CPC-2021-2642-SP

City Planning Commission Draft

EXHIBIT C.1:

Proposed Amendments to the New Zoning Code: Division 8.3 (Special Districts)

CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023

ORDINANCE NO. _____

An ordinance amending Article 8 of Chapter 1A of the Los Angeles Municipal Code by establishing a new Cornfield Arroyo Seco Special District.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO HEREBY ORDAIN AS FOLLOWS:**

Sec. 1. Amend Article 8 of Chapter 1A of the Los Angeles Municipal Code to read as follows:

SEC 8.3.4. CORNFIELD ARROYO SECO (CASP)

A. Intent

The Cornfield Arroyo Seco Special District (CASP) is intended to guide the development of a unique and significant hybrid-industrial area in the Downtown and Northeast Los Angeles Community Plan Areas that requires land use requirements and incentives tailored to the distinctive qualities of the area.

B. General Provisions

All properties within the Cornfield Arroyo Seco Special District shall utilize the provisions of the adopted Cornfield Arroyo Seco Specific Plan as the vehicle for regulatory measures.

Sec. 2. Severability. If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this ordinance, which can be implemented without the invalid provisions and, to this end, the provisions of this ordinance are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Sec. 3. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

Hydee Feldstein Soto, City Attorney

Pursuant to Charter Section 559, I
approve this ordinance on behalf of the
City Planning Commission and
recommend that it be adopted.

By _____

VINCENT P. BERTONI, AICP
Director of Planning

Date _____

Date _____

File No. _____

The Clerk of the City of Los Angeles
hereby certifies that the foregoing
ordinance was passed by the Council of
the City of Los Angeles.

CITY CLERK

MAYOR

Ordinance Passed _____

Approved _____

EXHIBIT C.2:



Proposed Amendments to the New Zoning Code: Zoning Code Maps

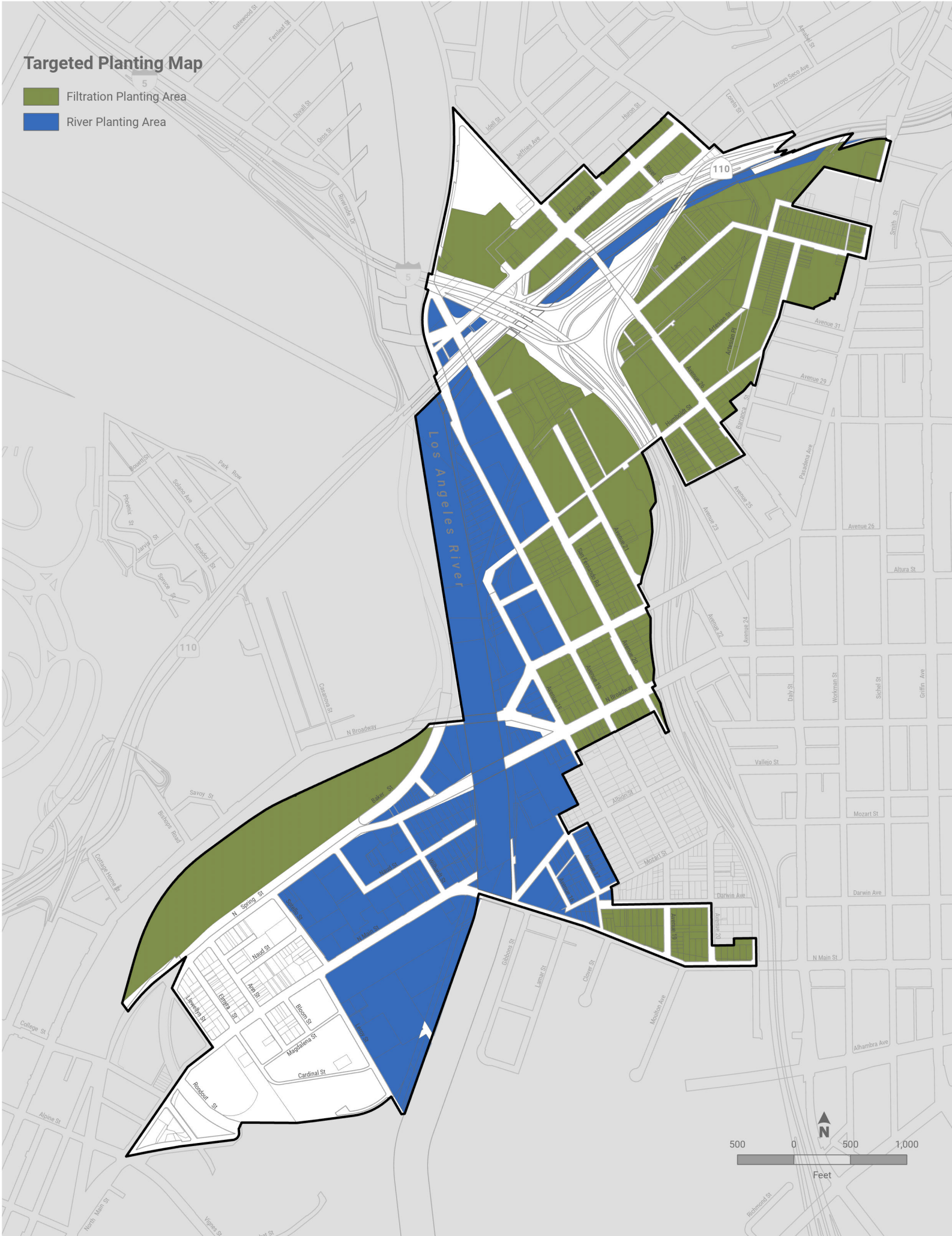
CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023

Targeted Planting Map

-  Filtration Planting Area
-  River Planting Area



Special Lot Line Map

Special River Lot Line

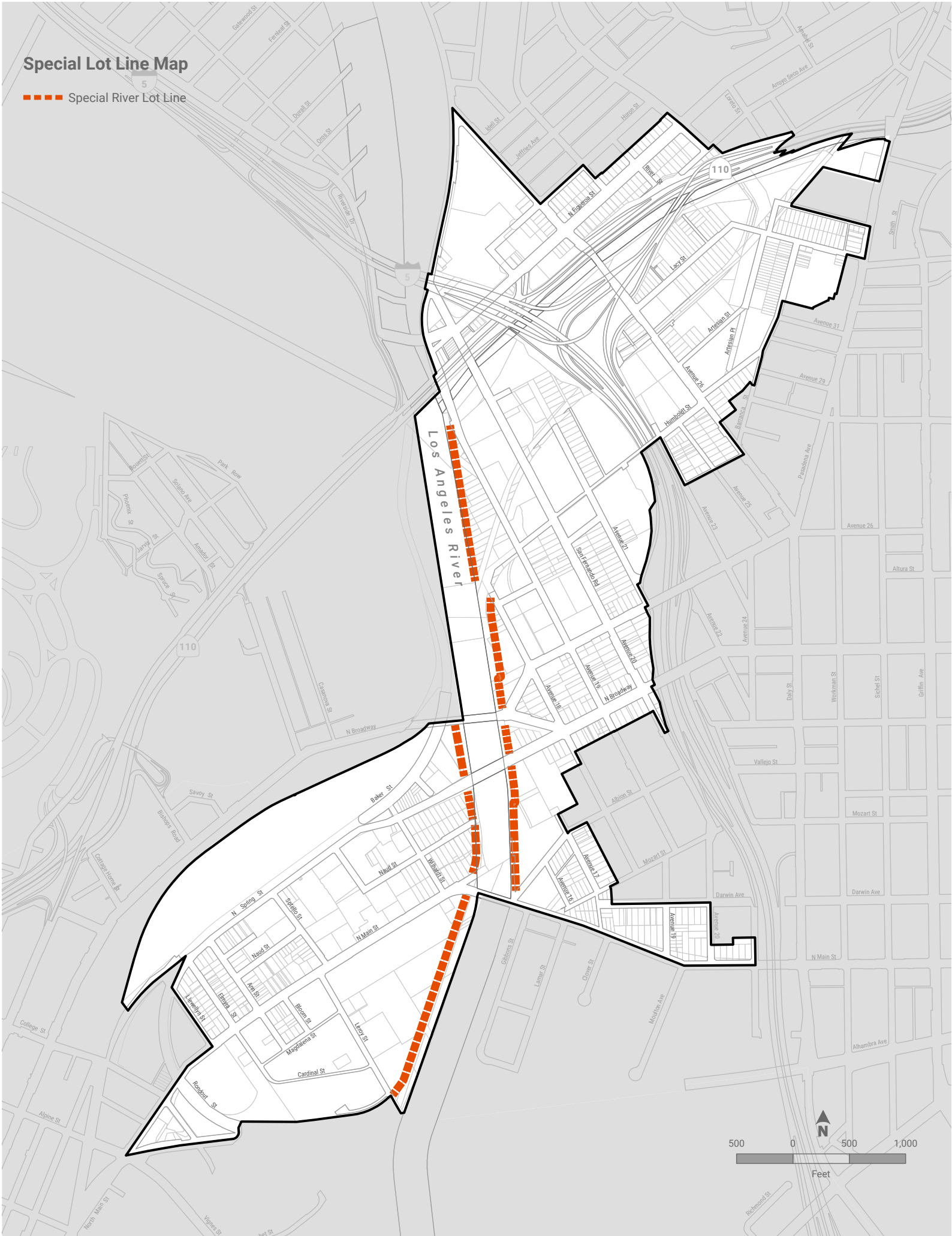


EXHIBIT D:

Inclusionary Housing and Incentive Zoning Memo

CPC-2021-2642-SP

For consideration by the City Planning Commission

December 7, 2023



Memorandum

To: Michael Sin and Brittany Arceneaux, Los Angeles City Planning

From: HR&A Advisors, Inc.

Date: November 17, 2023

Re: Summary of Inclusionary Housing Considerations for Cornfield Arroyo Seco Specific Plan Update

EXECUTIVE SUMMARY

The Cornfield Arroyo Seco Specific Plan (CASP) was originally adopted in 2013, covering an area north of Downtown Los Angeles. The original CASP intended to preserve industrial uses and associated jobs in the area while accommodating new multi-family residential and commercial uses in targeted areas. Los Angeles City Planning began updating the CASP in 2020 to better support the production of more affordable, mixed-income, and permanent supportive housing compared to the original CASP. HR&A Advisors, Inc. (HR&A) was engaged to analyze the financial feasibility implications of an inclusionary housing program in the CASP as a part of these updates. The study aims to inform decision-makers, stakeholders, and the public about the potential implementation of an inclusionary housing program.

The analysis summarized in this memorandum reports the financial feasibility results for inclusionary housing programs that would require developers to set aside specified percentages of affordable housing units within market-rate multi-family housing developments. Different percentages of set-aside units are tested at multiple affordable household income levels, for a base Floor Area Ratio (FAR) level and for FAR bonuses with higher affordability requirements. Two scenarios were tested, one without and one with ground floor retail use. Implications of waiving the City's Affordable Housing Linkage fee are also addressed. The analysis found that inclusionary housing is not feasible at the base FAR of 1.5 under current real estate market conditions. However, an incentive zoning approach can unlock a range of percentages of supportable affordable housing at different household income levels.

The financial feasibility analysis is based on current real estate market conditions. It also considers the impact of the recently adopted Measure ULA real estate transfer tax increase by comparing development scenarios with and without the new tax increase. This memorandum provides an overview of HR&A's analytic approach, prototypical development programs used in the analysis, affordability scenarios, preliminary findings, and implementation conclusions for consideration by City staff, stakeholders, and City decision makers.

ANALYTIC APPROACH

Opportunity Site & Development Programs

The financial feasibility analysis provided herein focuses on two development programs for a 1.53-acre opportunity site at 1440 N. Spring Street, located within the existing CASP Urban Village District. Site plans and massing models referenced for this study were produced by John Kaliski Architects (JKA) and have been adjusted for the study parameters. The two development programs tested in this analysis are:

1. 100 percent Residential Development
2. Mixed-use Residential Development with 4,000 sf Ground-floor Retail

The massing models reflect zoning parameters provided by City staff, with adjustments to accommodate different development programs. These massing models were then tested for financial feasibility to support a base zoning inclusionary and incentive zoning inclusionary housing system. More specifically, inclusionary housing is tested at a Base FAR level of 1.5 and at higher 3.0 and 4.5 FARs, assuming developers take advantage of the Local Affordable Housing Incentive Program described below. “Financial feasibility” is defined in the memo’s Methodology section.

Table 1 provides an overview of the development scenarios. Scenario 2 and Scenario 3 have higher construction hard costs as their respective development density will likely require concrete podium ground floors and upper-story wood frame construction, compared to Scenario 1, which is a purely wood frame product type.

Table 1. Development Scenarios for the CASP Opportunity Site

	FAR	Stories	Gross building Area (SF)
Scenario 1	1.5	3	100,000 SF
Scenario 2 (With FAR bonus)	3.0	7	200,629 SF
Scenario 3 (With FAR bonus)	4.5	8	301,373 SF

Methodology

HR&A tested the development programs using a Residual Land Value (RLV) financial feasibility model. This model accounts for total development costs, net operating income, capitalized project value net of sale closing costs, and an allowance for developer profit applied to each multifamily development program to solve for the amount that a well-informed, capable developer could afford to pay for land and earn a market-responsive return on investment, relative to prevailing land values.

- We calibrated the RLV model to ensure that RLV results are aligned with recent land purchase transactions – i.e., \$155 per square foot for the CASP area.
- For the FAR bonus scenarios, we used a RLV threshold that is 10 percent more than prevailing land prices (i.e., a RLV benchmark of \$171 per square foot for bonus FAR scenarios of 3.0 and 4.5) to approximate the scale of incentive a developer would expect to pursue larger developments.

Market conditions have shifted in recent years, with significant volatility in market rents, and construction materials and labor costs, due to COVID-19 pandemic period inflation and supply chain issues. HR&A used assumptions based on current market-rate rents and construction costs in the adjacent Chinatown submarket area, and affordable rents per the Los Angeles Housing Department’s 2022 Schedule VI household income and maximum affordable rent schedule.

HR&A’s RLV calculations also considered the cost associated with Measure ULA. Measure ULA imposes a 4.5 percent additional tax on sales of real estate valued at between \$5 million and \$10 million, or a 5.5 percent additional tax on sales of more than \$10 million (or a 6.06 percent total tax when Measure ULA is combined with the existing base real estate transfer tax).

Affordability Scenarios

Maximum supportable affordable housing set-aside percentages were tested for affordability levels of Acutely Low-Income (ALI), Extremely Low-Income (ELI), Very Low-Income (VLI), Low-Income (LI) and Moderate Income (MI), as specified in the Los Angeles Housing Department’s 2022 Schedule VI income and rent schedule. HR&A’s financial model considers affordable units as a percentage of total units in a project, including any density bonus units, rather than a percentage of the “Base” units before considering the density bonus, consistent with the City’s Transit Oriented Communities (TOC) program. Supportable affordability percentages were compared with the Set A Affordability requirements as listed in the Cornfield Arroyo Seco Specific Plan Preliminary Draft from Summer 2023, except as noted, as shown in Table 2.

Table 2. Set A Affordability Requirements

Income Level	Set A Requirement
ALI	10%*
ELI	11%
VLI	15%
LI	25%
MI	40%*

*Based on conversations with City Staff

As noted below, additional sensitivity testing involved including or excluding requirements for developers to pay the City's Affordable Housing Linkage Fee that applies to new multifamily development.

FEASIBILITY ANALYSIS, INCLUDING MEASURE ULA

The following sections detail the results of HR&A's financial feasibility testing of each development program and the associated scenarios (including impacts from Measure ULA), with additional clarification included to explain the results of the analysis. A subsequent section shows results from excluding the Measure ULA tax for reference. Additional information regarding the analysis results and assumptions is included in the memo's appendix in Table 7 and Table 8.

For each development program and scenario, the supportable percentage of affordable units was tested with a set of A and B scenarios.

- "A" Scenarios apply the Affordable Housing Linkage Fee based on the current City regulation. If the percentage of affordable units is at or above specified exemption thresholds, the Affordable Housing Linkage Fee is exempt as it is fulfilled by the set-aside affordable units. If the percentage of affordable units is below these thresholds, the Affordable Housing Linkage Fee is applied as a development cost in the scenario.
- "B" Scenarios assume that the Affordable Housing Linkage Fee is completely waived, to evaluate the supportable affordable set-aside percentages that would be feasible without the Affordable Housing Linkage Fee.

These results are shown in comparison with the CASP Set A affordable housing set-aside percentages.

Development Program I: 100 Percent Residential Development

The first development program tested is a 100 percent residential development with structured parking. The unit counts vary, with 113 units in the 1.5 FAR Scenario, 226 units in the 3.0 FAR scenario, and 339 units in the 4.5 FAR scenario. The supportable affordable unit set-aside percentages at different income levels are summarized in Table 3.

Table 3. Summary of Development Program I Feasible Affordable Housing Set-Aside Results

<i>Development Program I Feasibility Results</i>							
Income Level	Set A Req.	1A	1B	2A	2B	3A	3B
ALI	10%	0%	1.7%	3.5%	6.6%	10.9%	10.9%
ELI	11%	0%	1.7%	3.5%	7.0%	11.4%	11.4%
VLI	15%	0%	1.7%	4.8%	8.3%	13.2%	13.2%
LI	25%	0%	1.7%	4.8%	9.7%	11.1%	14.4%
MI	40%	0%	2.6%	9.7%	15.4%	18.8%	25.3%

	<i>Affordable Housing Linkage Fee Applied</i>
	<i>Affordable Housing Linkage Fee Applies but is Exempted</i>
	<i>Affordable Housing Linkage Fee Waived</i>

Scenario 1: Base 1.5 FAR

Scenario 1A applies the Affordable Housing Linkage Fee per City regulation. With the linkage fee included, Scenario 1A cannot support any affordable unit set-aside percentage, making inclusionary housing infeasible at the base FAR level.

Scenario 1B waives the Affordable Housing Linkage Fee for all income levels and is feasible at a very low percentages of affordable set-aside units – i.e., significantly below the Set A requirement. The supportable affordable set-aside percentages for Scenario 1B are 1.7 percent for ALI, ELI, VLI and LI, and 2.6 percent for MI.

Scenario 2: Bonus 3.0 FAR

Scenario 2A applies the Affordable Housing Linkage Fee per City regulation. Scenario 2A is feasible with very low affordable unit set-aside percentages, again all below the Set A affordable unit set-aside percentage requirements. The supportable affordable unit set-aside percentages for Scenario 2A are 3.5 percent ALI, 3.5 percent ELI, 4.8 percent VLI, 4.8 percent LI, and 9.7 percent MI.

Scenario 2B waives the Affordable Housing Linkage Fee for all income levels. Scenario 2B is feasible at marginally higher affordable unit set-aside percentages than Scenario 2A, although all are still below Set A affordable unit set-aside percentage requirements. The supportable affordable unit set-aside percentages for Scenario 2B are 6.6 percent ALI, 7.0 percent ELI, 8.3 percent VLI, 9.7 percent LI and 15.4 percent MI.

Scenario 3: Bonus 4.5 FAR

Scenario 3A applies the Affordable Housing Linkage Fee per City regulation. Scenario 3A can support enough ALI, ELI and VLI set-aside units to achieve exemption from the Affordable Housing Linkage Fee, at 10.9 percent, 11.4 percent and 13.2 percent respectively, though only ALI and ELI reach levels above Set A requirements. The remaining supportable affordable unit set-aside percentages are 11.1 percent LI, and 18.8 percent MI.¹

Scenario 3B waives the Affordable Housing Linkage Fee for all income levels. Scenario 3B ALI, ELI and VLI are feasible at values that match those found in Scenario 3A, because the supportable Scenarios 3B ALI, ELI and VLI percentages also result from exemption from the Affordable Housing Linkage Fee, at 10.9 percent, 11.4 percent and 13.2 percent, respectively. VLI income level remains below Set A requirements. LI and MI income levels affordable unit set-aside percentages increase, but to levels below Set A requirements, at 14.4 percent LI, and 25.3 percent MI, respectively.

¹ LI results in lower affordable unit percentages than ELI and VLI due to the additional financial burden of the Affordable Housing Linkage Fee.

Development Program II: Mixed-use Residential with Ground-floor Retail

The second development program tested is a mixed-use residential development with 4,000 sf of retail on the ground floor and structured parking. The unit count ranges from 110 units in the 1.5 FAR Scenario, to 223 units in the 3.0 FAR scenario, and 336 units in the 4.5 FAR scenario. The supportable affordable unit set-aside percentages at different income levels are summarized in Table 4.

Table 4. Development Program II Feasible Affordable Housing Set-Aside Results

Development Program II Feasibility Results							
Income Level	Set A Req.	1A	1B	2A	2B	3A	3B
ALI	10%	0%	0%	2.6%	5.3%	10.1%	10.1%
ELI	11%	0%	0%	2.6%	5.8%	11.0%	11.0%
VLI	15%	0%	0%	3.1%	7.6%	13.0%	13.0%
LI	25%	0%	0%	3.1%	8.5%	10.1%	13.6%
MI	40%	0%	0%	8.5%	14.3%	17.5%	24.7%

	<i>Affordable Housing Linkage Fee Applied</i>
	<i>Affordable Housing Linkage Fee Applies but is Exempted</i>
	<i>Affordable Housing Linkage Fee Waived</i>

Scenario 1: Base 1.5 FAR

Scenario 1A applies the Affordable Housing Linkage Fee per City regulation, while scenario 1B waives the Affordable Housing Linkage Fee for all income levels. Neither Scenario 1A nor 1B is feasible with or without affordable set-aside units at any income level. The development costs for the additional retail space and parking required to serve it in Development Program II exceed achievable rental revenue and reduce the development return. This results in inclusionary affordable housing being infeasible at the Base FAR level even in the case of waived Affordable Housing Linkage Fees.

Scenario 2: Bonus 3.0 FAR

Scenario 2A applies the Affordable Housing Linkage Fee per City regulation. Scenario 2A is feasible with very low affordable unit set-aside percentages, all below the Set A affordable unit set-aside percentage requirements, resulting in the Affordable Housing Linkage Fee being applied at all income levels. The supportable affordable unit set-aside percentages for Scenario 2A are 2.6 percent ALI and ELI, 3.1 VLI and LI, and 8.5 percent MI.

Scenario 2B waives the Affordable Housing Linkage Fee for all income levels. Scenario 2B is feasible at marginally higher affordable unit set aside percentages than 2A, though all are below Set A affordable unit set-aside percentage requirements. The supportable affordable unit set-aside percentages for Scenario 2B are 5.3 percent ALI, 5.8 percent ELI, 7.6 percent VLI, 8.5 percent LI, and 14.3 percent MI.

Scenario 3: Bonus 4.5 FAR

Scenario 3A applies the Affordable Housing Linkage Fee per City regulation. Two income levels in Scenario 3A, ALI and ELI are feasible at affordable unit set-aside percentages above the Set A requirements. The remainder of the income level affordable unit set-aside percentages are below the Set A requirements. The supportable affordable unit set-aside percentages for Scenario 3A ALI and ELI are 10.1 percent and 11.0 percent respectively. The supportable affordable unit set-aside percentages for Scenario 3A for VLI, LI and MI are 13.0 percent, 10.1 percent and 17.5 percent, respectively.²

Scenario 3B waives the Affordable Housing Linkage Fee for all income levels. Scenario 3B ALI, ELI and VLI were found to be feasible at values that matched those found in Scenario 3A because Scenario 3A and 3B ALI, ELI and

² LI results in a lower affordable unit set-aside percentage than ELI and VLI due to the additional costs from the Affordable Housing Linkage Fee

VLI are exempt from the Affordable Housing Linkage Fee. The remaining income level affordable unit set-aside percentages remained feasible, but at levels below Set A requirements. Income level affordable unit set-aside percentage for VLI also remains below Set A requirements. The supportable affordable unit set-aside percentages for Scenario 3B are 10.1 percent ALI, 11.0 percent ELI, 13.0 percent VLI, 13.6 percent LI, and 24.7 percent MI.

FEASIBILITY ANALYSIS, EXCLUDING MEASURE ULA TAX IMPACTS

For comparison purposes, HR&A also evaluated the proposed Development Programs **without** the cost associated with Measure ULA. For these feasibility tests, the real estate transfer tax of 5.5 percent above the base tax of 0.56 percent was removed from the “costs of sale” element of the RLV financial analysis. In this alternate test, it is also assumed that without the Measure ULA transaction tax, construction activity would increase, raising construction costs by an additional five percent³ for the base building across all typologies. For this analysis, wood frame hard cost is assumed to be \$263 per square foot, and for podium construction is assumed to be \$284 per square foot. The resulting supportable affordable unit set aside percentages for each test is shown in Table 5 and Table 6.

Table 5. Development Program I Feasible Affordable Housing Set-Aide Results; No ULA

Development Program I Feasibility Results - Excluding ULA Transfer Tax							
Income Level	Set A Req.	1A	1B	2A	2B	3A	3B
ALI	10%	1.7%	3.5%	9.7%	9.7%	13.2%	13.2%
ELI	11%	1.7%	5.3%	9.7%	9.7%	14.1%	14.1%
VLI	15%	2.6%	6.1%	11.4%	11.4%	16.2%	16.2%
LI	25%	2.6%	6.1%	9.2%	11.9%	14.1%	17.3%
MI	40%	3.5%	11.4%	15.4%	22.1%	24.1%	30.9%

	<i>Affordable Housing Linkage Fee Applied</i>
	<i>Affordable Housing Linkage Fee Applies but is Exempted</i>
	<i>Affordable Housing Linkage Fee Waived</i>

Table 6. Development Program II Feasible Affordable Housing Set-Aside Results; No ULA

Development Program II Feasibility Results - Excluding ULA Transfer Tax							
Income Level	Set A Req.	1A	1B	2A	2B	3A	3B
ALI	10%	0%	2.7%	8.5%	8.5%	12.5%	12.5%
ELI	11%	0%	2.7%	9.4%	9.4%	13.3%	13.3%
VLI	15%	0%	5.4%	8.0%	10.7%	15.7%	15.7%
LI	25%	0%	5.4%	8.5%	11.6%	13.3%	17.2%
MI	40%	0%	7.2%	14.3%	18.8%	23.5%	29.4%

	<i>Affordable Housing Linkage Fee Applied</i>
	<i>Affordable Housing Linkage Fee Applies but is Exempted</i>
	<i>Affordable Housing Linkage Fee Waived</i>

Both Development Programs I and II are modeled without the Measure ULA transfer tax and like the previous set of feasibility tests each includes a Scenario A and B. Scenario A applies the Affordable Housing Linkage Fee at all income levels and Scenario B waives the Affordable Housing Linkage fee.

Across all scenarios in both Development Programs (i.e., without and with ground floor retail and additional parking) the cost savings associated with no Measure ULA tax caused a slight increase in the supportable

³ The no-ULA analysis assumes that one of three pending lawsuits against Measure ULA and/or a pending state ballot measure that would negate it succeeds, thereby increasing demand for multifamily construction services, and pushing construction labor and material costs higher by five percent.

affordable unit set aside percentages. But once again, most scenarios remained below levels of affordability in the Set A requirements, except for Scenario 3A and 3B ALI, ELI and VLI in both Development Programs I and II.

Many developers in Los Angeles sell their multifamily projects upon lease-up stabilization or shortly thereafter, and therefore will consider the added cost of complying with Measure ULA in assessing exit value feasibility. Measure ULA's additional real estate transfer tax cost diminishes net profit to a developer and effectively transfers developer profit that could be used to support on-site affordable set-aside units to Measure ULA funding. While it is not suggested or presumed that the impact of Measure ULA can be disregarded, this sensitivity test indicates the incremental affordability benefits that are supportable in a scenario without the higher transfer tax. Full analysis results from the impacts excluding Measure ULA can be found in Appendix Table 9.

FINDINGS AND CONCLUSIONS

Real estate market conditions have changed in recent years, with rising interest rates, fluctuating labor costs and supply chain issues, and development costs are now higher due to voter approval of Measure ULA. The analysis summarized above shows that, at least for the development scenarios tested, all these changes have consequences for financially feasible affordable housing set-aside requirements under consideration for the CASP update, as summarized below.

Inclusionary Findings and Conclusions

- The proposed Set A affordability requirements, with the current Affordable Housing Linkage Fee and Measure ULA requirements, are not feasible at the base FAR of 1.5 or incentive 3.0 FAR for any income level. The Set A affordability requirements are feasible, however, at incentive FAR of 4.5 for ALI, and ELI for both a 100 percent residential program and a mixed-use program with ground-floor retail.
- The Affordable Housing Linkage Fee has a significant impact on the supportable affordable unit set-aside percentages. If completely waived, both development programs can support additional on-site affordable units at all income levels though most remain at levels below the CASP's Set A levels with the exception of ALI and ELI at FAR 4.5. The Table 3 "B" columns provide a summary of supportable affordable unit set-aside percentages for the 100 percent residential development program assuming that the Affordable Housing Linkage Fee is waived, and Table 4 "B" columns provide a summary for the mixed-use development program assuming that the Affordable Housing Linkage Fee is waived.
- The addition of ground floor retail has a negative impact on financial returns. The existing CASP's requirement to have non-residential uses within a residential building is likely to result in a lower amount of supportable affordable units on-site as indicated in Table 4 "B" columns.

If construction costs and financing costs continue to rise in the future and continue to do so at rates faster than rent increases, these factors will negatively impact development feasibility and reduce the likelihood of new development. While land values may adjust downward over time in response, this typically happens slowly. Implementing affordable housing set-aside requirements above those found to be feasible in HR&A's analysis would further reduce financial feasibility and limit new market rate and affordable housing production in the CASP in the meantime.

APPENDIX: KEY ASSUMPTIONS

Based on current real estate market conditions, key assumptions used in HR&A's RLV models are outlined below.

Program Assumptions

- **Parking Ratio:** The residential parking ratio is assumed at 0.8 stalls per unit. While older residential product in the area has higher parking ratios, newer projects have lower parking ratios. For instance, 717-759 N. Hill Street has a total of 411 residential units with a parking ratio of 0.76.

Development Cost Assumptions

- **Hard Costs:** Hard costs used for podium-type construction (Type III) are assumed to be \$270 per square foot, and wood frame construction (Type V) are assumed to be lower at \$250 per square foot. Structured parking is assumed to be \$160 per square foot. A 5.0 percent hard cost contingency is applied to total hard cost. For the development scenarios modeled without the Measure ULA transfer tax we assumed a slightly higher (5%) hard cost, effectively reversing efficiencies and value-engineering we assumed developers would find necessary with Measure ULA in place.
- **Soft Costs:** Soft costs are factored as a percentage of hard costs, totaling 17 percent of hard costs inclusive of permits and fees, design and engineering professionals, legal and accounting fees, property taxes and insurance, and a development management fee.
- **Financing Costs:** Financing costs assumed for the analysis are based on a 65 percent loan to cost ratio, an average outstanding loan balance of 50%, loan fees of 2.5 percent, a 7.5 percent interest rate, and a 2-year construction period.

Revenue Assumptions

- **Rents for Market-rate Apartments:** HR&A benchmarked rental rates in the CASP based on a market scan of new rental apartments in the surrounding Chinatown submarket. Monthly rental rates were derived from CoStar for newly built products since 2015 at \$4.06 per square foot for a studio, \$3.96 per square foot for a one-bedroom, \$3.41 per square foot for a two-bedroom, and \$3.41 per square foot for a three-bedroom.
- **Rents of Income-Restricted Units:** HR&A based income-restricted affordable rents on Los Angeles Housing Department's 2022 Income and Rent Limits Land Use Schedule VI, with utility allowances netted out per Housing Authority of the City of LA's utility allowance schedule.

Project Value

- **Cap Rates:** Development scenario completed value is calculated by dividing the net operating income by the capitalization rate applicable to the development program.⁴
- **Developer Profit Margin:** HR&A utilized an industry standard development profit margin for typical mixed-use residential rental development at 12.5 percent.

⁴ Sourced from CoStar Market Data and 2022 2H CBRE Cap Rate Report.

Table 7. Scenario Assumptions

Scenario	Scenario 1A	Scenario 1 B	Scenario 2A	Scenario 2B	Scenario 3A	Scenario 3B
<i>Affordable Housing Linkage Fee</i>	<i>Per Regulation</i>	<i>Waived</i>	<i>Per Regulation</i>	<i>Waived</i>	<i>Per Regulation</i>	<i>Waived</i>
Development Program						
FAR	1.49	1.49	2.99	2.99	4.50	4.50
Land (Acres)	1.54	1.54	1.54	1.54	1.54	1.54
Land (sf)	67,009 SF	67,009 SF	67,009 SF	67,009 SF	67,009 SF	67,009 SF
Const. Type	Wood Frame	Wood Frame	Podium	Podium	Podium	Podium
Number of Floors	3	3	7	7	8	8
Parking	Structured	Structured	Structured	Structured	Structured	Structured
Avg Unit Size (sf)	752 SF	752 SF	752 SF	752 SF	752 SF	752 SF
Parking Ratio (Residential)	0.80	0.80	0.80	0.80	0.80	0.80
Development Costs						
Hard Costs PSF Residential Program (Including Measure ULA)	\$250	\$250	\$270	\$270	\$270	\$270
Hard Costs PSF Residential Program (Excluding Measure ULA)	\$263	\$263	\$284	\$284	\$284	\$284
Structured Parking	\$160	\$160	\$160	\$160	\$160	\$160
Demolition / Site Improvements	\$15	\$15	\$15	\$15	\$15	\$15
Rent Assumptions						
Studio	\$2,030	\$2,030	\$2,030	\$2,030	\$2,030	\$2,030
1 Bedroom	\$3,168	\$3,168	\$3,168	\$3,168	\$3,168	\$3,168
2 Bedroom	\$3,581	\$3,581	\$3,581	\$3,581	\$3,581	\$3,581
2 Bedroom	\$4,433	\$4,433	\$4,433	\$4,433	\$4,433	\$4,433
Market Rate Rent (psf/mo.)	\$3.82	\$3.82	\$3.82	\$3.82	\$3.82	\$3.82
Parking Revenue (per Unit per mo.)	\$150	\$150	\$150	\$150	\$150	\$150
Development Program I 100% Residential						
Total Residential Units	113	113	226	226	339	339
Residential SF	100%	100%	100%	100%	100%	100%
Development Program II 4,000 SF Retail						
Total Residential Units	110	110	223	223	336	336
Residential SF	96%	96%	98%	98%	99%	99%
Retail sf	4%	4%	2%	2%	1%	1%

Table 8. Development Program Assumptions and Results – Including Measure ULA Transfer Tax

Scenario	Scenario 1A	Scenario 1 B	Scenario 2A	Scenario 2B	Scenario 3A	Scenario 3B
Development Program I 100% Residential						
Development Costs						
Total Development Costs Programmable SF	\$446	\$433	\$465	\$452	\$463	\$450
Total Development Costs Per Unit (Excl. land)	\$394,505	\$382,728	\$412,747	\$400,970	\$411,274	\$399,497
Benchmark Land Values						
Residual Land Value Benchmark	\$155	\$155	\$171	\$171	\$171	\$171
Zero Affordability RLV	\$150	\$169	\$230	\$270	\$346	\$405
Supportable Affordable Housing % Results	Aff %	Aff %	Aff %		Aff %	
Acutely Low (15%)	0%	1.7%	3.5%	6.6%	10.9%	10.9%
Extremely Low (30%)	0%	1.7%	3.5%	7.0%	11.4%	11.4%
Very Low (50%)	0%	1.7%	4.8%	8.3%	13.2%	13.2%
Low (60%)	0%	1.7%	4.8%	9.7%	11.1%	14.4%
Moderate (110%)	0%	2.6%	9.7%	15.4%	18.8%	25.3%
Development Program II 4,000 SF Retail						
Development Costs						
Total Development Costs Programmable SF	\$458	\$445	\$471	\$458	\$467	\$454
Total Development Costs Per Unit (Excl. land)	\$417,034	\$405,256	\$424,116	\$412,338	\$418,801	\$407,023
Benchmark Land Values						
RLV Benchmark	\$155	\$155	\$171	\$171	\$171	\$171
RLV Without Affordable	\$132	\$151	\$215	\$254	\$323	\$382
Supportable Affordable Housing % Results	Aff %	Aff %	Aff %	Aff %	Aff %	Aff %
Acutely Low (15%)	0%	0%	2.6%	5.3%	10.1%	10.1%
Extremely Low (30%)	0%	0%	2.6%	5.8%	11.0%	11.0%
Very Low (50%)	0%	0%	3.1%	7.6%	13.0%	13.0%
Low (60%)	0%	0%	3.1%	8.5%	10.1%	13.6%
Moderate (110%)	0%	0%	8.5%	14.3%	17.5%	24.7%

Table 9. Development Program Assumptions and Results – Excluding Measure ULA Transfer Tax

Scenario	Scenario 1A	Scenario 1 B	Scenario 2A	Scenario 2B	Scenario 3A	Scenario 3B
Development Program I 100% Residential						
Development Costs						
Total Development Costs Programmable SF	\$462	\$449	\$483	\$470	\$481	\$467
Total Development Costs Per Unit (Excl. land)	\$408,897	\$397,120	\$428,340	\$416,562	\$426,889	\$415,111
Benchmark Land Values						
Residual Land Value Benchmark	\$155	\$155	\$171	\$171	\$171	\$171
Zero Affordability RLV	\$175	\$194	\$276	\$315	\$414	\$473
Supportable Affordable Housing % Results	Aff %	Aff %	Aff %	Aff %	Aff %	Aff %
Acutely Low (15%)	2%	3.5%	9.7%	9.7%	13.2%	13.2%
Extremely Low (30%)	2%	5.3%	9.7%	9.7%	14.1%	14.1%
Very Low (50%)	3%	6.1%	11.4%	11.4%	16.2%	16.2%
Low (60%)	3%	6.1%	9.2%	11.9%	14.1%	17.3%
Moderate (110%)	4%	11.4%	15.4%	22.1%	24.1%	30.9%
Development Program II 4,000 SF Retail						
Development Costs						
Total Development Costs Programmable SF	\$473	\$461	\$488	\$475	\$484	\$471
Total Development Costs Per Unit (Excl. land)	\$431,269	\$419,491	\$439,625	\$427,848	\$434,361	\$422,583
Benchmark Land Values						
RLV Benchmark	\$155	\$155	\$171	\$171	\$171	\$171
RLV Without Affordable	\$158	\$177	\$262	\$301	\$392	\$451
Supportable Affordable Housing % Results	Aff %	Aff %	Aff %	Aff %	Aff %	Aff %
Acutely Low (15%)	0%	2.7%	8.5%	8.5%	12.5%	12.5%
Extremely Low (30%)	0%	2.7%	9.4%	9.4%	13.3%	13.3%
Very Low (50%)	0%	5.4%	8.0%	10.7%	15.7%	15.7%
Low (60%)	0%	5.4%	8.5%	11.6%	13.3%	17.2%
Moderate (110%)	0%	7.2%	14.3%	18.8%	23.5%	29.4%


INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission’s ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.



December 4, 2023

City Planning Commission
Los Angeles Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012
cpc@lacity.org

VIA EMAIL ONLY

Re: Cornfield Arroyo Seco Specific Plan (CASP) Update (Case No. CPC-2021-2642-SP; ENV-2021-2643-EIR)

Dear Commissioners:

On behalf of the South East Asian Community Alliance (SEACA) and Public Counsel, we submit these comments on the Cornfield Arroyo Seco Specific Plan (the CASP, the Plan, or the Project).

SEACA was founded in 2002, with the stated mission to build power among Southeast Asian youth and their communities in Los Angeles for a more just and equitable society through intergenerational, multiethnic dialogue, leadership development, and community organizing. SEACA is located in Los Angeles' Chinatown district, which is included in portions of the CASP area. Many of SEACA's members live within the CASP area, and SEACA's members and their families would be affected by the environmental impacts of the Project. Public Counsel is a nonprofit public interest law firm dedicated to advancing civil rights and racial and economic justice. We partner with community based organizations to create affordable housing, prevent eviction and displacement, and advance housing justice throughout Los Angeles.

We have previously provided feedback on the inadequacy of the environmental impact report prepared for the CASP. In short, when the risk of current Plan area residents being displaced is adequately considered, the Project's impacts are actually "potentially significant" and require mitigation. We incorporate those comments herein, and reiterate that the following changes to the Plan are necessary, both to mitigate the negative environmental impacts discussed in our prior letter and because they will better serve CASP residents.

1. Zoning

A major zoning change in the CASP is the expansion of the Urban Village zone, which will allow 100% residential projects as an allowable use. The CASP update also allows for residential

development in the Urban Center and Urban Innovation zones, with some of the floor area set aside for non-residential uses. This change will increase the land value of parcels where residential uses were not previously allowed and potentially incentivize owners of those parcels to sell that land. While the CASP update incentivizes the provision of affordable housing and other community benefits in all residential development, this expansion of residential zoning nonetheless intentionally increases development pressure in the CASP. Increased development pressure will likely result in the incentivized development, which will increase displacement of current residents of the CASP.

Therefore, we recommend that the CASP update consider increasing affordability requirements to capture the additional land value created through the expansion of residential uses in the plan. In addition, the CASP must include additional anti-displacement measures as outlined below.

2. Anti-displacement

As a mitigation measure to offset the potentially significant impacts of displacement, the CASP should be revised to require the following anti-displacement policies:

a. Rehouse displaced tenants as quickly and as close to home as possible.

If a development will temporarily or permanently displace residents in the Plan area, the developer should first be required to offer any existing vacant units the developer already has that are within the CASP, at the tenant's existing rent.

If the developer has no vacant units within the CASP, the developer should then be required to offer any existing vacant units outside the CASP, at the tenant's existing rent, prioritizing those units closest to the Plan area. It should always be at the tenant's discretion whether they chose these offered replacement units, or the services of a relocation company to find them alternate accommodations.

b. Displaced tenants should be able to avoid "double-moves."

Even if a developer builds a replacement unit for which a displaced tenant has a right of return, that tenant should have the option of remaining in their relocated unit on the same terms and conditions as they would be entitled to in the replacement unit under that right of return.

c. Relocation Assistance Consultants should prioritize proximity to the CASP.

In the event a displaced tenant elects to utilize the services of the Relocation Assistance Consultant, the Consultant should use all reasonable efforts to provide replacement housing listings that are within the CASP or within 3 miles surrounding the CASP, and along the same public transit corridors as the housing the tenant is being displaced from.

d. Displaced former CASP residents should have priority in newly-constructed housing in the Plan area.

Tenants who are displaced from the CASP should have the highest priority to obtain other affordable housing within the Plan area. The CASP should be revised to implement a local preference policy, which shall be written into the regulatory agreement for all future affordable housing developments in the CASP.

While the revised CASP is a significant improvement over the prior plan, it still lacks some key components to balance neighborhood stabilization with increased development potential. Thank you for your consideration of these comments.

Sincerely,



Sissy Trinh
Southeast Asian Community Alliance (SEACA)



Jonathan Jager
Public Counsel