

EXHIBIT B:

City Charter, LAMC, and General Plan Findings

CF-13-0078-S2; CPC-2021-2642-SP; ENV-2021-2643-EIR

Recommended by the City Planning Commission on December 14, 2023

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 Recission 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.