



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: January 11, 2024
Time: After 8:30 a.m.
Place: John Ferraro Council Chambers
Room 340, City Hall
200 N. Spring Street
Los Angeles, CA 90012

Public Hearing: Limited Public Hearing
Required.

Appeal Status: Not Applicable

Case No.: CPC-2016-2905-CPU-M1
CEQA No.: ENV-2016-2906-EIR
Incidental Cases: None
Related Cases: CPC-2014-1582-CA
CPC-2016-2905-CPU
Council No.: 14-de León
Plan Area: Boyle Heights
Specific Plan: None
Certified NC: Boyle Heights, Lincoln
Heights
GPLU: Various
Zone: Various
Applicant: City of Los Angeles
Representative: City of Los Angeles

PROJECT LOCATION:

The Boyle Heights Community Plan Area (CPA) is located immediately east of Downtown Los Angeles and the Los Angeles River and rail corridor and encompasses an area of approximately 4,271 acres (approximately 6.67 square miles). The Boyle Heights CPA is roughly bounded by the San Bernardino Freeway (I-10 Freeway) and Marengo Street to the north, the Union Pacific and Santa Fe Railroad lines to the south, Indiana Street to the east, and the Los Angeles River to the west. The southern and eastern borders of the CPA align with the city limits of Los Angeles adjoining the City of Vernon located to the south and the unincorporated community of East Los Angeles located to the east of the CPA, with a small area of the Southeast corner of the CPA aligning with the City of Commerce. Located to the north are the Los Angeles communities of Lincoln Heights, El Sereno, and Ramona Gardens, and located to the west are the industrial districts and public facilities of Downtown, which includes the Arts District. *The location of the City Council's approved modifications is an industrial district that is generally bounded by the 101 Freeway to the north, Mission Road, Utah St and Clarence St to the east, 7th Street to the South, and the Los Angeles River and Myers Street to the west.*

PROPOSED PROJECT:

Modifications to the proposed Boyle Heights Community Plan (Proposed Plan) initially acted upon by the City Planning Commission on April 20, 2023. The Proposed Plan includes amending both the text of the Boyle Heights Community Plan and the General Plan Land Use Map of the Boyle Heights Community Plan. The Proposed Plan also includes the adoption several zoning ordinances to implement the updates to the Community Plan, including adding new zoning districts and other zoning provisions to Chapter 1A of the New Zoning Code, as well as rezoning all parcels in the CPA to regulate specific uses and apply objective development standards (including height of structures, Floor Area Ratios [FAR], site configuration) using the New Zoning Code. Additional zoning ordinances include a Community Plan Implementation Overlay (CPIO) District, amendments to the River Improvement Overlay (RIO) District and the Clean Up Green Up (CUGU) Overlay, and an amendment to the Adelante Eastside Redevelopment Plan, and related amendments to the General Plan, including the Framework Element and Mobility Plan necessary to implement the Plan. *The City Council's approved modifications to the Proposed Plan are General Plan Amendments, including Land Use Map amendments, Land Use Element plan text amendments, and amendments to the Framework Element.*

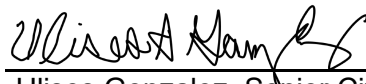
RECOMMENDED ACTIONS¹:

1. **Find** that the City Planning Commission has **reviewed** and **considered** the Draft Environmental Impact Report ENV-2016-2905-EIR (State Clearinghouse No. 2016091010) in its determination approving the modifications to the Proposed Plan (Alternative 3 in the DEIR) and transmit the EIR to the City Council for certification.
2. **Recommend** that the City Council find that the approved and recommended modifications do not constitute significant new information under CEQA Guidelines Section 15088.5 and certify and adopt the Environmental Impact Report ENV-2016-2905-EIR (State Clearinghouse No. 2016091010) in its determination approving the Recommended Plan, as modified (Alternative 3 in the DEIR).
3. **Conduct** a public hearing on the Council's modifications to the Proposed Plan acted upon by the CPC on April 20, 2023, as described in this Staff Recommendation Report.
4. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt** the attached modifications to the Boyle Heights Community Plan Resolution, Community Plan (Policy Document), the General Plan Land Use Change Maps and Matrices, and the General Plan Land Use Map inclusive of the symbol, footnote, corresponding zone and land use nomenclature changes (see Exhibits A.1, A.2, A.3, A.4, and A.5), amending the Boyle Heights Community Plan and Framework Element as part of the General Plan Elements of the City of Los Angeles.
5. **Authorize** the Director of Planning to present the resolution, Community Plan (Policy Document) and General Plan Amendments to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter.
6. **Approve** this Staff Recommendation Report as a portion of the Commission Report and reaffirm the Commission's prior April 20, 2023 approval, except where superseded by this report.
7. **Approve** and **Recommend** that the City Council **Adopt** the attached **Findings**, as modified, and direct staff to prepare additional environmental findings for City Council Consideration.

VINCENT P. BERTONI, AICP
Director of Planning



Craig Weber, Principal City Planner



Ulises Gonzalez, Senior City Planner



Andrew Pasillas, City Planner



Ernesto Gonzalez, City Planning Associate



Osvaldo Garcia, City Planning Associate

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 on July 22, 2023.

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 - B.6 – Staff Recommendation Report and Technical Modifications Recommended by the City Planning Commission on April 20, 2023

PROJECT ANALYSIS

Project Summary

The City Planning Commission (CPC) initially considered, and recommended approval of the Boyle Heights Community Plan, and its accompanying ordinances, at its April 20, 2023 meeting. At that time the CPC requested that City Planning conduct additional analysis on four topics:

- The applicability, and possible expansion of the Plan's two-bedroom requirements;
- The use of HCD Rent Schedule 6 for affordable housing units established under the Plan;
- The establishment of local hire regulations within a specified industrial district; and
- The establishment of a local preference system for affordable housing units established under the Plan;

The Boyle Heights Community Plan was transmitted to the Mayor on September 19, 2023, and following the Mayor's recommendation for approval, was transmitted to the City Council on October 18, 2023. On November 28, 2023, the Director of Planning transmitted an additional memorandum to the City Council's Planning and Land Use Management (PLUM) Committee, that included analysis and recommendations related to the four topics requested by CPC (listed above), in addition to a number of additional topics and prospective changes to the Plan requested by Council District 14 following the CPC's April 2023 recommendation. Changes requested by CD14 address the following:

- Incentives for Legacy Small Businesses;
- Expansion of the CPIOs Historic Preservation Subarea; and
- Designation of an industrial district for Hybrid Industrial uses (including housing uses), inclusive of zoning designations, a residential and non-residential community benefits program, and an inclusionary housing obligation for residential development.

On December 5, 2023, the PLUM Committee recommended approval of the recommendations set forth within the November 28, 2023 Director of Planning memo, and the City Council affirmed this recommendation. As part of its vote, PLUM Committee, and the City Council also incorporated the following changes to the Plan, as requested by Council District 14 at the PLUM Committee and Council meetings:

- Expansion of the Plan's two-bedroom requirement for 100% Affordable Housing projects from 30% to 60%;
- Expansion of the inclusionary housing obligation for Low Income housing units as articulated under the Director of Planning's memo, from 22% to 50%;
- Establishment of various tenant protective measures that had previously been adopted within the South Los Angeles CPIO;
- Refinements to the Legacy Small Business qualifying criteria, as articulated under the Director of Planning memo;
- Establishment of a local preference system for affordable housing units established under the Plan (whereas the Director of Planning memo had not recommended such a program);
- Refinements to the Boyle Heights General Plan Land Use Map to more clearly delineate where Density Districts correspond to their respective Land Use Designation.

The City Council also requested the completion of several additional studies to be completed prior to the Community Plan becoming operative addressing the topics of small business retention, urban design, and parking.

Among the many changes to the Boyle Heights Community Plan that were approved by the City Council, three changes require additional consideration and recommendation by the CPC:

- Changes to the General Plan Land Use Map and Community Plan Text, and Framework Element, to allow Hybrid Industrial uses within an industrial district adjacent to the Los Angeles River, in lieu of the CPC's recommendation for Light Industrial uses (referred to here as the Land Use Mix Alternative);
- Changes to the General Plan Land Use Map, to more clearly delineate where specific Density Districts apply within their respective Land Use Designation; and
- Technical changes to zone district nomenclature, as articulated on the General Plan Land Use Map.

In accordance with City Charter Section 555 and LAMC Section 12.32, these above noted modifications to the CPC's April 20, 2023 recommendation on the general plan amendments are being brought back to the CPC for further consideration.

Background

Prior milestones of the update to the Boyle Heights Community Plan can be summarized as follows:

- July 28, 2022 --- Draft Plan and Draft EIR Publication
- October 27, 2022 --- Draft Plan Hearing Officer Public Hearing
- April 20, 2023 --- Proposed Plan CPC Public Hearing
- December 5, 2023- The Planning and Land Use Management (PLUM) Committee Public Hearing
- December 12, 2023- City Council Public Hearing
- January 11, 2024 --- Proposed Plan CPC Modification Limited Public Hearing
- August 10, 2023 --- Release of the Final EIR

Discussion

Land Use Mix Alternative (Los Angeles River-Adjacent Industrial Alternative)

Throughout the Boyle Heights Community Plan update process, a wide range of input has been given on the area adjacent to the Los Angeles River and existing railroad tracks. The area is currently designated for Light and Heavy Industrial uses and is developed predominantly with lower-scale warehouse type buildings with uses such as offices, textile manufacturing, and food processing. This area has received increased attention during the planning and construction phases of the new Sixth Street Viaduct, and as efforts to complete a park beneath the viaduct continue. Over the past several years of outreach, feedback on the future vision for this area has been mixed. Some have affirmed the area's role in providing opportunities for future employment, while others were interested to see housing, including affordable housing developed in the future.

As discussed at the April 20, 2023 CPC hearing, the Draft EIR for the Boyle Heights plan was published in July 2022, and included a Project Alternative (or scenario), called "Alternative 3 - Land Use Mix Alternative", where the zoning for this area of the Boyle Heights Community Plan Area (CPA) would permit housing and more conventional commercial uses. Under Project Alternative 3 in the Draft EIR, the existing industrial area near the Los Angeles River would be changed to a combination of "Hybrid Industrial" and "Commercial-Mixed Use" zoning, both of which would allow for residential uses. This alternative was presented for public consideration at the Public Hearing for the Boyle Heights plan, as well as to the City Planning Commission. The City Planning Commission has recommended the continuation of light industrial activities within this area, citing the need to have space for employment activities, as well as concerns that

housing development within this industrial area would create new public health and land use inconsistencies, noting in particular the high level of truck traffic experienced within the area.

In the months following the CPC's determination, Council District 14 expressed an interest in pursuing City Council consideration of changes to the Boyle Heights Community Plan that would allow for housing within the subject area, with various stipulations, including refinement of General Plan Land Use and zoning to allow for Hybrid Industrial/Industrial Mixed-use designations that allow for ongoing light industrial uses as well as new housing uses; the establishment of an inclusionary housing obligation; refinements to zoning districts to address building scale transitions; and an expanded set of public benefits for non-residential projects within the Community Benefits Program.

While retention of the subject area for Light Industrial uses would continue to allow for a range of commercial and industrial uses, the City Council has affirmed there is general uncertainty as to whether future uses will be to the benefit of local stakeholders in Boyle Heights. The subject area is home to a number of so-called "blue collar" industries such as light manufacturing, food processing, warehousing and distribution, and others. These uses have tended to provide employment opportunities to local stakeholders. However, more recently established uses such as breweries, art galleries, media production, and professional offices provide diminished employment opportunity to the surrounding community.

Of note, the City Council has approved the designation of this subject area for Hybrid Industrial uses, in concert with an inclusionary housing obligation for residential development, as well as a Community Benefits Program that includes both residential and non-residential incentives. The inclusion of these supportive systems is intended to ensure that future development continues to serve the local community to the greatest extent feasible. For example, to encourage affordable housing production, and based on the results from an expanded economic study, new residential uses would be subject to an inclusionary housing obligation of 13% Acutely Low Income, 15% Extremely Low Income, 17% Very Low Income, and 22% Lower Income. Compliance with the inclusionary housing obligation automatically qualifies a development project for bonus development rights, including an FAR bonus from 1.5 to 4.0. Construction of any housing uses would be required to include a minimum of 0.5 FAR for non-residential uses, which can include light manufacturing, artisanal manufacturing, any range of commercial uses, and/or the re-homing of a Legacy Small Business. Housing uses can also be established through the adaptive re-use of existing buildings.

Importantly, the Hybrid Industrial designation approved by the City Council will continue to allow for light industrial and commercial uses, ensuring that the numerous existing light industrial uses within the area do not become legally non-conforming. The Plan would continue to allow for lower scale non-residential uses, however, any development that seeks to exceed the 1.5 FAR development rights would need to participate in the newly established Community Benefits Program. Here projects may include onsite Community Facilities, as defined under Article 9 of the new zoning code, such as schools, libraries, recreation centers, social services, health clinics, full-service grocery stores, etc. Of note, the re-homing of a Legacy Small Business was also added as a Community Facility option in the new zoning code, creating an additional opportunity to facilitate the preservation of long-standing Boyle Heights businesses.

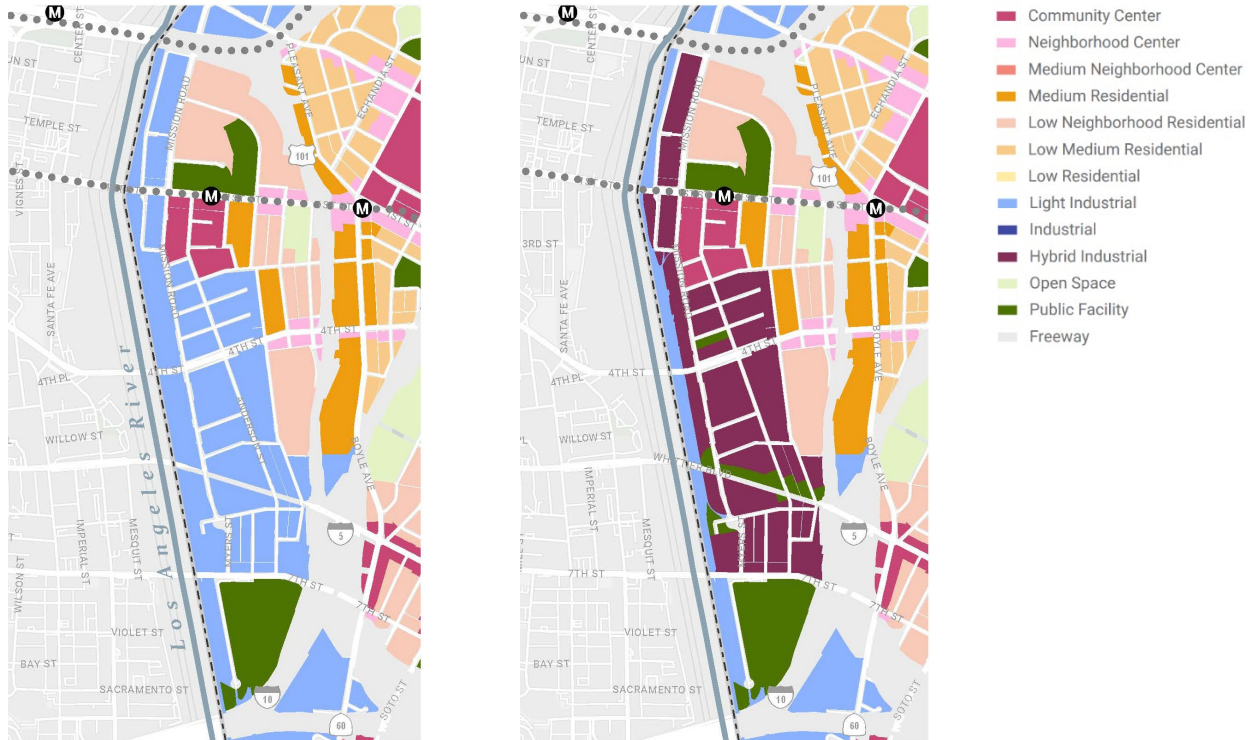
General Plan Land Use Map and Correspondence

The City Council’s approval of a new Hybrid Industrial land use designation affects both the land use map, as well as the map’s table of corresponding zone districts, as shown in Map 1 below.

Map 1: General Plan Land Use Designations

CPC recommended plan with Light Industrial

Council approved plan with Hybrid Industrial



For clarity, the changes to various properties within the subject area are described below:

General Plan Land Use: Hybrid Industrial

Properties that were initially proposed to be designated Light Industrial between Aliso Street, Myers Street, Mission Road and between Willow St, 6th Street, Union Pacific right-of-way, and Mission Road:

- Form District: LM4 (3:1 Max FAR)
- Frontage District: GW1
- Development Standards District: 4
- Use District: IX6
- Density District: 4
- Supplemental Use District: CPIO

Properties that were initially proposed to be designated Light Industrial between Myers Street, Willow St, 6th Street, Union Pacific right-of-way, and Mission Road:

- Form District: LM4 (3:1 Max FAR)
- Frontage District: GW1
- Development Standards District: 4
- Use District: IX6
- Density District: 8
- Supplemental Use District: CPIO

Properties that were initially proposed to be designated Light Industrial between Whittier Boulevard, Jesse Street, Union Pacific right-of-way, and Mission Road:
Form District: LM6 (4:1 Max FAR)
Frontage District: GW1
Development Standards District: 4
Use District: IX6
Density District: 4
Supplemental Use District: CPIO

Properties that were initially proposed to be designated Light Industrial between 3rd Street, 6th Street, and Mission Road, and Clarence Street (excluding properties fronting Clarence Street and properties owned by the City of Los Angeles on Artemus Street between Mission Road and Anderson Street):
Form District: LM4 (3:1 Max FAR)
Frontage District: G2
Development Standards District: 4
Use District: IX6
Density District: 8
Supplemental Use District: CPIO

Properties that were initially proposed to be designated Light Industrial fronting Clarence Street between 3rd Street and Inez Streets:
Form District: LM3 (2.5:1 Max FAR)
Frontage District: G2
Development Standards District: 4
Use District: IX6
Density District: 8
Supplemental Use District: CPIO

Properties that were initially proposed to be designated Light Industrial between Jesse Street and 7th Street, 101 Freeway, and Myers Street, and three parcels located at the southeast corner of the intersection of 6th Street and Anderson Street:
Form District: LM6 (4:1 Max FAR)
Frontage District: G2
Development Standards District: 4
Use District: IX6
Density District: 4
Supplemental Use District: CPIO

Properties that were initially proposed to be designated Light Industrial between 6th Street and Jesse Street, 101 Freeway, and Mission Road (excluding properties fronting Whittier Boulevard that are owned by the City of Los Angeles):
Form District: LM7 (4:1 Max FAR)
Frontage District: GW1
Development Standards District: 4
Use District: IX6
Density District: 4
Supplemental Use District: CPIO

General Plan Land Use: Community Center

Properties that were initially proposed to be designated Light Industrial between Azusa Street, 3rd Street, Mission Road, and Anderson Street:

Form District: LM6 (4:1 Max FAR)
 Frontage District: SH3
 Development Standards District: 4
 Use District: CX2
 Density District: 4
 Supplemental Use District: CPIO

General Plan Land Use: Public Facilities

Properties that were initially proposed to be designated Light Industrial that front Whittier Boulevard and owned by the City of Los Angeles between the 101 Freeway and Los Angeles River:

Form District: LM6 (4:1 Max FAR)
 Frontage District: WH1
 Development Standards District: 4
 Use District: P2
 Density District: FA
 Supplemental Use District: CPIO

Properties that were initially proposed to be designated Light Industrial between Union Pacific right-of-way, Mission Road, and Myers Street, and City of Los Angeles owned properties along Artemus Street between Mission Road and Anderson Street.

Form District: LM4 (3:1 Max FAR)
 Frontage District: WH1
 Development Standards District: 4
 Use District: P2
 Density District: FA
 Supplemental Use District: CPIO

The Boyle Heights General Plan Land Use Map includes a table that described which zoning Use, Form, and Density Districts correspond to the land use designations that are established on the map. With the addition of the Hybrid Industrial land use designation, the following zoning districts are made corresponding:

Use Districts: Industrial Mixed-use 6 (IX6)

The Industrial Mixed-use 6 (IX6) Use District allows for a broad range of light industrial, commercial, and residential activities, consistent with the light industrial zoning that would otherwise be established under the CPC's recommended Community Plan. Use District IX6 also allows for housing uses both through the adaptive reuse of existing buildings, and through new construction. New housing structures would be required to provide 0.5 FAR toward either a Designated Production Space (i.e. light manufacturing, artisanal manufacturing, or office uses), or through the re-homing of a Legacy Small Business.

Form Districts: LM3, LM4, LM6, and LM7

The LM3, LM4, LM6, and LM7 Form Districts allow building scales that are compatible with potential future housing development within the subject area, including Base FARs of 1.5, and Maximum Bonus FARs of 3.0 and 4.0. LM3, would abut Clarence Street, a narrow local street across from a low-scale residential

uses, and would include a maximum four-story height limit and a 10 foot step-back starting in the 2nd story. LM4 and LM6 allow for 3.0 and 4.0 Bonus FAR respectively, and are widely used along many of Boyle Height's corridors. LM7 is a new Form District that includes "bulk plane" requirements that are intended to address how new buildings relate to the adjacent Sixth Street Viaduct and Sixth Street PARC Project.

Density Districts: 4 and 8

The 4 and 8 Density Districts allow for residential densities that are compatible with future housing development within the subject area, at one unit per 400 square feet of lot area, and 800 square feet per lot area, respectively. These districts are used broadly along Boyle Heights mixed use corridors and in transit served areas.

General Plan Goals and Policies

Several of the Goals and Policies enumerated within the Boyle Heights Community Plan text, as well as the Framework Element speak to the preservation and bolstering of industrial land, specifically within the subject river-adjacent area. To allow for housing uses, modifications to the following Goals and Policies in the Boyle Heights Community Plan and Framework Element were approved by the City Council, as shown with deleted text in ~~strike through~~ and added text in underline. *Note that modifications to LU 10.2 and LU 23.6 and newly created LU 23.7 are introduced in this Staff Report to further align with the proposed Hybrid Industrial land uses.*

Boyle Heights Community Plan

In Chapter 2 of the Boyle Heights Community Plan under the Goals and Policies section, Jobs and Economic Development, add the following language under LU Goal 10 to read:

LU 10.2 Encourage mixed-use, hybrid industrial, and commercial developments to provide commercial tenant spaces that are appropriately scaled for neighborhood-serving small businesses.

In Chapter 2 of the Boyle Heights Community Plan under the Goals and Policies section, Jobs and Economic Development, add the following language under LU Goal 12 to read:

LU GOAL 12

INDUSTRIAL LAND SUPPORTING PRODUCTION AND DISTRIBUTION USES IS PRESERVED AND IMPROVED AS A LOCAL SOURCE OF EMPLOYMENT OPPORTUNITY AND ECONOMIC PROSPERITY, WHILE INTRODUCING OPPORTUNITIES FOR NEW HOUSING IN PROXIMITY TO REGIONAL JOBS CENTERS AND INFRASTRUCTURE.

LU 12.1 ~~Maintain existing industrial land for both traditional and~~ Allow for housing to co-locate near emerging clean industries that provide sources of employment for the local workforce as well as opportunities for small business creation and expansion.

LU 12.2 Maintain industrial land, facilities, and infrastructure necessary for warehousing and distribution centers to serve the region expeditiously and reliably.

LU 12.3 ~~Support the continued use and function of industrial districts for wholesale activities.~~ Establish the potential for vertical integration of industry and wholesale activities with commercial and residential uses to ensure that businesses in Boyle Heights and throughout Los Angeles have direct access to goods from around the world.

LU 12.4 Attract and sustain uses involved in textile manufacturing in support of the region's fashion industry and as a source of local jobs.

LU 12.5 Enhance the role food and beverage processors and distributors play locally by encouraging related businesses to cluster around a food hub that integrates growers, producers, wholesalers, retailers, and food markets within a publicly accessible setting.

LU 12.6 Ensure that industrial districts provide a balance of large facilities and small workplaces in order to accommodate a diverse set of industries and support businesses at all stages of growth.

LU 12.7 ~~Discourage uses that detract from the productive function of industrial districts, such as~~ Encourage mixed-use development along the Los Angeles River, including residential in combination with commercial, light industrial, manufacturing, and creative uses, in-lieu of single-use residential development and large, free-standing retail establishments.

LU 12.8 Discourage new distribution centers and other uses that generate high volumes of truck traffic from locating in areas without direct access to the Metro Countywide Significant Truck Arterial Network or near residential uses.

In Chapter 2 of the Boyle Heights Community Plan under the Goals and Policies section, Public Health, Wellness, and Sustainability, add the following language under LU Goal 23 to read:

LU 23.6 Ensure that all new or rehabilitated industrial facilities permitted in conjunction with or near a residential use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

LU 23.7 Encourage light industrial, manufacturing and commercial uses that are compatible with on-site housing in hybrid industrial projects to minimize any potential impacts on residential tenants.

Framework Element

In Chapter 3 of the Framework Element under the Land Use section, Industrial policies, add the following language after policy 3.14.9 to read:

3.14.10 Within the Downtown Community Plan Area and in portions of the Boyle Heights Community Plan Area adjacent to the Los Angeles River, promote the development of a mix of uses to facilitate innovation, development of new markets, and accommodate evolving industries over time, including clean technology, creative office uses, and other emerging industries that create new jobs.

- 3.14.11** Promote the development of hybrid industrial uses in the Downtown Plan Area and in portions of the Boyle Heights Community Plan Area adjacent to the Los Angeles River that provide an opportunity for local employees to live and work in close proximity and thereby further the sustainability goals of the City, while safeguarding space for employment, including light industrial, commercial, manufacturing, and creative office uses.

Framework Element Land Use Table

In addition, to support the changes listed above, modifications to amend the Framework Amendments (Exhibit A.3) should occur, as shown with deleted text in ~~strike through~~ and added text underlined.

General Plan Framework Amendments

In Appendix A of the Framework Element, amend Table 3-9a to introduce “4” and “8” Densities corresponding to the Hybrid Industrial, as follows:

Appendix A General Plan Land Use Designation	Corresponding Form Districts	Corresponding Use Districts	Corresponding Density Districts
Hybrid Industrial	Mid-Rise, Low-Rise	Industrial Mixed	<u>4, 8, FA</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

In Appendix A: LAMC Chapter 1A Land Use Designations Table of the Framework Element, amend the description of Hybrid Industrial to read as follows:

Hybrid Industrial

Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Low-Rise to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density ranges from 1 unit per 400 square feet of lot area to being generally is limited by floor area.

Clarification to Density Districts in the General Plan Land Use Designation Map

The New Zoning Code establishes multiple new “zoning districts” that correspond to the Proposed Plan’s General Plan Land Use Designation Map. Using the New Zoning Code, the Proposed Plan enables a range of permitted densities (“Density Districts”) within a single land-use designation. For example, within the Low Medium Residential land use designation, which is applied broadly across the plan’s lower scale multi-family neighborhoods, there are two corresponding Density Districts: 15, and 2L.

- Density District 15 allows for one residential dwelling unit per 1500 square feet of lot area, equating to approximately 5 dwelling units on an 8,000 square foot lot, and creating eligibility for various density bonuses. This district is applied to the majority of Low Medium Residential land area.
- Density District 2L allows for two dwelling units on a lot, regardless of the lot size. This district is applied to Boyle Heights' duplex blocks located in an easterly portion of the Plan area, and serves to protect the many rent stabilized dwelling units located here.

Within the Boyle Heights General Plan Land Use Map, four land use designations allow for varied Density Districts: Neighborhood Center (4, and 8), Medium Residential (6, and 8), Low Neighborhood Residential (15, and 2L), and Low Medium Residential (15, and 2L). Under the Plan, Density Districts are applied through zoning designations, and are applied so as to achieve numerous goals of the Community Plan. As stated above, the 2L District is applied to promote the preservation of affordable, lower scale, rent stabilized duplexes, while allowing for some infill (duplexes may have accessory dwelling units). The 4 and 6 Districts are applied to areas that are closer to transit amenities, and are intended to promote the growth of housing opportunities. In effort to reinforce the intention behind the Plan's Density District designations, the City Council has requested that the General Plan Land Use Map be clarified so as to reinforce the underlying goals of the Community Plan.

In addition, clarifying the application of Density Districts on the Map serves to promote the maximization of Acutely Low Income, and Extremely Low Income dwelling units under the Plan's Community Benefits Program. There is concern that Assembly Bill 2334 (AB 2334), which amends State Density Bonus law, has modified the definition of "maximum allowable residential density" to provide that where the density allowed in the zoning ordinance is inconsistent with that allowed in the Land Use Element of the General Plan (or Community Plan), the greater density prevails. Here, a developer could use a "State Density Bonus" process to avail of the higher of any two Density Districts, all the while providing fewer overall affordable housing units, and at higher rents (Acutely Low Income and Extremely Low Income categories are not available under State Density Bonus). In consequence, the carefully calibrated Community Benefits Program in the Proposed Plan, which is intended to maximize the production of affordable housing could be compromised.

A solution to this issue is to amend the General Plan Land Use Designation Map to provide further clarification as to the specific parcels where Density Districts are applicable.

General Plan Land Use Designation Map

Amend the Density column in the Corresponding table in the General Plan Designation Map (Exhibit A.4) to add a "*" symbol next to the following General Plan Designations and Density Districts: Neighborhood Center - 4, Medium Neighborhood Residential - 6, Low Neighborhood Residential - 15, Low Medium Residential - 15, Hybrid Industrial - 4. Add a footnote below the Corresponding table that states "*This Density District applies only to parcels outlined in black on the map." Add a black outline to groups of parcels where the abovementioned General Plan Designations and Density Districts are found on the General Plan Designation Map.

Additional General Plan Designation Technical Modifications

The following technical modifications would provide clarification to future implementation of the New Zoning Code. These technical modifications are not related to the discussion of the area adjacent to the Los Angeles River, or to the Plan's Density Districts. Rather, these are primarily technical clarifications related to the development of the Plan's new Zoning Code that are required to ensure a clear future implementation of the Plan.

Change to a Form District Naming Convention

The following technical modifications are required to execute a technical name change in the Form District Naming Convention in the New Zoning Code. The update includes modifying the "Very Low-Rise Narrow 1 (VN1)" to "House 3 (H3)", which then requires changing the existing "Very Low-Rise Narrow 2 (VN2)" to "Very Low-Rise Narrow 1 (VN1)", for consistency with how Form Districts will be named elsewhere throughout the City, as shown with deleted text in ~~strikethrough~~ and add text underlined.

Boyle Heights Community Plan

In Chapter 1 of the Boyle Heights Community Plan, amend the description of the General Plan Land Use Designations for the Low Neighborhood Residential, Low Medium Residential, and Low Residential to replace the "Very Low Rise" references to "House" in the Boyle Heights Community Plan policy document (Exhibit A.2) to read as follows.

Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Very Low Rise and House and buildings are typically oriented towards the street. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form is Very Low Rise and House. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

Low Residential

Low Residential areas provide single unit housing, typically set away from centers of activity. The building form is ~~Very Low Rise~~ House. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot.

General Plan Land Use Map

Amend the General Plan Land Use Map to replace VN1 to H3, and VN2 to VN1 in the corresponding table (Exhibit A.4).

General Plan Framework Amendments

In Appendix A: LAMC Chapter 1A Land Use Designations Table to the Framework Element of the Framework Element, amend the descriptions for Low Neighborhood Residential, Low Medium Residential, and Low Residential designations by replacing "Very Low Rise" to "House" in the Citywide General Plan Framework Element (Exhibit A.3), as follows.

Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Very Low Rise and House and buildings are typically oriented towards the street. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form is Very Low Rise and House. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

Low Residential

Low Residential areas provide single unit housing, typically set away from centers of activity. The building form is ~~Very Low Rise~~ House. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot.

In Appendix A of the Framework Element, amend Table 3-3a and Table 3-2a by replacing “Very-Low Rise” with “House” in the Citywide General Plan Framework Element (Exhibit A.3), as follows.

Table 3-3a Framework Land Use Category: Multi-Family Residential (Implements Policy 3.7.1)

Appendix A General Plan Land Use Designation	Corresponding Form Districts	Corresponding Use Districts	Corresponding Density Districts
Medium Neighborhood Residential	Low-Rise*, Very-Low Rise*	Residential-Mixed, Residential	FA, 6, 8
Medium Residential	Very-Low Rise*	Residential	8
Low Neighborhood Residential	Very-Low Rise*, <u>House</u> *	Residential-Mixed	15, 2L
Low Medium Residential	Very-Low Rise*, <u>House</u> *	Residential	15, 2L

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

Table 3-2a Framework Land Use Category: Single-Family Residential (Implements Policy 3.5.1)

Appendix A General Plan Land Use Designation	Corresponding Form Districts	Corresponding Use Districts	Corresponding Density Districts
Low Residential	Very-Low Rise <u>House</u> *	Residential	1L

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

Informational Update

Refinements to the New Zoning Code and other Implementing Ordinances for Reference

The following discussion provides an overview of modifications that were applied by City Council to the Plan's implementing ordinances, including the New Zoning Code, and the CPIO, among others. No action is sought by the City Planning Commission regarding these changes, as the City Council has referred all of the Plan's implementing ordinances to the City Attorney and requested that final ordinances be drafted. A discussion of these refinements is provided here for informational purposes only.

Inclusionary Housing in Los Angeles River-adjacent areas

Council District 14 requested that City Planning present an economic analysis to determine the extent to which affordable housing units could be required as part of any prospective housing development within Los Angeles River-adjacent areas, were the City to allow housing uses. The analysis is intended to support any further consideration by the City as to whether the subject area would remain zoned for light industrial uses, or to allow future housing development. An initial analysis has been completed that considered typical podium-style (seven stories) residential development within the area.

The initial economic analysis found that under a mixed-use project, the maximum set-aside percentages and AMI levels for an inclusionary housing obligation are: 13% Acutely Low, 15% Extremely Low, 17% Very Low, and 22% Low. Larger projects would be the most feasible and requiring additional affordable units beyond the aforementioned recommended percentages yield projects infeasible. As such, a 60% mandatory inclusionary housing requirement, as had been requested by Council District 14 at the April 20, 2023 CPC meeting, would not be feasible.

Modify existing Form Districts LM4 and LM6

Areas adjacent to the Los Angeles River are assigned a Frontage District of Greenway 1 (GW1), which provides standards that seek to address how new development interfaces with the adjacent river corridor. With the introductions of housing uses to this area, it has been necessary to recommend the Form Districts LM4 and LM6, in lieu of the originally proposed low-scale Form District VM1. Form Districts LM4 and LM6 are also used elsewhere in the CPA, and do not have the necessary setback requirements needed to work in concert with Frontage District GW1, which would require that buildings be setback 15 feet from the river-abutting property line.

Modifications to the existing Form Districts LM4 and LM6 were recommended to maintain the intent of Frontage District GW1. The modifications would include removing the existing rear building setback standard of 10 feet and adding a building setback of 15 feet along a "special lot line" (i.e. the river-abutting property line). This would ensure that any future development along the Los Angeles River would continue to the intent of creating open area along the side of properties fronting the river. To maintain the original intent of the existing rear building setback standard of 10 feet that would be removed from Form Districts LM4 and LM6, a new upper-story bulk standard would be introduced to regulate transitional height if an adjoining district has a maximum allowed height of 36 feet or 3 stories.

Three additional technical modifications to Form Districts LM4 and LM6 would provide consistency and clarity. The first modification would establish a lot area (min) of 1,000 square feet and lot width (min) of 20 feet and the second modification would increase the lot amenity space

(min) from 15% to 20%, so as to both be consistent with the same standards as found in similar Form Districts. The third modification would simplify the height standard by removing the base height in feet (max) and bonus height in feet (max) fields currently both listed as “n/a” and replacing them with a single height (max) field listed as “none”.

Introduce new Form District LM7

Together the Sixth Street Viaduct and Sixth Street PARC Project in the areas adjacent to the Los Angeles River create a unique sense of place and serve as valuable public and open space community assets. Should housing uses be introduced into the area, in-lieu of originally planned low-scale light industrial uses, it would be important to ensure that development not visually overcrowd the bridge and park and that natural light can penetrate into public areas, in particular, the public park that is to be located beneath the bridge. The creation of a new Form District LM7, would introduce a bulk plane standard that would apply to “special lot lines” (i.e. property lines abutting the bridge and park). The standard regulates bulk by requiring that above an origin height of 36 feet or 3 stories, the height of new development cannot exceed past an angled plane of 45 degrees. In effect, the height of new buildings would angle away from the bridge and park in a uniform manner, preserving visibility to and from the bridge, and allowing for the penetration of natural light under the bridge.

New CPIO Subarea for Non-residential Public Benefit Incentives

The designation of a Hybrid Industrial land use designation, in concert with the Use District IX6, and Form Districts LM3, LM4, LM6, and LM7 will allow for a range of moderately scaled non-residential, employment-focused uses to be developed in the future. This presents a need to adapt the Boyle Heights Community Benefits Program to include FAR incentives for non-residential projects that include specific community benefits. Using the Community Facilities enumerated under Article 9 of the newly established zoning code, non-residential projects may exceed the Base FAR of 1.5, up to 3.0 FAR or 4.0 FAR (depending on Form District designation), through a ministerial process, when the following Community Facilities are provided: Legacy Small Business, Daycare Facility, Full-Service Grocery Store, Health Center, Employment Center, School and Library, Social Service, and Civic Facility. The Legacy Small Business Incentive Area is a newly created option in the list of Community Facility Options.

Legacy Small Business Incentives

Several strategies to provide incentives to include space for Legacy Small Businesses are being recommended for incorporation into the zoning regulations for Boyle Heights. The zoning regulations for all Form Districts across the CPA are being modified such that any new building that incorporates space to “re-home” a Legacy Small Business may exempt the floor area for that business from its overall floor area calculation. Additionally, the recommended Industrial Mixed-use District 6 (IX6) will allow for the location of a Legacy Small Business to count toward the 0.5 FAR Designated Production Space requirement that is placed on any new residential development projects.

Expansion of CPIO Historic Resources Subarea B

The Boyle Heights CPIO, Subarea B applies a process by which rehabilitation and/or demolition activities pertaining to Eligible Historic Resources (i.e. properties that are eligible for designation as a local, State, or Federal historic resources, but are not currently designated) must be reviewed for consistency with the Secretary of the Interior’s Standard for Rehabilitation. Numerous stakeholders have requested that Subarea B be expanded to include numerous additional historic resources, primarily concentrated within the area bounded by Boyle Avenue, Cesar E. Chavez Avenue, Evergreen Street, and 4th Street.

Technical Modifications to Chapter 1A of the Los Angeles Municipal Code

At its December 5, 2023 meeting, the PLUM Committee supported the recommendations to provide clarity and consistency through various technical modifications to Chapter 1A of the LAMC.

Additional General Plan Designation Technical Modifications

At its December 5, 2023 meeting, the PLUM Committee supported the recommendations to change to a form district naming convention, as described earlier, through technical modifications to the Zoning Map and Matrices and Chapter 1A of the LAMC.

CEQA Compliance

Pursuant to CEQA Guideline Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on September 2, 2016, by the City for a 30-day public review period. A total of 17 comment letters were received regarding the Boyle Heights Draft EIR. A scoping meeting was held on September 13, 2016, at the Boyle Heights City Hall. 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. The Draft EIR analyzed potential impacts with respect to the following environmental impact areas.

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

The Draft EIR was circulated for a 75-day review period (30 days more than required by law). The review period began on July 28, 2022, with a closing date of October 11, 2022. As the lead agency, the City of Los Angeles received 13 written comments on the Draft EIR from public agencies, community groups, and individuals.

Responses to all comments on the Draft EIR received during the comment period are included in the Final EIR. The Final EIR will be made available prior to City Council's consideration and adoption of the recommended Boyle Heights Community Plan Update and certification of the EIR pursuant to CEQA Section 15090.

The modifications under consideration in this hearing have been reviewed and considered by City staff and it is recommended by staff that substantial evidence in the record supports that the modifications are consistent with the proposed project analyzed in the EIR and no new analysis is required. The modifications do not result in new or more severe significant impacts and the changes result in a minimal change to the project described in the NOP and DEIR because the footprint/boundaries of the project have not significantly changed, this is a minor change in mix of uses to the plan.

Of note, the land use mix that has been approved by the City Council has been discussed, analyzed, and commented upon by the public, in the EIR, under Alternative 3, and has been found to be the environmentally superior alternative.

The Draft EIR issued July 2022, included four Project Alternatives that are presented to provide the decision makers for the plan with alternative means to meet the Plan's fundamental objectives, while reducing the Plan's potential environmental impacts. Of these alternatives considered within the Draft EIR, Alternative 3, known as the Land Use Mix Alternative, was highlighted for public comment at the Plan's Public Hearing, and again at the City Planning Commission's deliberations. Alternative 3 would provide more housing than the Proposed Plan, specifically within the river-adjacent area of the CPA. The DEIR concluded the following at pages 5.0-82:

Among the other alternatives, Alternative 3, the Land Use Mix Alternative would include the same high level of TOD development as the Proposed Plan with the added benefit of increased housing for the region and reducing VMT. Since Alternative 3 would have greater overall development than the Proposed Plan, it would result in greater impacts to public services and utilities as these topic areas are largely driven by population and Alternative 3 would increase the number of housing units and population compared to the Proposed Plan. Although this alternative would not reduce any of the significant impacts of the Proposed Plan, it would meet the project objectives, even if to a lesser degree for some, it has more environmental benefits related to greenhouse gases and energy use and sustainable development patterns than the other alternatives. Alternative 3 would allow new housing opportunities in the area of the CPA closest to Downtown Los Angeles, which is a major employment center and transit hub for the wider region. Due to the proximity to Downtown Los Angeles and new infrastructure investments in the river-adjacent area, specifically the new Sixth Street Viaduct Replacement Project and Sixth Street PARC Project, if Alternative 3 were to be adopted it is reasonably foreseeable that new housing development within the CPA would likely occur in the river-adjacent area, which could lessen overall impacts to temporary construction (air quality and noise) in other areas of the CPA. Based on the ability to result in incrementally reduced environmental impacts and meet project objectives, the Land Use Mix Alternative (Alternative 3) is the Environmentally Superior Alternative.

Accordingly, changes to the Plan approved by the City Council do not result in "significant new information," as defined by Guidelines Section 15088.5, requiring recirculation of the Draft EIR, because the modifications were described as Alternative 3 in the Draft EIR.

Measure JJJ Assessment

Section 11.5.8 – In November 2016 Measure JJJ passed and it was certified by the County Clerk on December 13, 2016. Measure JJJ requires, in accordance with Charter Section 555, that the Planning Department complete a comprehensive assessment for any amendment to a Community Plan 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.

The Proposed Plan as modified does not reduce the capacity for creation and preservation of affordable housing.

The Plan, as modified by the City Council, increases the amount of housing that can reasonably anticipated through the year 2040, as compared the Plan initially recommended for approval by the CPC. The initially recommended Plan would have accommodated approximately 33,000 housing units, whereas the modified Plan can accommodate approximately 36,000, an increase of 3,000 housing units. The remainder of the discussion below is consistent with the Measure JJJ assessment provided to the CPC in its April 20, 2023 staff report.

The Plan includes land use policies that support the preservation and creation of affordable housing through equitable housing distribution, including the following:

LU 1.1 Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 1.2 Incentivize new development to contribute towards the community's extremely-low, very-low, and low-income housing needs.

LU 1.3 Ensure that each recently occupied housing unit demolished as a result of new development is replaced on-site, and offered back to former residents at rent levels previously paid.

LU 1.4 Discourage permits from being issued for the demolition of multi-unit buildings until a project providing an equivalent or greater number of units is approved.

LU 1.5 Utilize public land and funding for the development of supportive housing projects and affordable housing for extremely-low, very-low, and low-income households.

LU 2.1 Discourage projects or renovations that decrease the number of existing residential units on site.

LU 2.2 Limit the conversion of existing affordable and rent stabilized units into for-sale units in order to avoid reducing the supply of affordable rental units locally.

LU 2.4 Prioritize preservation and maintenance of the existing multi-unit housing stock as the foundation of the community's affordable housing supply.

LU 2.5 Support property owners in their efforts to operate and maintain affordable housing units in good and safe condition.

LU 2.6 Support well-designed projects that modify, reconfigure, or add-on to existing residential buildings to accommodate additional housing units to alleviate overcrowding and avoid displacement.

The Plan applies land use designation and zoning districts that continue to allow multi-unit residential development and introduces zoning districts and incentive tools that prioritize affordable housing. The Proposed Plan increases maximum development capacity in several areas, allowing for more housing to be built. For reference, the Proposed Plan, as modified, is estimated to reasonably accommodate approximately 124,000 residents, 36,000 housing units, and 38,000 jobs by 2040, compared to the Current (1998) Plan, which is expected to reasonably accommodate 98,000 residents, 28,000 housing units, and 32,000 jobs. As discussed above, the Proposed Plan also includes a Community Benefits Program that introduces a mechanism to incentivize the inclusion of affordable units in development projects, and offers additional density, height, and FAR and does not necessitate a discretionary review process, providing additional opportunity for increased housing development that include affordable units.

Further, the Plan prioritizes the maintenance and preservation of existing naturally occurring affordable housing stock, including RSO units and multi-unit housing with long-term tenants, and fosters collaboration and coordination with City departments and tenant organizations to effectively respond to eviction threats and expand on tenant protection programs. The proposed zoning 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 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 Plan also takes two zoning approaches to minimize displacement and disincentivize redevelopment of existing multi-unit properties throughout the residential neighborhoods of the Plan Area. The first approach is right-sizing the Floor Area Ratio (FAR). Under present-day zoning, new housing development can utilize up to 3:1 FAR. However, the number of residential units that can be built generally ranges from two to approximately five units per lot. This zoning condition makes present-day residential lots susceptible to redevelopment with larger, less affordable residential units, without a net increase in the number of overall residential units. The Proposed Plan proposes zoning that is designed to accommodate a range of multi-unit buildings while maintaining a height and density of today's zoning, but the Proposed Plan decreases the Floor Area Ratio (FAR) from 3:1 to 0.6:1 or 1.0:1, depending on the Form District, to reflect the existing development patterns found in residential areas today, and to encourage more context-sensitive infill development. Additional FAR and density are available for properties that can build 5 or more units but would require the inclusion of affordable housing units to access the additional FAR and density.

The second approach is reducing the rear-yard setback for multi-unit residential zones from the current requirement of 15 feet down to 3 feet, which allows existing non-conforming structures to be more easily converted to residential units and facilitates the construction of new units. This strategy allows additional infill development to occur throughout the residential neighborhoods while preserving the existing housing stock on a property. This also enables existing residential properties to become multi-unit or continue to be multi-unit, including those built before 1978, which are subject to the Rent Stabilization Ordinance (RSO).

The Plan as modified does not reduce access to local jobs.

The Plan seeks to create flexibility to respond to changing economic conditions, retain affordable commercial spaces for small businesses, and encourage partnerships and job training for local residents as new industries emerge:

LU 10.1 Maximize opportunities for small and local businesses along corridors by limiting the size of new commercial tenant spaces to help maintain affordability and promote diversity.

LU 10.3 Promote efforts to safeguard legacy businesses and cultural institutions that reflect the history and character of Boyle Heights.

LU 10.4 Develop programs and strategies that provide support to established commercial tenants facing closure due to rent increases.

LU 10.5 Encourage the retention of existing small businesses that strengthen the local economic base of the Community Plan Area to avoid displacement of small businesses.

LU 10.6 Projects that involve the demolition or disruption of occupied commercial tenant spaces are encouraged to accommodate displaced businesses at their former locations at rent levels previously paid.

LU 10.7 Develop programs that increase resident participation in the local economy through strategies to assist local entrepreneurs and minority owned businesses in need of capital funding to establish or expand small businesses in the community.

LU 12.1 Maintain existing industrial land for both traditional and emerging industries that provide sources of employment for the local workforce as well as opportunities for small business creation and expansion.

LU 12.2 Maintain industrial land, facilities, and infrastructure necessary for warehousing and distribution centers to serve the region expeditiously and reliably.

LU 12.6 Ensure that industrial districts provide a balance of large facilities and small workplaces in order to accommodate a diverse set of industries and support businesses at all stages of growth.

LU 12.7 Discourage uses that detract from the productive function of industrial districts, such as single-use residential development and large, free-standing retail establishments.

LU 13.2 Develop programs and strategies that provide support with establishing small businesses involved in clean and green technology and environmental sciences in Boyle Heights

LU 14.1 Encourage new industries locating in Boyle Heights to engage and partner with the local workforce when looking for skilled employees

LU 14.4 Maintain and increase the commercial employment base for community residents through local hiring requirements, living wage requirements, job resource centers, and job training.

The Plan applies land use designations and zoning districts that reinforce the existing pattern of small businesses in Boyle Heights, both through plan policies that encourage small business spaces in new development and through zoning regulations that require it. The Proposed Plan also maintains most of the existing industrial land as part of the local jobs base, recognizing the importance of the industrial land in proximity to Downtown. As a regional jobs center by increasing the geographic area where a variety of employment uses may occur and increasing the development capacity in many areas, especially near transit and other infrastructure. The Proposed Project, as modified, increases access to jobs by facilitating the co-location of a variety of employment opportunities near housing, institutions, and services and by focusing the largest increases in development capacity in areas that are walkable and well-served by transit. The proposed zoning districts would allow for a flexible mix of uses, reducing prescriptive regulations in mixed-use areas and allowing for flexibility to adapt to a changing economy over time.

The Proposed Plan includes new zoning tools for transitioning industrial areas that support a dynamic economy by facilitating a broad range of industries, ensuring a focus on employment uses while allowing for the careful introduction of compatible residential uses and amenities, and encouraging flexible and durable building design. Additionally, the Plan protects industrial uses

through tools that limit residential and commercial uses in appropriate areas, safeguarding land for heavy industrial use and buffering sensitive uses from heavy industry.

The Plan as modified does not undermine California Government Code Section 65915 or any other affordable housing program.

The Proposed Plan, as modified, introduces a Community Benefits Program that aligns with other affordable housing programs and introduces inclusionary housing in the river adjacent industrial district. The Proposed Community Benefits Program prioritizes the provision of affordable housing, 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. New residential uses would, in the river adjacent industrial district, would be subject to an inclusionary housing obligation of 13% Acutely Low Income (a new income category within the CPA that better accommodates existing income levels), 15% Extremely Low Income, 17% Very Low Income, and 22% Lower Income. 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

Summary

The Proposed Plan as modified is consistent with the City Charter, LAMC and General Plan Findings as recommended by the City Planning Commission on April 20, 2023 and the modifications are consistent with and further support the Findings of Fact. Substantive updates to the recommended Findings of the CPC's previous action are shown as follows with ~~strike through~~ for deleted text and underlined for added text:

Project Location

The Boyle Heights CPA is bordered by the Central City North CPA² to the west and the Northeast Los Angeles CPA to the north. Major east-west corridors include (from north to south) Marengo Street, Wabash Avenue, Cesar E Chavez Avenue, 1st Street, 4th Street, Whittier Boulevard, and Olympic Boulevard. Major north-south corridors include (from west to east) Mission Road, Soto Street, Lorena Street, and Indiana Street. Four freeways traverse the Boyle Heights CPA, with the San Bernardino Freeway (I-10 Freeway) and Hollywood Freeway (US 101) traversing through the northern portion of the Boyle Heights CPA and Interstate 5 (I-5) and the Pomona Freeway (SR-60) traversing through the southern portion of the CPA. All four freeways converge over much of the western portion of the Boyle Heights CPA to form the East Los Angeles Interchange.

The Boyle Heights CPA is located immediately east of Downtown Los Angeles and the Los Angeles River and rail corridor and encompasses an area of approximately 4,271 acres (approximately 6.67 square miles). The Boyle Heights CPA is roughly bounded by the San Bernardino Freeway (I-10 Freeway) and Marengo Street to the north, the Union Pacific and Santa Fe Railroad lines to the south, Indiana Street to the east, and the Los Angeles River to the west. The southern and eastern borders of the CPA align with the city limits of Los Angeles with the City of Vernon located to the south and the unincorporated community of East Los Angeles located to the east of the CPA, with a small area of the Southeast corner of the CPA aligning with the City of Commerce. Located to the north are the Los Angeles communities of Lincoln Heights, El Sereno, and Ramona Gardens, and located to the west are the industrial districts and public facilities of Downtown, which includes the Arts District. The location of the proposed modifications is an industrial district that is generally bounded by the 101 Freeway to the north, Mission Road, Utah St and Clarence St to the east, 7th Street to the South, and the Los Angeles River and Myers Street to the west.

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, as modified, proposes amendments to three elements of the General Plan: (1) adopting the Boyle Heights Community Plan, including a new policy document or Plan Text and amendments to the General Plan Land Use Map for the Boyle Heights CPA ~~(2) amendments to the Mobility Element 2035~~, and (3) amendments to the Framework Element. All the amendments to the City's General Plan are related to areas of the City within the Boyle Heights CPA boundaries, 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 Plan.

² Proposed to be combined with the Central City Community Plan and renamed the Downtown Community Plan.

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 Plan: adoption of the New Zoning Code, the amendments to the City’s Zoning Map for the zone changes, the adoption of the Boyle Heights CPIO District, and amendments to the River Improvement Overlay (RIO), Clean Up Green Up (CUGU) District, and the Adelante Eastside Redevelopment Plan (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 Mobility Plan and Framework Element must be consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise, Safety, and Health Element. In addition to the eight mandated elements, the City’s General Plan 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 Plan, as modified, the amended Mobility Plan, and the amended Framework Element with each other and with the rest of the City’s General Plan. This consistency discussion is provided for the City Planning Commissions consideration in approving and recommending the Proposed Plan, as modified, and its implementing zoning ordinances and its determination that the Proposed Plan is consistent with the City’s General Plan.

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

For all of the reasons provided below and based on the whole of the record of proceedings, the adoption of the amendments to the City’s Zoning Map for the zone changes, the adoption of the

proposed Boyle Heights CPIO District, amendments to the River Improvement Overlay (RIO), Clean Up and Green Up (CUGU) District, and amendments to the Adelante Eastside Redevelopment Plan (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 amendments to the City’s Zoning Map for the zone changes and adoption of New Zones, and the findings for the adoption of the CPIO District are discussed together in one section. The findings for each of the other remaining ordinances mentioned above are discussed in individual sections.

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

Proposed Plan_{as} used in this Section A refers to the Community Plan text and land use map amendments and Zoning Ordinances to amend the Zoning Map to implement the plan amendments, unless otherwise specified.

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 Community Plan, is intended to guide Community 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 Plan, as modified, 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 Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in Boyle Heights through the year 2040. The Proposed Plan includes a recommended pattern of land use that directs future growth to areas of Boyle Heights best served by existing transportation infrastructure and facilitates mixed-use development along corridors and near transportation nodes. Permitting new small businesses, known as *tienditas*, throughout

the residential neighborhoods further allows current and future residents of Boyle Heights to access household goods and grocery items within walking or biking distance of their homes, reducing reliance on vehicle travel. The Proposed Plan, as modified, directs new housing growth in blocks closest to 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 Plan, as modified, accommodates projected population and employment growth within the Boyle Heights Plan Area and includes policies and programs that are aimed at providing adequate infrastructure, services, and balance of land uses for the project population and employment growth. The Proposed Plan, as modified, is estimated to reasonably accommodate approximately 124,000 ~~415,000~~ residents and 36,000 ~~33,000~~ housing units by 2040, providing enough capacity to accommodate the SCAG 2040 forecasts of 93,000 residents and 27,000 ~~28,000~~ housing units for the Boyle Heights Plan Area. The Proposed Plan, as modified, accommodates 38,000 ~~39,000~~ jobs which meets the SCAG forecast of 35,000 ~~26,000~~ jobs. The Framework Element includes a 2010 population plan forecast of 122,090 for Boyle Heights. The Framework forecasts best estimates since the adoption of the Framework in 1996 and 2001, and as implementation proceeds, the "population forecasts may be revised based upon specific land use actions adopted through the Community Plan update process." The Framework Element expressly does not provide caps on development based on its population forecast. Consistent with the Framework strategy, the Proposed Plan accommodates projected growth that reflects forecasts from SCAG and the Community Plan update process.

In addition, the Proposed Plan, as modified, 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 Boyle Heights, along with other transit-served communities in the City and adjacent to Downtown Los Angeles, the Proposed Plan's increases in development potential are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework. The Proposed Plan, as modified, accommodates population and employment growth primarily in areas served by transit and along major 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 7.2.9: Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: Land Use.

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

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

Policy 7.8.3 Encourage mixed-use development projects, which include revenue generating retail, to offset the fiscal costs associated with residential development.

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 Plan, as modified, directs new housing, commercial, and mixed-use development towards transit served areas and corridors. The Plan supports sustainable development principles to promote economic development throughout Boyle Heights. The goals and policies of the Proposed Plan, as modified, seek to promote access to local jobs, and place housing and neighborhood serving commercial uses in close proximity through zoning to allow for *tienditas* on corner lots in residential neighborhoods, and by zoning for small business spaces along neighborhood focused corridors. Boyle Heights is currently home to several thriving commercial districts, such as Cesar E. Chavez Avenue, and the Proposed Plan, as modified, uses multiple zoning and policy approaches to maintain those districts for commercial and mixed-use development, including the preservation of Legacy Small Businesses.

The Proposed Plan supports a strong economic employment base by preserving viable existing industrial uses. The Proposed Plan delineates areas within the CPA reserved for industrial use in the Light Industrial and Industrial land use designations, as well as industrial mixed-use areas in certain Light Industrial land use designations to preserve the land for productive uses and generate jobs. While the Proposed Plan, as modified, would reduce the amount of land designated for heavy industrial uses to address long standing issues of environmental injustice, it would continue to allow lighter industrial uses such as warehousing, distribution, and light manufacturing uses as well as complementary commercial and residential uses in the Light Industrial and Hybrid Industrial land use designations, and as discussed below meets the criteria in Policy 3.14.6.

The Proposed Plan, as modified, is consistent with the Framework Element in that it concentrates future growth around transit stations and encourages the development of complete communities with a range of employment and housing opportunities supported by services and amenities. The Proposed Plan, as modified, directs new housing and jobs growth along major commercial transit corridors and close to transit, 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 Plan, as modified, includes policies and implementation tools that concentrate the highest development potential near transit stations and promote a mix of uses that are accessible to transit. The Plan directs commercial and neighborhood serving uses towards walkable and accessible corridors. The Proposed Plan, as modified, primarily increases development potential around fixed-rail transit stations, primarily increasing floor area and density regulations in areas within ¼ mile of the L Line stations, such as the area surrounding the Soto Station. This growth is balanced by preserving existing surrounding lower-density multi-family residential areas of the community from redevelopment, using zoning tools and plan policies to reduce the development impact on residential neighborhoods. In addition, the Proposed Plan, as modified, includes development incentives through the Proposed CPIO District's Community Benefits Program subarea, such as density bonuses for mixed-income and 100 percent affordable housing developments, with a greater bonus available near transit stations, to achieve the goal of more affordable housing development within Boyle Heights.

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

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

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

The Proposed Plan, as modified, seeks to maintain and protect important cultural and historic resources while balancing the need for new housing and affordable housing. The Proposed Plan,

as modified, introduces policies and zoning tools that apply standards for contextual and sensitive infill development, primarily through the Character Residential 1 and Character Commercial 1 Frontage Districts. Additionally, the Proposed CPIO creates a new review process for identified eligible resources in certain parts of the Plan Area. New form and frontage districts would introduce development standards to limit the scale and mass of new development in historic districts such as “Brooklyn Avenue Neighborhood Corridor” and frontage standards that regulate elements of the building façade and entrance design for compatible development.

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:

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 Plan, as modified, introduces land use designations and zoning districts that support job opportunities by establishing land use regulations that allow the City to prioritize and retain industrial land for jobs in the Light Industrial and Industrial areas of the Plan Area. The Industrial areas of the Plan allow for retention of existing industrial land and viable industrial uses, including warehousing and distribution facilities that are part of a regional distribution network. Zoning districts applied within certain the Industrial areas would prohibit residential uses and limit commercial uses to activities that are compatible with and support industrial uses. Proposed Light Industrial areas would allow limited housing uses through adaptive reuse of existing buildings but would not permit new ground up housing construction. Limited commercial uses may be introduced in Light Industrial areas that are compatible with and support industrial uses. The Proposed Plan contains Goals and Policies to facilitate local training for industrial and cluster industry jobs, including the following:

LU Goal 13: Industrial land located adjacent to the Los Angeles River Rail areas provides a dynamic concentration of “career ladder” and local jobs and small businesses.

LU Goal 14: The local workforce is equipped with the education and training to contribute to and benefit from economic development in Boyle Heights.

LU 14.1: Encourage new industries locating in Boyle Heights to engage and partner with the local workforce when looking for skilled employees.

In the Los Angeles River-adjacent area located on the western border of the CPA, certain segments of this area are proposed to have the Hybrid Industrial land use, which would allow for a mix of market rate and affordable housing in buildings that also have employment-focused spaces, such as, light manufacturing, office, and limited commercial uses. The Proposed Plan, as modified, includes policies that supports introducing opportunities for new housing in industrial land that is in proximity to regional jobs centers and infrastructure.

~~LU 12.1 Maintain existing industrial land for both traditional and~~ Allow for housing to co-locate near emerging clean industries that provide sources of employment for the local workforce as well as opportunities for small business creation and expansion

~~LU 12.3 Support the continued use and function of industrial districts for wholesale activities~~ Establish the potential for vertical integration of industry and wholesale activities with commercial and residential uses to ensure that businesses in Boyle Heights and throughout Los Angeles have direct access to goods from around the world.

~~LU 12.7 Discourage uses that detract from the productive function of industrial districts, such as~~ Encourage mixed-use development along the Los Angeles River, including residential in combination with commercial, light industrial, manufacturing, and creative uses, in-lieu of single-use residential development and large, free-standing retail establishments.

This also corresponds with Framework Element goal to distribute economic opportunity throughout the City and increasing access to employment centers.

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

Within ¼ mile of the Pico/Aliso L Line station, the Plan proposes to convert approximately 10 acres of existing light industrial land to mixed-use zoning and land uses. This conversion will not create a fragmented pattern of land uses, as it is along a major east-west corridor and bordered on several sides by public facilities and housing. The L Line construction happened after the current General Plan Land Use Map was adopted, and while this will result in a loss of several acres of industrially zoned land, the conversion meets several other General Plan Framework objectives, such as promoting more housing and mixed-income housing in close proximity to fixed-rail transit.

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 Plan, as modified, encourages and directs 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 RSO and affordable housing units by reducing the rear-yard setback requirement, allowing for infill development and additional housing

units to be built on properties with units subject to the RSO. In addition, reducing the FAR allowance in the residential neighborhoods of Boyle Heights so it is more consistent with the area's existing built character will reduce redevelopment pressure and potential, which could otherwise lead to a loss of the existing RSO stock. 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 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 CPIO District's Community Benefits Program subarea introduces a requirement that mixed-income projects include 30 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 intersection of Soto Street and Olympic Boulevard as the one Regional Center within the Boyle Heights CPA, which is the area that includes a former Sears distribution facility and department store (Sears site) and surrounding blocks. The Proposed Plan will amend the Framework Element to remove the Regional Center designation from the CPA and redesignate this area as a Community Center. The scale of development, including the range of Form Districts, and regional serving uses that are part of a Regional Center land use designation do not align with the scale and intensity of use and development in Boyle Heights, and therefore this intersection will be redesignated as Community Center.

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 Community Centers along Soto Street generally around Cesar Chavez Avenue and 1st Street, near White Memorial Hospital, and near the Indiana Street L Line station. The Framework Element identifies Community Centers as areas that are served by transit. The Proposed Plan, as modified, introduces land use designations and zoning districts the 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.

With respect to **Mixed-Use Boulevards**, the Framework Element states the following:

GOAL 3I: A network of boulevards that balance community needs and economic objectives with transportation functions and complement adjacent residential neighborhoods.

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.

Similar to Community Centers, Mixed-Use Boulevards are intended to accommodate greater densities and scales while promoting pedestrian-oriented developments that serve the surrounding community. The Framework Element identifies Mixed-Use Boulevards along portions of Cesar E. Chavez Boulevard, generally between State Street and Chicago Street, and between Matthews Street and Mott Street; along portions of 1st Street between Cummings Street and Chicago Street; Soto Street between Terrace Heights Avenue and 7th Street; and Whittier Boulevard between Boyle Avenue and Euclid Avenue and between Lorena Street and Indiana Street. Consistent with the above-referenced goals and objectives, the Proposed Plan designates these areas as Community Center, which supports 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 Plan, as modified, 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 Plan seeks to tailor citywide preservation policies established through the General Plan, by creating goals, policies, and programs to further promote neighborhood conservation and historic preservation. In conformance with the Conservation Element, the proposed zoning districts and CPIO include standards for preservation of historic cultural neighborhoods and historic resources. CPIO Subarea B requires additional planning review for certain areas of the CPA that contain clusters of eligible resources identified through the City's Survey LA as well as the Adelante Eastside Redevelopment Plan Survey. The Proposed Plan introduces development standards for compatible infill development through Character Frontages applied to areas surveyed in the City's Survey LA and the "Brooklyn Avenue Neighborhood Corridor" (HCM #590) portion of Cesar E. Chavez Avenue.

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 3.2.9: Consider accommodating new residential uses, including live/work and mixed-use, in less-productive industrial, office, and commercial areas when the site can accommodate housing in keeping with citywide industrial land, jobs-housing, and jobs preservation properties, and when sites have been appropriately tested and remediated, if necessary.

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 Plan, as modified, is in substantial conformance with the policies and objectives of the Housing Element of the General Plan. The Proposed Plan 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 RSO and affordable housing units by reducing the rear-yard setback requirement, allowing for infill development and additional housing units to be built on properties with units subject to the RSO. In addition, right-sizing the FAR allowance in the residential neighborhoods of Boyle Heights reduces redevelopment pressure and potential, which could otherwise lead to a loss of the existing RSO stock. 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 Plan and zoning increase the development potential of a pocket of single-family zoning adjacent to a regional serving jobs center, conforming with Housing Element policies to direct new housing close to jobs, and by addressing exclusionary zoning practices.

The Proposed Plan, as modified, 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 policies encouraging street trees and improvements to the public realm. The Proposed CPIO includes Subarea D, which facilitates Transfer of Development Rights (TDR) for certain publicly owned properties within the CPA, allowing for more housing to be built on public lands. Finally, the Proposed Plan Community Benefits Program introduces a requirement that projects include 30 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. Furthermore, new residential uses would, in the river adjacent industrial district, would be subject to an inclusionary housing obligation of 13% Acutely Low Income (a new income category within the CPA that better accommodates existing income levels), 15% Extremely Low Income, 17% Very Low Income, and

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.

Policy 1.2.10 Food Systems: In keeping with the Plan for a Healthy LA, ensure access to healthy, sustainable food in a changing climate, especially in communities already facing food access disparities.

The Proposed Plan, as modified, is consistent with the Safety Element. The Proposed Plan, as modified, addresses long-standing issues of environmental injustice in Boyle Heights by addressing zoning incompatibility, limiting where new auto-related uses such as auto repair and gas stations can open to properties away from residential uses, improving housing affordability, and encouraging greater access to fresh and healthy foods.

Circulation Element (Mobility Plan 2035)

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

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

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

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

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

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

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

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

The Proposed Plan, as modified, which includes proposed amendments to the Mobility Plan's street designations and networks, are consistent with the Mobility Plan. The Proposed Plan 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. In the area adjacent to the Los Angeles River, the Proposed Plan introduces the Hybrid Industrial land use, which allows limited housing and commercial uses within one of the CPA's employment centers, increasing access between housing, employment and amenities, reducing the need for vehicle trips, and thus, VMT. The Proposed Plan includes policies and implementation programs that would reduce VMT and increase the mode share of transit, walking, and bicycling in Boyle Heights. The Proposed Plan includes policies and implementation programs that support increased investment in bicycle,

pedestrian, and transit infrastructure to improve accessibility and connectivity throughout Boyle Heights, including infrastructure to improve connections to existing transit stations. The Proposed Plan would amend the classification of several collector streets to modified collector streets to reflect existing conditions and support a more pedestrian friendly environment by maintaining existing narrower roadways.

The Proposed Plan would amend the Mobility Plan's enhanced networks to identify priority corridors for transit and bicycles that support the Mobility Plan's vision of a system of complete streets. The Proposed modifications to the Mobility Plan's enhanced networks refine application of the Transit Enhanced Network and Bicycle Enhanced Network to reflect existing and planned land uses, infrastructure projects, and transit service, and prioritizes Bicycle or Transit Enhanced Networks on corridors where both cannot be implemented within the existing right of way. The Proposed Plan supports land uses that promote a pedestrian-oriented environment and utilize the public right-of-way for pedestrian-oriented uses as well as projects that expand the public realm. The Proposed Plan introduces new zoning tools that require pedestrian friendly building design, reduces or eliminates minimum parking requirements in different areas of the Plan Area, and incentivizes inclusion of publicly accessible open spaces within new development.

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

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

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

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

Policy 5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

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 Plan includes policies such as:

Land Use Policy 5.3: Support the establishment of corner stores that provide fresh groceries and basic household goods within comfortable walking and rolling distance for all users of the surrounding neighborhood.

Land Use Policy 5.4: Ensure that small businesses located within residential neighborhoods are providing a positive service to the community by enhancing the health and well-being of residents and operating as good neighbors.

Land Use Policy 5.7: Improve resident's access to basic needs and amenities, such as food, household goods, open space, and health and wellness facilities.

Land Use Policy 8.5: Discourage the introduction of new uses on corridors that detract from a healthy and active pedestrian street life, particularly vehicle repair and servicing, businesses featuring drive-throughs, fueling stations, and storage facilities.

Land Use Policy 23.1: Ensure that industrial land uses are safe for human health and the environment through proper containment of pollutants and mitigation of potential health risks.

Land Use Policy 23.2: Promote the phasing out or relocation of facilities used for the handling of potentially hazardous chemicals or toxic substances near residential uses and schools, and discourage any further expansion of existing facilities.

Land Use Policy 23.5: Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods.

Land Use Policy 23.6: Ensure that all new or rehabilitated industrial facilities permitted near a residential use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

Land Use Policy 25.1: Promote the siting and design of commercial development in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodations for single occupancy vehicles.

Land Use Policy 25.3: Expand opportunities for small, locally serving businesses to properly locate within neighborhoods in order to place the daily needs of residents within comfortable walking distance of their homes and schools.

Land Use Policy 27.1: Encourage neighborhood corner shops and grocery stores to maintain a well-stocked selection of fresh produce and nutritious foods, and stock and display nutritious products in a visible location.

Land Use Policy 27.4: Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary street closures in order to provide neighborhoods with access to fresh and nutritious foods on a regular basis.

Land Use Policy 27.5: Pursue opportunities to provide permanent community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.

Land Use Policy 27.6: Encourage new developments to provide community gardens.

Land Use Policy 27.7: Promote the use of front yards, parkways and open space for urban agriculture.

Land Use Policy 27.8: Support sidewalk vendors that provide fresh food in convenient locations for residents, employees, and students.

The Proposed Plan's policies and zoning address longstanding impacts of environmental injustice in Boyle Heights. A community bisected by four freeways and bordered by industrial land, Boyle Heights residents experience higher rates of health effects related to emissions and noxious uses, such as asthma. In addition, Boyle Heights is greatly impacted by high heat days, with the lack of tree canopy and open space contributing to a great heat island effect. The Proposed Plan, as modified, accommodates and directs future growth near transit to promote a better jobs-housing balance as well as support walkability and transit ridership to reduce greenhouse gas emissions and improve overall air quality. The Proposed Plan also introduces the Hybrid Industrial land use, which allows for limited housing and commercial uses within the CPA's employment center along the Los Angeles River, increasing accessibility and improving air quality by reducing VMT. The Plan includes policies that address improved air quality and reductions to the urban heat island effect by planting, preserving, and protecting trees for optimum canopy cover. The Proposed Plan incorporates existing regulations from the Clean Up Green Up Ordinance to reduce the impact of heavy industrial uses on nearby residents and schools and implements new planting requirements for industrial uses and properties within 1000 feet of freeways. New land use designations and zoning districts promote the development of complete communities, where residents and workers have access to healthy, fresh food and health services. The Proposed Plan introduces new residential zoning districts that allow for *tienditas* to open on corner lots in residential neighborhoods, allowing more opportunities for access to affordable household goods, grocery items, and fresh foods. The Plan contains policies encouraging these businesses to include fresh produce and prepared food items. In addition, the Plan supports street vending as a means for fresh produce and prepared food items to be more widely accessible across the community.

Further, the Proposed Plan includes land use and mobility strategies that encourage a transportation system that provides safe, accessible, and convenient mobility options for users of all ages and abilities and promotes the development of public spaces that provide opportunities for rest and recreation. Recognizing the impact of access to housing on community and individual health, the Proposed Plan 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.

In summary, the Proposed Plan is in substantial conformance with purpose, intent, and provisions of the General Plan in that they would implement significant goals and policies relating to the concentration of growth in areas near transit stations and along transit corridors. The Proposed Plan supports a sustainable land use pattern consistent with the objectives of the General Plan and would expand opportunities for employment and housing. The Proposed Plan is in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. The Proposed Plan includes goals and policies that promote sustainability, health, and wellness goals by planning for population growth around sustainable transportation infrastructure; encouraging accessible open spaces as part of new developments; encouraging affordable housing under a community benefits program; preserving industrial areas for jobs while

implementing regulations to reduce negative effects on residents; and supporting strategies to minimize residential and commercial displacement.

Conformity with Public Necessity, General Welfare and Good Zoning Practice

The Proposed Plan, as modified, is in conformity with public necessity, convenience, general welfare and good zoning practice in implementing such the policies of the Proposed Plan in that they include development restrictions such as height limitations in low-scale neighborhoods and historic districts; restrictions on incompatible uses; and focusing development potential in strategic areas around transit accessible infrastructure, including rail stations and bus-served corridors and employment centers. The CPIO District implements the policies of the Proposed Plan by establishing a permanent affordable housing incentive system, a clear review procedure for many eligible historical resources, and creating additional soil testing process to reduce possible hazardous impacts on community health.

B. Findings for Amendments to the River Implementation Overlay (RIO) Amendment

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

Charter and Code Findings

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

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

The River Implementation Overlay Amendment is in substantial conformance with the purpose, intent, and provisions of the General Plan because it continues to support the General Plan's objective of protecting the Los Angeles River habitat. The Proposed Plan incorporates existing RIO provisions from a Supplemental Use District, into the Zoning Districts. Thus, the RIO provisions, which aim to preserve and restore the riparian habitat, remain in effect, continuing existing policy.

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

C. Findings for Amendments to the Clean Up Green Up (CUGU) Overlay

The Proposed Plan will amend the Clean Up Green Up (CUGU) Overlay maps to remove the Boyle Heights CPA. The CUGU Overlay, which was adopted in 2016, established standards and regulations for heavy, noxious uses close to sensitive or residential uses. This ordinance was adopted as an overlay for the communities of Boyle Heights, Wilmington, and Pacoima/Sun Valley. As part of the Proposed Project, the regulations from CUGU will be incorporated into the new zoning being applied to the Boyle Heights CPA instead of its current status as a Supplemental

Use District “pilot program.” The Proposed Plan embeds CUGU’s regulations into the proposed Development Standards and Use Districts, including use limitations for noxious uses. In addition to the Plan’s permanent zoning regulations, it also proposes new policies to address compatibility between industrial and residential neighborhoods as noted below:

LU 23.4: Promote efforts that ensure businesses in Boyle Heights have access to the City’s Clean-Up Green-Up implementation programs, such as financial incentives and technical support programs.

LU GOAL 24 (LU Policies 24.1 through 24.5): Goals that address improved site planning, building design, and landscape buffering along freeways and arterial roads with high traffic help reduce negative health impacts of vulnerable residents.

Charter and Code Findings

With respect to creating healthier communities in Los Angeles, the Health, Wellness, and Equity Element of the General Plan (Health Element) states:

Objective: Reduce the disparity in communities that are impacted by a high Pollution Exposure Score (exposure to six exposures indicators, including ozone, and PM2.5 concentrations, diesel, PM concentrations, pesticide use, toxic releases from facilities, and traffic density) so that every zip code has a score less than 1.7.

Policy 5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

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 Clean Up Green Up Amendment, as described more in full above, is in substantial conformance with the purpose, intent, and provisions of the General Plan. By incorporating CUGU regulations into the Proposed Plan’s zoning, the Amendment continues to support the General Plan’s objective of reducing health disparities and exposure to pollutants. The Proposed Plan incorporates existing CUGU provisions that aim to improve residents’ health, continuing existing policy. Additionally, a part of the Health Element’s implementation program was to evaluate the Clean Up Green Up pilot program to assess how it can be replicated in other parts of the city and/or develop standards and policies to incorporate into the zoning code and Community Plans, respectively, which is consistent with the Amendment.

The Clean Up Green Amendment is in conformity with public necessity, convenience, general welfare, and good zoning practice because it incorporates existing public health measures intended to address health disparities and address residents’ overall health and safety through site planning that address setback, landscaping, and distancing requirement standards, and buffer zones between new residential and industries with emitting sources.

D. Findings for Amendments to Adelante Eastside Redevelopment Plan

The Proposed Plan includes an ordinance to amend the Adelante Eastside Redevelopment Plan to remove the area that is within the Boyle Heights CPA. The Adelante Eastside Redevelopment

Project Area includes commercial and industrial uses in portions of Boyle Heights Community Plan, and the Northeast Los Angeles Community Plan. The main intent of the Adelante Eastside Redevelopment Plan is to preserve industrial and commercial uses to promote a stable industrial base to provide jobs for the community and enhance the existing commercial areas.

Section 1100 of the Adelante Eastside Redevelopment Plan states that if an applicable Community Plan is amended to change the land uses permitted within the Project Area, the land uses specified for the Project Area in the applicable Community plan shall supersede the land use designations in the Redevelopment Plan. The Boyle Heights Community Plan, with its implementing zoning ordinances, includes contemporary land use and zoning strategies to address economic development and a broad range of employment opportunities, promote the rehabilitation and preservation of historic structures, facilitate a built environment founded in strong urban design principles, provide for various housing needs, and promote the provision of public and social services. The Boyle Heights Community Plan, with its implementing ordinances, provides a complete vision and regulatory scheme for the land uses in the Project Area. The provisions of the Redevelopment Plan intended to regulate, control, or shape the use and development of land in the Redevelopment Plan area, including without limitation, Sections 400 through 410, 500 through 522, and 700 as well as related implementing plans are in conflict with the Boyle Heights Community Plan and its implementing ordinances because they, (1) prohibit what is allowed under the Boyle Heights Community Plan and its implementing ordinances; or (2) allow what is prohibited under the Boyle Heights Community Plan or its implementing zoning ordinances; or (3) add undesirable additional regulations, processes, costs, and burdens on the City, property owners, and developers that impede or prevent beneficial and urgently needed housing and other desirable uses in the Redevelopment Plan area. As such, any provision in the Redevelopment Plan that purports to regulate, control, or shape the development of land in the Project Area, is in conflict with, and does not conform to, the allowed land uses in the Boyle Heights Community Plan.

Section 500 of the Redevelopment Plan includes policies for land uses permitted in the Project Area. These include policies for commercial, residential, and industrial uses; commercial uses within residential and industrial areas; residential uses within commercial areas; and open space and other public uses. The Proposed Plan, as modified, seeks to preserve industrial land for jobs, while also improving the compatibility between industrial land and residential neighborhoods, and encouraging mixed-use residential development in areas adjacent to the Los Angeles River. The Proposed Plan also includes policies to preserve existing housing stock while providing opportunities for infill, directing future housing growth to transit served areas, and provides tools to create more affordable housing. Therefore, the Proposed Plan would be consistent with the Adelante Eastside Redevelopment Plan in its broad goals and policies related to land use. While the Redevelopment Plan does not include regulations or numerical caps for floor area ratio, height, or residential density, it does include design standards for new signs and billboards, and for new wireless telecommunication facilities. The Proposed Plan does not include specific design standards for signs, billboards, or wireless telecommunication facilities because it would defer to the regulations in Article 4 (Development Standards) in the New Zoning Code. The Proposed Plan does not support carrying forward the Redevelopment Plan's design standards because they would already be regulated by the zoning code. This may result in the Proposed Plan conflicting with the Redevelopment Plan since the Proposed Plan would not be incorporating the Redevelopment Plan's design standards and the standards included in the zoning code may be different from those in the Redevelopment Plan. However, under the terms of the Redevelopment Plan, the City's plans are intended to control any conflict between the two, and as such, as a legal matter, there cannot be a conflict between the CRA plan and the Proposed Plan in relation to land use plans as noted in Section 1100 of the Adelante Eastside Redevelopment Plan.

Amending the Adelante Eastside Redevelopment Plan is consistent with the General Plan based on all of the findings herein, because it allows the Proposed Plan to control development in the

CPA. Additionally, it is consistent with Objective 7.4 of the Framework Element (*Improve the provision of governmental services, expedite the administrative processing of development applications, and minimize public and private development application costs.*) as it reduces burdens on development by streamlining the project review process.

The proposed ordinance to amend the Redevelopment Plan is also in conformity with public necessity, convenience, general welfare, and good zoning practice because while the Adelante Eastside Redevelopment Plan does not include regulations or numerical caps for floor area ratio, height, or residential density, it does include design standards for new signs and billboards, and for new wireless telecommunication facilities. The Proposed Plan does not include specific design standards for signs, billboards, or wireless telecommunication facilities because it would defer to set regulations in Article 4 (Development Standards) in the New Zoning Code. The Proposed Plan does support carrying forward the Redevelopment Plan's design standards because they would already be regulated by the zoning code. Currently, projects within the CPA, which usually include affordable housing units, require a separate review process for compliance with the Redevelopment Plan. The proposed amending ordinance would allow a more streamlined review process for projects, particularly for projects that direct future housing, including affordable housing units, to transit served areas.

E. Other Findings

LAMC 13.14 C.5

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

The supplemental development regulations of the proposed Boyle Heights CPIO District are consistent with and necessary to implement the programs, policies, and goals of the Proposed Plan. The CPIO regulations set forth affordable housing incentives to encourage mixed-income affordable housing and 100 percent affordable housing projects; soil sampling requirements to ensure that soil contaminants are identified and mitigated prior to ground disturbance; a transfer of floor area process for public lands to support the development of community serving uses and affordable housing on publicly owned land; and historic review procedures to protect historic resources. These development regulations are consistent with the following goals and policies of the proposed Boyle Heights Community Plan:

Affordable Housing Land Use Policies

LU 1.1: Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 1.5: Utilize public land and funding for the development of supportive housing projects and affordable housing for extremely-low, very-low, and low-income households.

LU 3.1: Promote the development of residential units with three or more bedrooms to support larger households and multigenerational living.

LU 3.2: Encourage multi-unit housing developments to provide a diverse range of unit types and unit sizes including those suitable for larger households, single room occupants, independent seniors, and affordable fee simple ownership.

LU 3.7: Develop strategies to assist community land trusts and affordable housing developers with property acquisitions.

LU 4.1: Permit greater development scale and density around transit if a project provides high quality housing that is affordable and accessible to the surrounding community.

LU 4.2: Ensure that a significant portion of new housing around transit is affordable to low-income households in order to accommodate the City's core transit riders.

LU 6.1: Promote developments around transit stations that add value to the community by providing a mix of multi-unit housing, neighborhood-serving commercial uses, and community amenities.

LU 25.2: Concentrate new housing around transit where residents can benefit from greater access to commercial uses, jobs, and schools without the need for an automobile.

Historic Resources Land Use Policies

LU 18.1: Prioritize the preservation and restoration of historic resources identified through the Los Angeles Historic Resources Survey (SurveyLA).

LU 18.2: Protect individually significant historic resources and districts in Boyle Heights from demolition or adverse alteration.

LU 18.3: Provide design standards that guide infill development in areas with an identified historic character to ensure that new buildings reinforce the historic scale and key architectural features of the area.

LU 18.4: Food organizations to advance preservation efforts in the community and document oral histories through educational and informational programs.

LU 18.5: Promote the restoration and reuse of vacant and/ or deteriorating historic buildings for new uses that benefit the community and reinforce the site's historic and cultural legacy.

LU 18.6: Promote the preservation of remaining examples of bungalow courtyard and garden apartment architecture.

The CPIO implements the programs, policies, and goals of the Proposed Plan. The CPIO regulations set forth affordable housing incentives to encourage mixed-income and affordable housing, historic review procedures to protect historic resources, and soil testing requirements to ensure safe ground disturbance practices in areas where soil contaminants may exist.

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 Plan allows for the net increase of 144,000 housing units and therefore the Plan complies with this requirement.

Increasing housing, and particularly affordable housing, is a primary objective of the Boyle Heights Community Plan Update. The CPA is currently zoned primarily for mixed-use and multi-unit housing development along corridors and throughout residential neighborhoods, and the Proposed Plan identifies additional areas where more housing growth is appropriate and reduces barriers to housing development through several zoning strategies.

In Boyle Heights today multifamily zoning typically allows for a 3:1 Floor Area Ratio, with a permitted density that does not practically allow developers to maximize floor area. For example, on a typical lot the zoning would permit 4 units to be built, with up to 18,000 square feet of floor area, yielding units that are up to 6,000 square feet each. Existing height and yard requirements would preclude most lots from maximizing this floor area. The Proposed Plan reduces the Floor Area Ratio down from 3:1, while maintaining the allowable residential density (number of units) that can be built in the lower density residential neighborhoods. This approach is taken to reduce turnover, demolition, and loss of existing naturally occurring affordable housing units, in a community that is primarily renters and vulnerable to a changing housing market and displacement pressures. While the Proposed Plan reduces FAR regulations and maintains existing height limits in these zones, the Proposed Plan counters this by reducing the rear and side yard setback requirements, increasing the areas of the lot on which housing can be developed, and more easily permitting the addition or conversion of rear yard structures to housing units.

Further reductions to housing development potential could potentially occur along Cesar E. Chavez Avenue, currently zoned for mixed-use development with a permitted density of 1 unit per 400 square feet of lot area and unlimited height. This corridor is designated under the current Community Plan as a Regional Center and Commercial Center but is designated as a Historic Cultural Monument (HCM). In order to achieve its historic preservation objectives, the Proposed Plan proposes a new height limit of 2 stories, with an option to bonus to 4 stories with the provision of affordable housing and reduces the residential density to 1 unit per 800 square feet of lot area. The Proposed Plan also introduces a 2-story height limit along lower-scaled mixed-use neighborhood corridors, such as Wabash Avenue, Lorena Street, and 1st and 4th Streets, east of Evergreen Avenue. These streets are currently zoned a combination of R2-1, RD1.5-1, C2-1, and [Q]C2-1, with a [Q] condition that limits future development to the provisions of the RD1.5 zone. The R2-1 zone currently has a height limit of 33 feet; RD1.5-1 has a limit of 45 feet; and C2-1 does not have a height limit. The Proposed Plan introduces a 2 story-height limit with a Maximum Bonus Height of 4 stories for projects that provide affordable housing. These blocks will be zoned for a residential density of 1 unit per 800 square feet of lot area, increasing the number of units that can be built compared to the existing R2, RD1.5, and [Q]C2 zoning.

Any reduction in housing development potential in these areas resulting from the reduction in FAR or new height limits is offset by increases to housing development potential across other areas of the Community Plan.

Five primary areas are proposed to increase housing development potential:

1. Existing single-family residential zones bounded generally by Marengo Street, Pomeroy Street, Lord Street, and State Street are proposed to become low-density residential, permitting 2 units per lot instead of the existing zoning that permits 1 unit per lot.
2. Existing industrially zoned parcels by the Metro L Line Pico/Aliso Station, bounded by 1st Street, 3rd Street, Utah Street, and Mission Road are proposed as mixed-use zoning,

whereas today's industrial zoning does not permit ground up housing development on these parcels. The proposed zoning would permit 1 unit per 400 square feet of lot area, with a Base Maximum FAR Regulation of 1.5:1 and a Bonus Maximum FAR of 4:1 with provision of affordable housing.

3. Blocks surrounding Soto Station, generally bounded by Cesar E. Chavez Ave, 4th Street, St. Louis Street, and Mott Street, have increased housing development potential from the proposed residential density allowing 1 unit per 600 square feet of lot area. Current residential density in these blocks ranges from 2 units per lot, 1 unit per 2000 square feet of lot area, to 1 unit per 800 square feet of lot area.
4. Blocks surrounding the Indiana Station bounded by Lorena Street, 1st Street, 4th Street, and Indiana Street are currently zoned to allow only 2 units per lot. Blocks between Indiana Street and Velasco Street will be increased to allow 1 unit per 400 square feet of lot area and will be able to achieve a Maximum Bonus FAR of 4:1 through provision of affordable housing, and between Velasco Street and Lorena Street the residential density will be increased to allow 1 unit per 800 square feet of lot area.
5. An Industrial Mixed-use District adjacent to the Los Angeles River that is generally bounded by the 101 Freeway to the north, Mission Road, Utah St and Clarence St to the east, 7th Street to the South, and the Los Angeles River and Myers Street to the west, if approved, could result in higher community benefits with an additional 3,000 housing units to be added to the Plan area.

In addition to increases to development potential through individual zoning districts, built into the Proposed Plan are a number of new regulations that help streamline the approval process and facilitate a simpler and faster implementation for housing projects. These new regulations pertain to parking and open space. With respect to parking, the Plan removes all minimum parking requirements for projects within ½ mile of transit, which is consistent with the recently passed Assembly Bill (AB) 2097, and further, the Plan reduces parking from today's requirements in the remaining areas of the Plan Area where AB 2097 does not currently apply. This offers greater flexibility in providing the number of housing units that could range in size. Reduction in parking requirements also allows developers more building area to provide housing units; where height limits restrict how many floors a building can be, if a ground floor or second floor is utilized to provide required parking spaces, under the Proposed Plan, those floors could instead be used for residential units. In addition, open space requirements, which are based on the total number of units in a building under current zoning regulations, have tended to limit the total number of units that a project can yield. Under the Proposed Plan open space requirements have been restructured to be based as a percentage of lot area rather than on a per unit basis, which offers flexibility for housing projects to achieve desired unit types and sizes and increase the number of units that can be built on a lot as compared to current regulations.

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 Plan Area's housing development capacity. As a result, the Boyle Heights Community Plan increases the capacity for up to 144,000 new housing units by the year 2040, compared to existing regulations which can only accommodate 6,000 more housing units over existing conditions within the same timeframe.

The Plan also introduces a Community Benefits Program to incentivize the production of affordable housing in exchange for higher development potential. The program offers additional density, height, and FAR and does not necessitate a discretionary process, providing additional opportunity for increased housing development. The Community Benefits Program expands where larger FAR and density increases are available, compared to today's Transit Oriented Communities (TOC) program. Many areas of Boyle Heights today are within TOC Tier 1 or Tier

2, which would permit up to a 50% or 60% increase in residential density, respectively. The Proposed Plan's Community Benefits Program would permit any property zoned with a "6" or "8" Density District up to a 70% increase in residential density and any property zoned with a "4" Density District up to an 80% increase in residential density, regardless of proximity to transit. The Community Benefits Program applies these density increases through the zoning on each parcel, whereas today's TOC program allows the density increases to change over time if and when bus and transit schedules change frequency.

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 Zoning Actions allow for the net increase of 144,000 housing units compared to 6,000 that could be built under current regulations, and therefore the Plan complies with this requirement.

Summary of CEQA Findings

CEQA Findings

The Proposed Plan, as modified (and analyzed in the DEIR as Alternative 3), is designed to provide guidance and regulations regarding the future development of the Boyle Heights Community Plan Area over an approximately 20-year period and its adoption would not constitute a commitment to any specific project or development. Therefore, the EIR considered issues at a broader Community Plan-level. Any future discretionary projects 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 Plan, as modified (Alternative 3 in the DEIR), would result in unavoidable significant environmental impacts with regard to: Air Quality (Exceedance of Criteria Pollutants—Construction and Operations, and Exposure of Sensitive Receptors to Toxic Air Contaminants—Operations), Cultural Resources (historical resources), Noise – Temporary Noise and Groundborne Vibration, Recreation and Transportation.

Recommended Plan

The Proposed Project, as modified by the City Council, was analyzed in the Draft EIR as Alternative 3. As discussed in the Draft EIR, Alternative 3 would have more potential impacts that are associated with construction impacts and population as the Alternative would foreseeably result in more development and greater increase in population. These impacts would foreseeably occur if such development and growth occurred elsewhere. The Alternative would however reduce impacts associated with VMT, greenhouse gases, and energy, and as such was determined to be the environmentally superior alternative.

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, groups and individuals. 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, as modified, 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 Plan and certification of the EIR.

EXHIBIT A.1:

Modifications to the Draft Resolution Certifying the EIR and adopting the General Plan Elements, Mitigation and Monitoring Program (MMP), and CEQA Findings of Facts and Statement of Overriding Considerations

CPC-2016-2905-CPU-M1

For consideration by the City Planning Commission

January 11, 2024

RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF LOS ANGELES, CERTIFYING ENVIRONMENTAL IMPACT REPORT STATE CLEARINGHOUSE (SCH) No. 2016091010 (ENV-2016-2906-EIR) AS RELATED TO THE UPDATE TO THE BOYLE HEIGHTS COMMUNITY 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 THE UPDATE TO THE BOYLE HEIGHTS COMMUNITY PLAN, AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN, TO THE FRAMEWORK ELEMENT, AND TO THE MOBILITY PLAN 2035.

WHEREAS, the Boyle Heights Community Plan was adopted by the City Council in 1979 and amended in 1991 through the General Plan/Zoning Consistency Program, and then updated in 1998;

WHEREAS, the Department of City Planning has prepared an update to the Boyle Heights Community Plan, which consists of all of the following:

- (1) Amendments to the General Plan Land Use Map, referred to as the Boyle Heights Community Plan General Plan Land Use Map;
- (2) A new Boyle Heights Community Plan policy document;
- (3) Amendments to the Framework Element and Mobility Plan 2035 for consistency with the new Boyle Heights Community Plan;
- (4) Zoning ordinances to implement the Boyle Heights Community Plan:
 - a. Proposed amendments to LAMC Chapter 1A;
 - b. Proposed Zone Changes to the City of Los Angeles Zoning Map;
 - c. Proposed Boyle Heights Community Plan Implementation Overlay (CPIO) District;
 - d. Proposed amendment to the River Improvement Overlay (RIO);
 - e. Proposed amendment to the Clean Up Green Up (CUGU) Overlay;
 - f. Proposed amendment to the Adelante Eastside Redevelopment Plan Area;
 - g. Proposed ordinances or programs related to: local preference program for affordable housing units; tenant protections; local business displacement; and local hire requirements for Major Projects, Conditional Use Projects, and for P2 Public Facilities Projects; and implementation of the 6th Street Viaduct Underground Utility District.

WHEREAS, a notice of public hearing on the Boyle Heights Community Plan Update was published in the "Daily Journal" on September 30, 2022, and notice was mailed to property owners and occupants on October 3, 2022 in accordance with LAMC Sections 11.5.6 and 12.32 C.4; and WHEREAS, hearing officers of the Planning Department, as representatives 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 October 27, 2022 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 March 23, 2023, and notice was mailed to property owners and occupants on March 24, 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 April 20, 2023, and considered all evidence, both oral and written, made at the April 20, 2023 hearing, and the previous October 27, 2022 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 April 20, 2023 public hearing, the City Planning Commission recommended the City Council approve the proposed Boyle Heights Community Plan Update with the modifications attached to the City Planning Commission’s Letter of Determination, dated September 2023 (analyzed in the EIR as the Proposed Plan or Proposed Project).

WHEREAS, the Planning and Land Use Management (PLUM) Committee of the City Council conducted a public hearing on December 5, 2023, and considered all evidence, both oral and written, made at the April 20, 2023 hearing, and the previous October 27, 2022 public 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 PLUM Committee public hearing on December 5, 2023, the PLUM Committee recommended the City Council approve modifications to the Proposed Plan consistent with Alternative 3 in the Draft EIR.

WHEREAS, City Council conducted a public hearing on December 12, 2023, and considered all evidence, both oral and written, made at the April 20, 2023 hearing, and the previous October 27, 2022 public 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 City Council public hearing on December 12, 2023, the City Council approved Alternative 3 in the Draft EIR and the modifications to general plan amendments in the proposed Boyle Heights Community Plan recommended by the CPC were transmitted to CPC for its recommendations consistent with City Charter section 555.

WHEREAS, a notice of public hearing on the Proposed Project Modifications was published in the “Los Angeles Daily Journal” on December 18, 2023 in accordance with LAMC Section 11.5.6; and

WHEREAS, the City Planning Commission conducted a public hearing on January 11, 2024, and consider all evidence, both oral and written, made at the April 20, 2023 hearing, and

the previous October 27, 2022 public hearing, including but not limited to the Staff Report of the City Planning Department, including exhibits and appendices, which included testimony, documents, and exhibits or attachments, submitted by interested parties, including other state and local agencies; and

WHEREAS, the City Planning Commission provided a recommendation to the City Council on the Boyle Heights Community Plan Update Modifications accordance with LAMC Section 11.5.6, and on the adoption of Alternative 3 as the Project;

WHEREAS, the City Council finds the Project (Alternative 3) reflects changes in land use policies that have occurred in the community since the current Boyle Heights Community Plan, and its implementing ordinances, were adopted; and

WHEREAS, the City Council has reviewed and considered the Final Environmental Impact Report (FEIR) No. ENV-2016-2906-EIR, inclusive of the Draft EIR and its appendices, in its determination of adopting the Project (Alternative 3); 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 of the Los Angeles City Planning Commission 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. 2016091010 (ENV-2016-2906-EIR), dated July 28, 2022, the Draft EIR appendices, and the document titled "Final EIR" dated August 10, 2023, 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 Plan, 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 Project (Alternative 3) benefit identified in the Statement of Overriding Considerations provides a separate and independent ground for its approval of the Project (Alternative 3) and overrides all of the identified significant and unavoidable impacts of the Project (Alternative 3).
 - (f) Location and Custodian of Documents. The record of approval of the 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 text and map amendments found in Council File No. 23-0861, as recommended by the City Planning Commission on April 20, 2023 and January 11, 2024 adopted by the City Council on _____, to: (a) the Boyle Heights Community Plan (Land Use Element); (b) the Framework Element; and (c) the Mobility Plan 2035 (Circulation Element).
 5. Reversion to Prior Community Plan. Unless otherwise provided by action of the City Council, to the extent the Boyle Heights Community Plan Update is enjoined (in whole or in part, permanently or temporarily), or set aside by court order, the Boyle Heights Community Plan (as adopted in 1998) 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 adoption by the City Council of the following implementing ordinances found in Council File No. 23-0861 for the Boyle

CPC-2016-2905-CPU-M1

City Planning Commission Recommended Draft

Heights Community Plan Update: Amendments to Chapter 1A, and zone changes to the City Zoning Map.

Attachments:

- 1 – Exhibit 1 - Mitigation Monitoring Program [Placeholder]
- 2 – Exhibit 2 - CEQA Findings of Fact and Statement of Overriding Considerations [Placeholder]

CPC-2016-2905-CPU-M1

City Planning Commission Recommended Draft

Boyle Heights Community Plan Update

Final Environmental Impact Report

SCH NO. 2016091010

LA CITY EIR NO. ENV-2016-2906-EIR

CASE NO. CPC-2016-2905-CPU

Exhibit 1: Mitigation Monitoring Program (MMP) [Placeholder]

Exhibit 2: CEQA Findings of facts and Statement of Overriding Considerations [Placeholder]

CPC-2016-2905-CPU-M1

City Planning Commission Recommended Draft

Exhibit 1: Mitigation Monitoring Program [Placeholder]

CPC-2016-2905-CPU-M1

City Planning Commission Recommended Draft

Exhibit 2: CEQA Findings of facts and Statement of Overriding Considerations

[Placeholder]

EXHIBIT A.2:

Modifications to the Community Plan Text

CPC-2016-2905-CPU-M1

For consideration by the City Planning Commission

January 11, 2024

The Boyle Heights Community Plan text is amended as follows:

1. Amend Chapter 1 under the description of the General Plan Land Use Designations, to read (underlined words added and ~~struckthrough~~ words deleted):

Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Very Low Rise and House and buildings are typically oriented towards the street. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form is Very Low Rise and House. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

Low Residential

Low Residential areas provide single unit housing, typically set away from centers of activity. The building form is ~~Very Low Rise~~ House. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot.

2. Amend Chapter 2 under the Goals and Policies section, Jobs and Economic Development, to read (underlined words added and ~~struckthrough~~ words deleted):

LU 10.2 Encourage mixed-use, hybrid industrial and commercial developments to provide commercial tenant spaces that are appropriately scaled for neighborhood-serving small businesses.

LU GOAL 12

~~INDUSTRIAL LAND SUPPORTS~~ING PRODUCTION AND DISTRIBUTION USES—IS PRESERVED AND IMPROVED AS A LOCAL SOURCE OF EMPLOYMENT OPPORTUNITY AND ECONOMIC PROSPERITY, WHILE INTRODUCING OPPORTUNITIES FOR NEW HOUSING IN PROXIMITY TO REGIONAL JOBS CENTERS AND INFRASTRUCTURE.

LU 12.1 ~~Maintain existing industrial land for both traditional and~~ Allow for housing to co-locate near emerging clean industries that provide sources of employment for the local workforce as well as opportunities for small business creation and expansion.

LU 12.2 Maintain industrial land, facilities, and infrastructure necessary for warehousing and distribution centers to serve the region expeditiously and reliably.

LU 12.3 ~~Support the continued use and function of industrial districts for wholesale activities~~
Establish the potential for vertical integration of industry and wholesale activities with commercial and residential uses to ensure that businesses in Boyle Heights and throughout Los Angeles have direct access to goods from around the world.

LU 12.4 Attract and sustain uses involved in textile manufacturing in support of the region's fashion industry and as a source of local jobs.

LU 12.5 Enhance the role food and beverage processors and distributors play locally by encouraging related businesses to cluster around a food hub that integrates growers, producers, wholesalers, retailers, and food markets within a publicly accessible setting.

LU 12.6 Ensure that industrial districts provide a balance of large facilities and small workplaces in order to accommodate a diverse set of industries and support businesses at all stages of growth.

LU 12.7 ~~Discourage uses that detract from the productive function of industrial districts, such as~~
Encourage mixed-use development along the Los Angeles River, including residential in combination with commercial, light industrial, manufacturing, and creative uses, in-lieu of single-use residential development and large, free-standing retail establishments.

LU 12.8 Discourage new distribution centers and other uses that generate high volumes of truck traffic from locating in areas without direct access to the Metro Countywide Significant Truck Arterial Network or near residential uses.

3. Amend Chapter 2 under the Goals and Policies section, Public Health, Wellness, and Sustainability, to read (underlined words added and ~~struckthrough~~ words deleted):

LU 23.6 Ensure that all new or rehabilitated industrial facilities permitted in conjunction with or near a residential use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

LU 23.7 Encourage light industrial, manufacturing and commercial uses that are compatible with on-site housing in hybrid industrial projects to minimize any potential impacts on residential tenants.

EXHIBIT A.3:

Modifications to the General Plan Framework Amendments

CPC-2016-2905-CPU-M1

For consideration by the City Planning Commission

January 11, 2024

The Framework Element is amended as follows:

1. Amend Chapter 3 under the Land Use section, Industrial policies, to add the following language after policy 3.14.9 to read (underlined words added):
 - 3.14.10 Within the Downtown Community Plan Area and in portions of the Boyle Heights Community Plan Area adjacent to the Los Angeles River, promote the development of a mix of uses to facilitate innovation, development of new markets, and accommodate evolving industries over time, including clean technology, creative office uses, and other emerging industries that create new jobs.
 - 3.14.11 Promote the development of hybrid industrial uses in the Downtown Plan Area and in portions of the Boyle Heights Community Plan Area adjacent to the Los Angeles River that provide an opportunity for local employees to live and work in close proximity and thereby further the sustainability goals of the City, while safeguarding space for employment, including light industrial, commercial, manufacturing, and creative office uses.
2. Amend Appendix A: LAMC Chapter 1A Land Use Designations Table to the Framework Element to read (underlined words added and ~~striketrough~~ words deleted):

Amend the description for “Low Neighborhood Residential” as follows:

Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Very Low Rise and House and buildings are typically oriented towards the street. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

Amend the description for “Low Medium Residential” as follows:

Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form is Very Low Rise and House. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

Amend the description for “Low Residential” as follows:

Low Residential

 Low Residential areas provide single unit housing, typically set away from centers of activity. The building form is ~~Very Low Rise~~ House. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot.

Amend the description for “Hybrid Industrial” as follows:

Hybrid Industrial

 Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Low-Rise to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density ranges from 1 unit per 400 square feet of lot area to being generally is limited by floor area.

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

Amend Table 3-3a to read as follows (underlined words added and ~~striketrough~~ words deleted):

Table 3-3a Framework Land Use Category: Multi-Family Residential (Implements Policy 3.7.1)

Appendix A General Plan Land Use Designation	Corresponding Form Districts	Corresponding Use Districts	Corresponding Density Districts
Medium Neighborhood Residential	Low-Rise*, Very-Low Rise*	Residential-Mixed, Residential	FA, 6, 8
Medium Residential	Very-Low Rise*	Residential	8
Low Neighborhood Residential	Very Low Rise*, <u>House*</u>	Residential-Mixed	15, 2L
Low Medium Residential	Very Low Rise*, <u>House*</u>	Residential	15, 2L

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

Amend Table 3-2a to read as follows (underlined words added and ~~striketrough~~ words deleted):

When using LAMC Chapter 1A, refer to the following Table 3-2a in place of Framework Element Table 3-2.

Table 3-2a Framework Land Use Category: Single-Family Residential (Implements Policy 3.5.1)

Appendix A General Plan Land Use Designation	Corresponding Form Districts	Corresponding Use Districts	Corresponding Density Districts
Low Residential	Very Low Rise House * <u>House</u> *	Residential	1L

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

Amend Table 3-9a to read as follows (underlined words added and ~~striketrough~~ words deleted):

Appendix A General Plan Land Use Designation	Corresponding Form Districts	Corresponding Use Districts	Corresponding Density Districts
Hybrid Industrial	Mid-Rise, Low-Rise	Industrial Mixed	<u>4, 8, FA</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.

EXHIBIT A.4:

Modifications to the Proposed General Plan Land Use Map

CPC-2016-2905-CPU-M1

For consideration by the City Planning Commission

January 11, 2024

DRAFT GENERAL PLAN LAND USE DESIGNATION MAP

Boyle Heights Community Plan

PROPOSED LAND USE

GENERAL PLAN DESIGNATION	FORM	USE	DENSITY	SPECIAL DISTRICT
Community Center	LM4, LM5, LM6	CX2, CX3	4	---
Neighborhood Center	LM3, LM4	CX2, CX3, CX5	*4 8	---
Medium Neighborhood Residential	LN1, VN1	RX1, RX2	*6 8	---
Medium Residential	VN1	RX2, RG2	8	---
Low Neighborhood Residential	H3, VN1	RX2	*15 2L	---
Low Medium Residential	H3, VN1	RG2	*15 2L	---
Low Residential	H3, VN1	RG2	1L	---
Light Industrial	LM4, VM1, VM2, VF2	IX5, I3	FA N	---
Industrial	VF2	I2, I3	N	---
Hybrid Industrial	LM3, LM4, LM6, LM7	IX6	*4 8	---
Open Space	VF2	OS1	N	---
Public Facility	LM4, VF2	P1, P2	FA	---
Freeway	---	---	---	FWY

* This Density District applies only to parcels outlined in black on the map.



SERVICE SYSTEMS

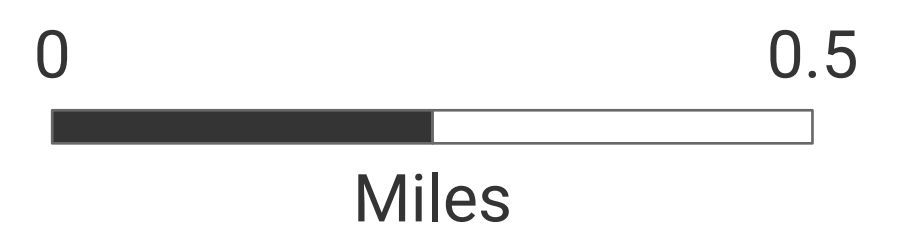
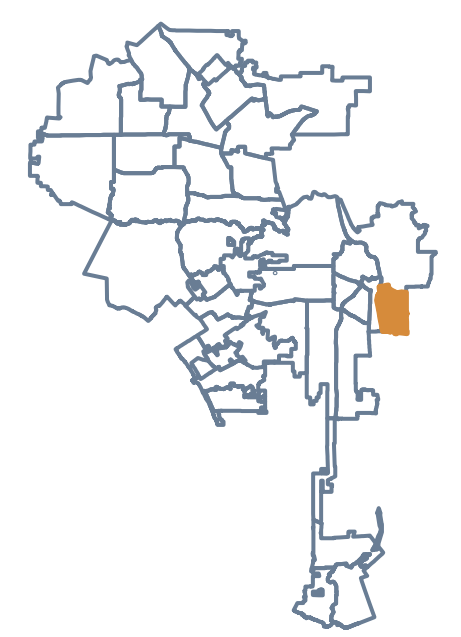
- Power Distribution Station
- Cultural/Historical Site
- Health Center/Hospital
- Power Receiving Station
- Fire Station
- Public Elementary School
- Public Senior High
- Private Senior High
- Private Elementary School
- Neighborhood Park
- Community Library
- Post Office
- Special School Facility
- Maintenance Yard
- Private Special School
- House of Worship
- Cemetery
- Historic/Cultural Monument

TRANSPORTATION

- Metro Stations
- Metro Rail Lines
- Freeways

PLAN BOUNDARIES

- Transportation
- Community Plan Area



SUMMER 2022

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EXHIBIT A.5:

Modifications to the General Plan Land Use Change Maps and Matrices

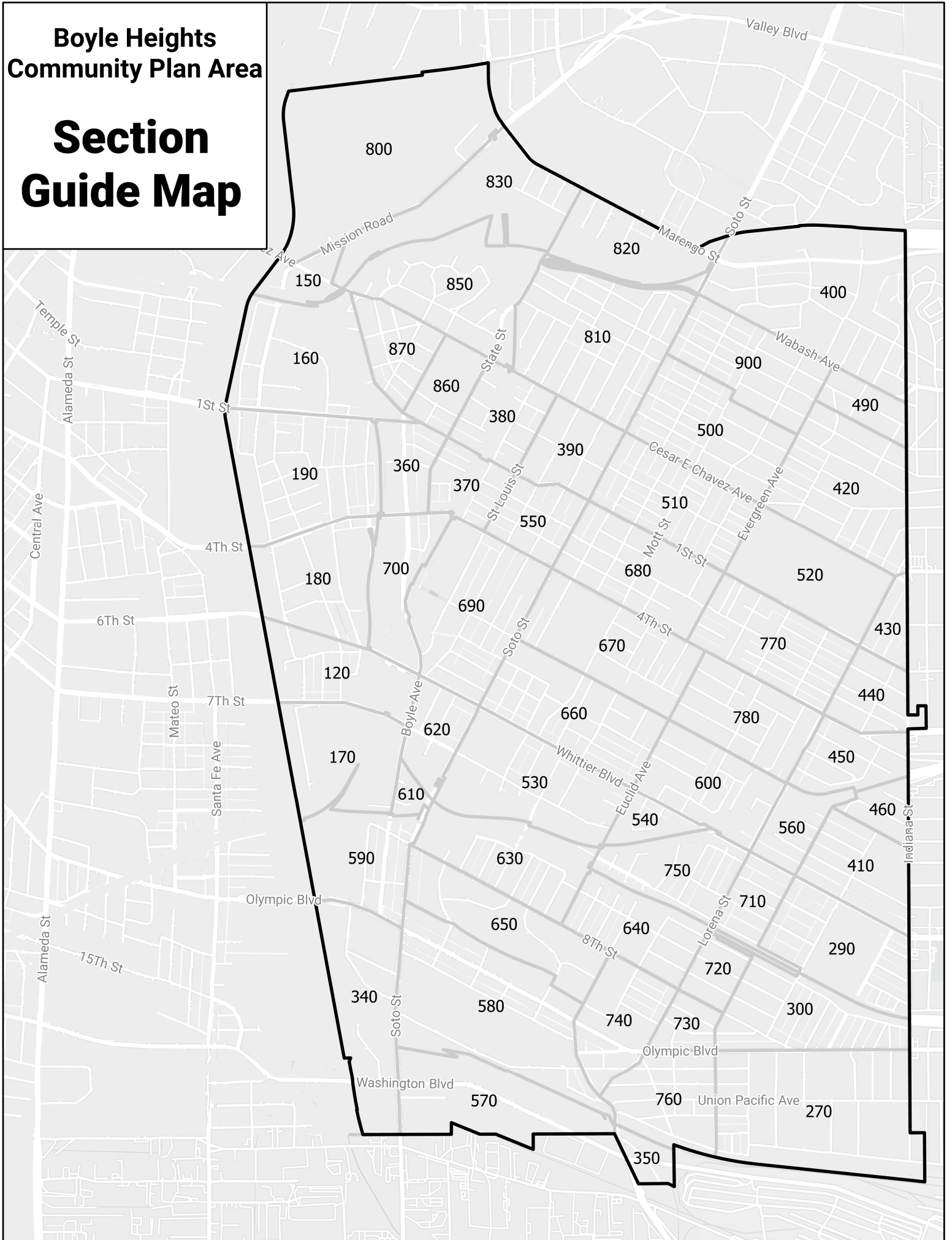
CPC-2016-2905-CPU-M1

For consideration by the City Planning Commission

January 11, 2024

Boyle Heights Community Plan Area

Section Guide Map





GPLU MAP AMENDMENTS
SUBAREAS

BHT-120-A, BHT-120-B, BHT-120-C, BHT-120-D, BHT-120-E, BHT-120-F, BHT-120-G,
 BHT-120-H, BHT-120-I

Section:

120

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

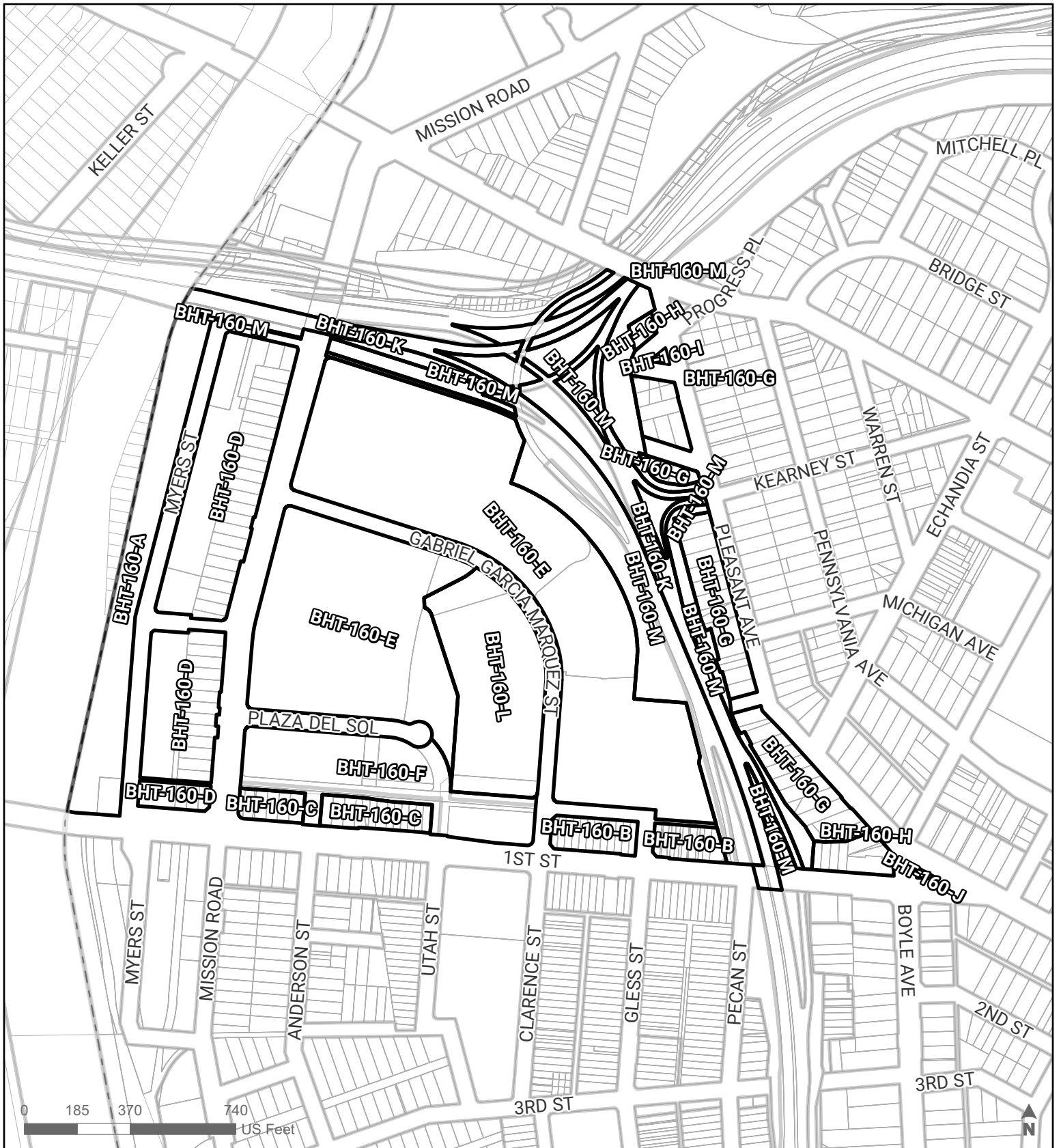
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Section:

150

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

BHT-160-A, BHT-160-B, BHT-160-C, BHT-160-D, BHT-160-E, BHT-160-F, BHT-160-G,
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Section:

160

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-170-A, BHT-170-B, BHT-170-C, BHT-170-D, BHT-170-E, BHT-170-F, BHT-170-G

Section:

170

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

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Section:

180

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

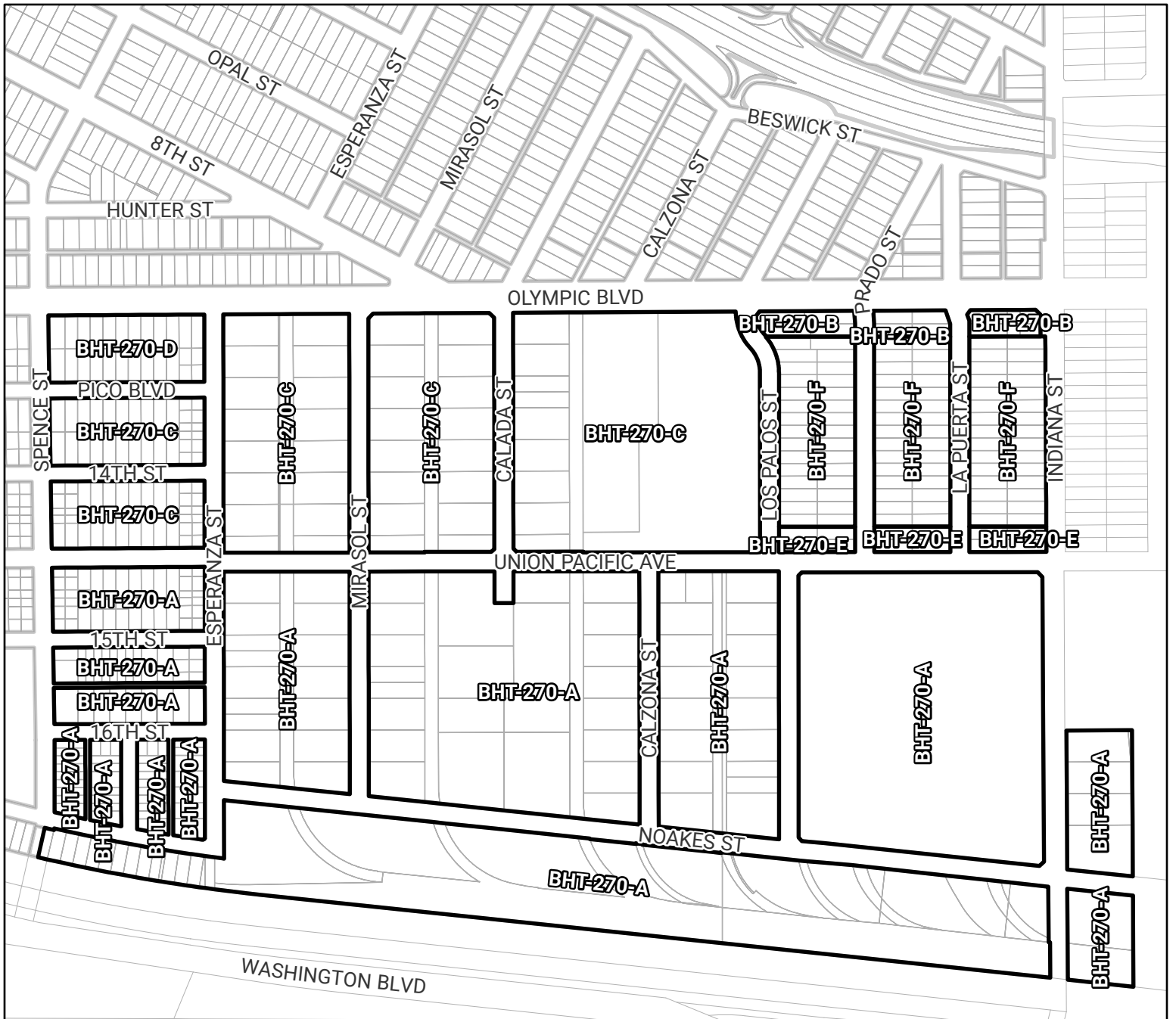
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Section:

190

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

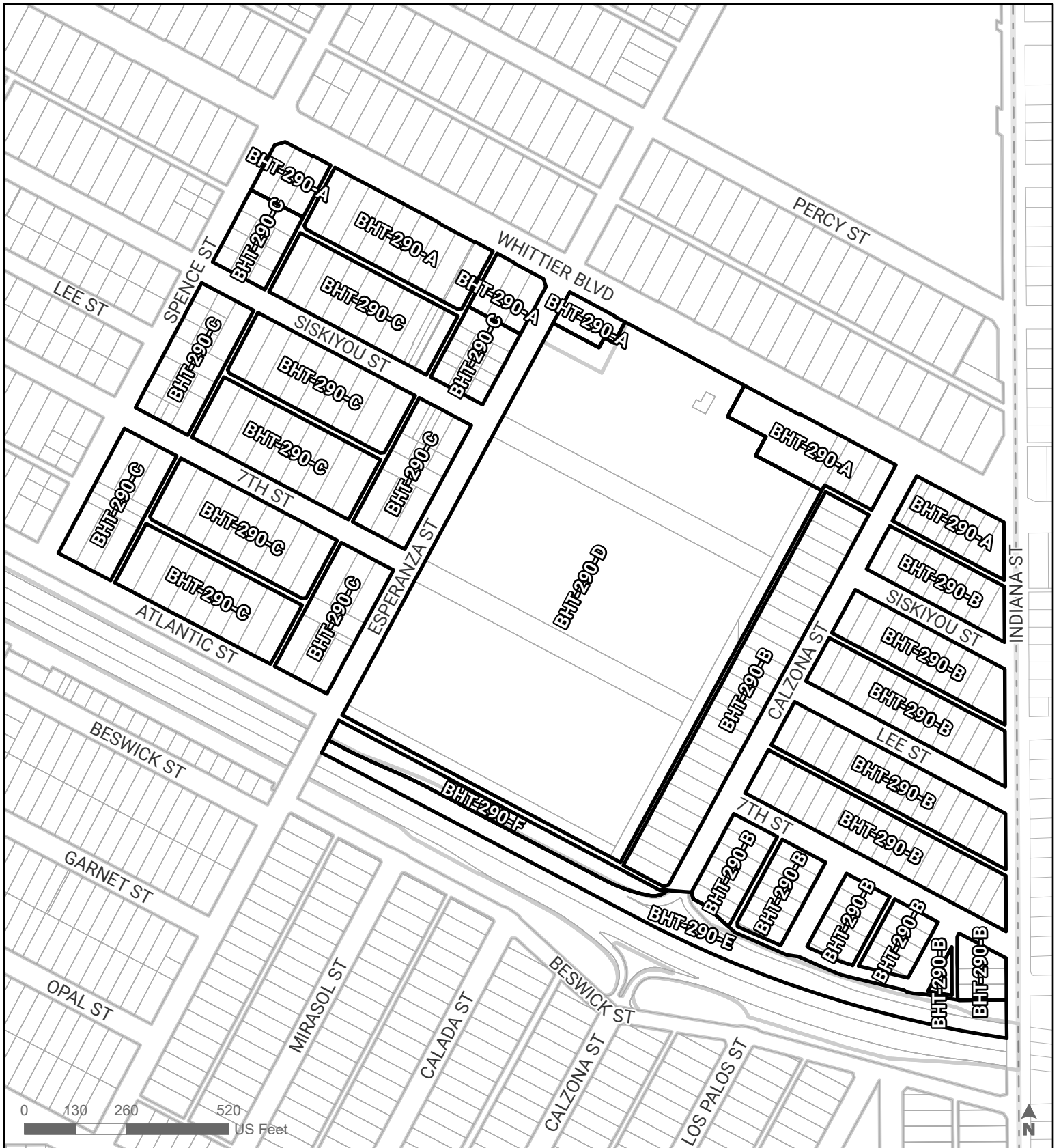
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Section:

270

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

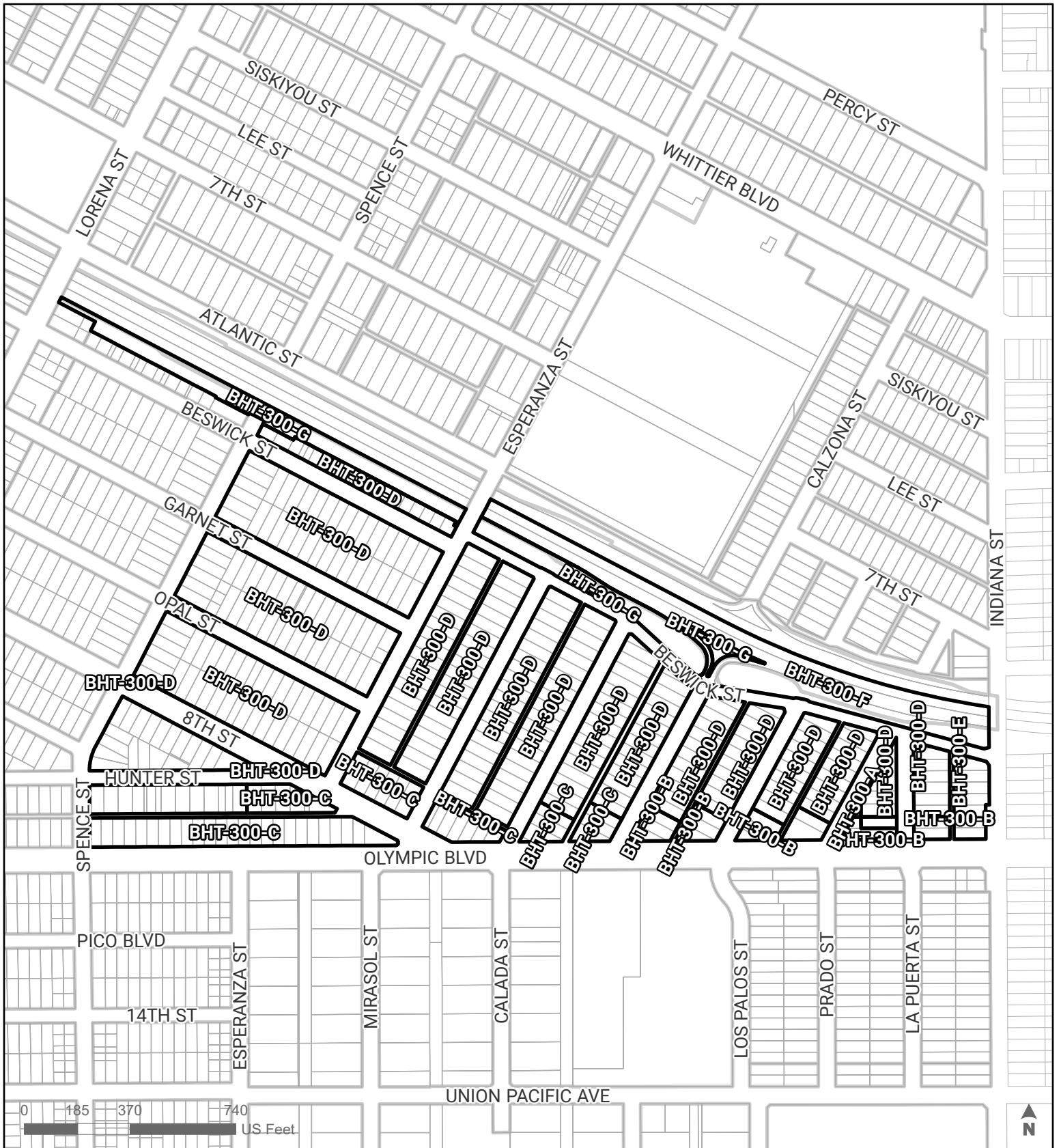
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Section:

290

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

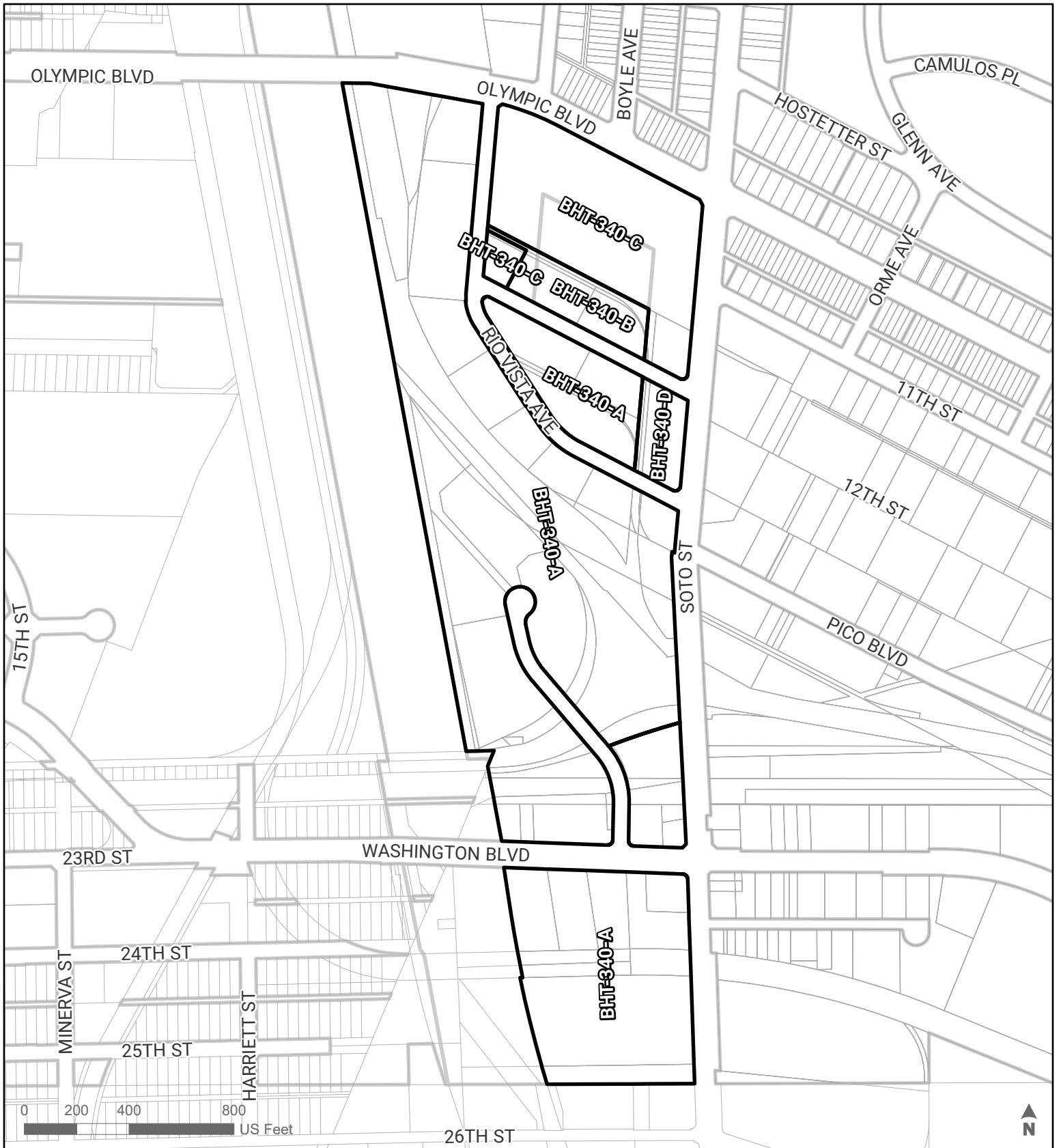
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Section:

300

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

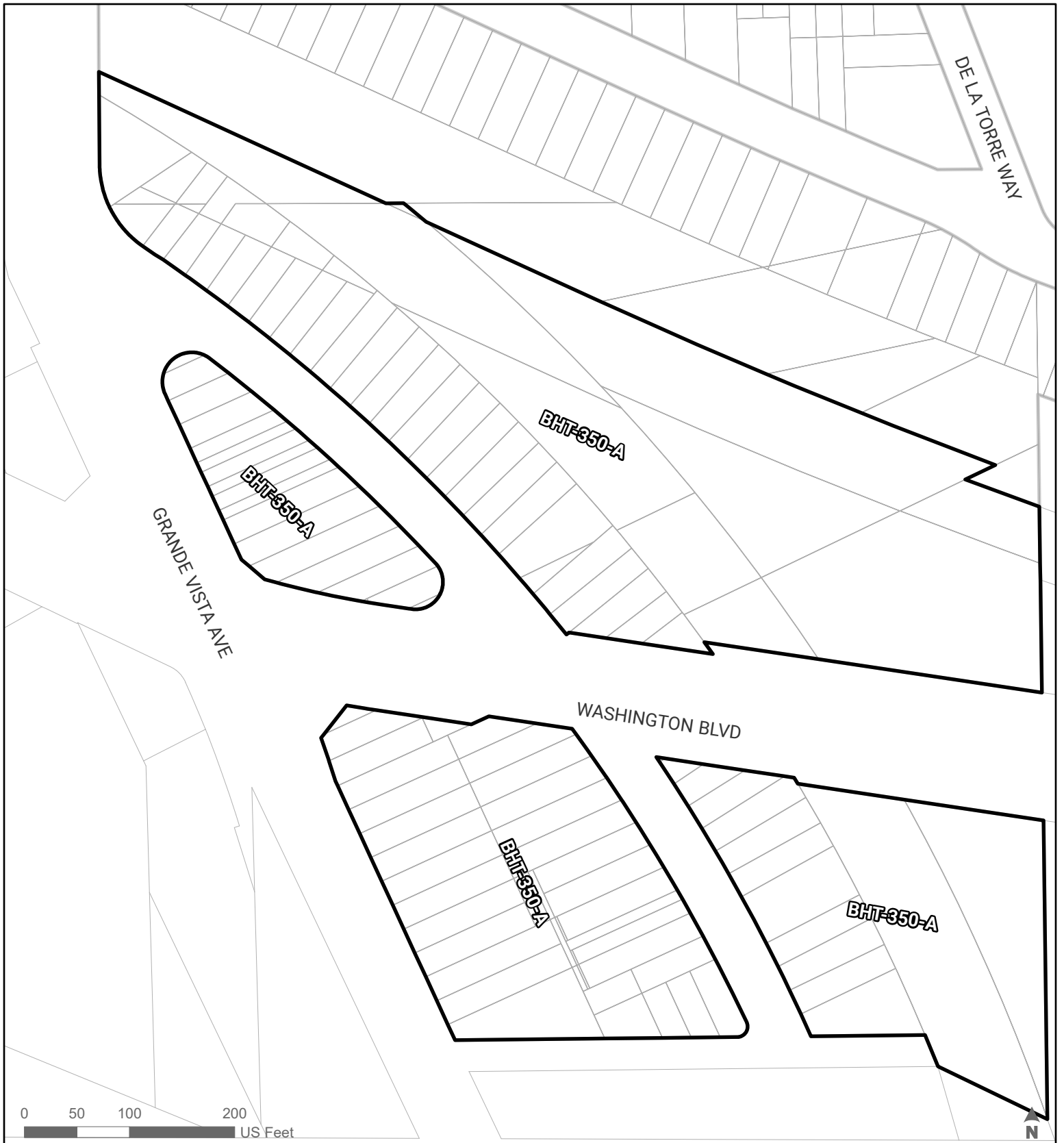
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Section:

340

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-350-A

Section:

350

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

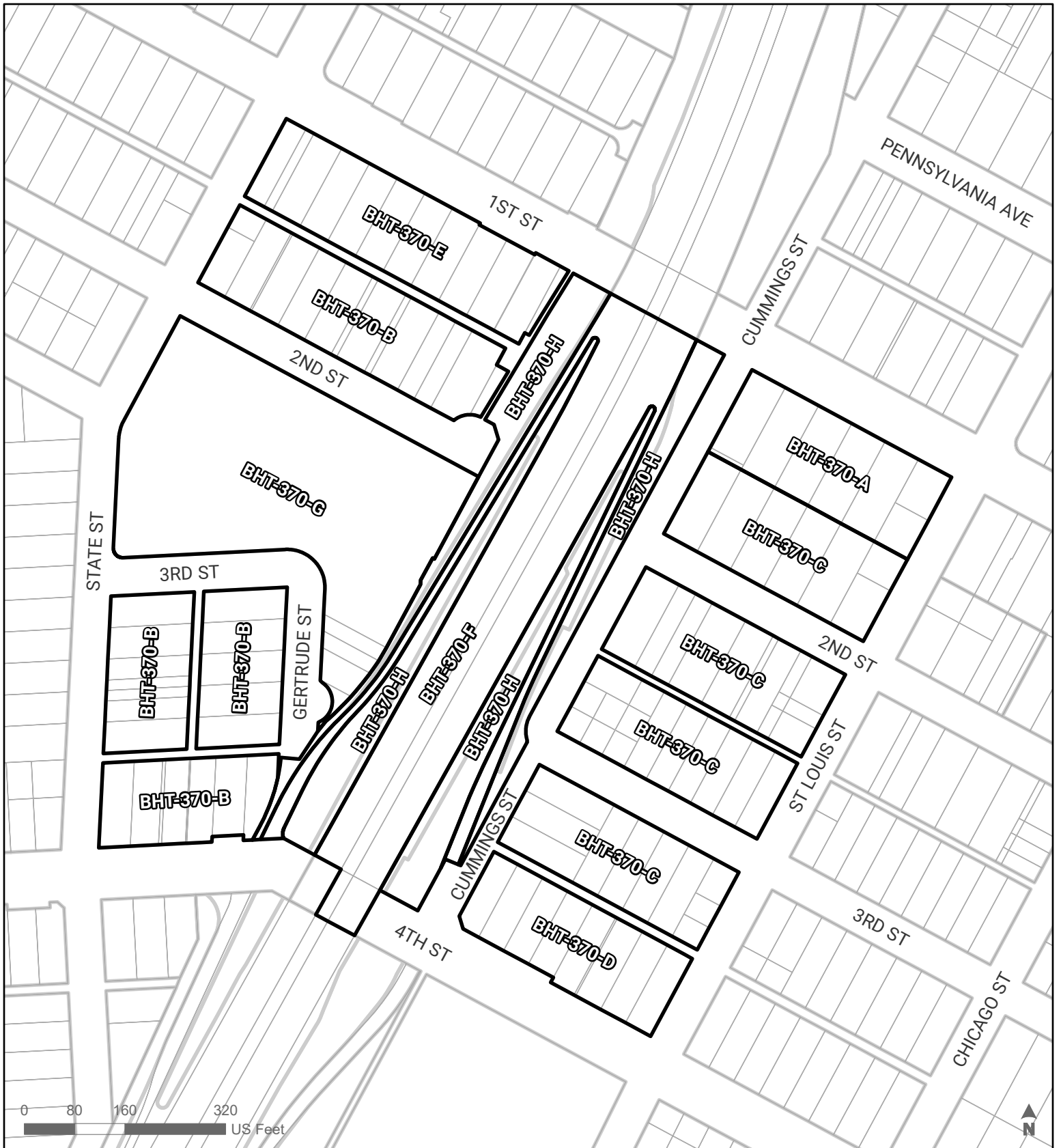
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Section:

360

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

BHT-370-A, BHT-370-B, BHT-370-C, BHT-370-D, BHT-370-E, BHT-370-F, BHT-370-G,
 BHT-370-H

Section:

370

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

BHT-380-A, BHT-380-B, BHT-380-C, BHT-380-D, BHT-380-E, BHT-380-F, BHT-380-G,
 BHT-380-H, BHT-380-I, BHT-380-J, BHT-380-K, BHT-380-L, BHT-380-M, BHT-380-N

Section:

380

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

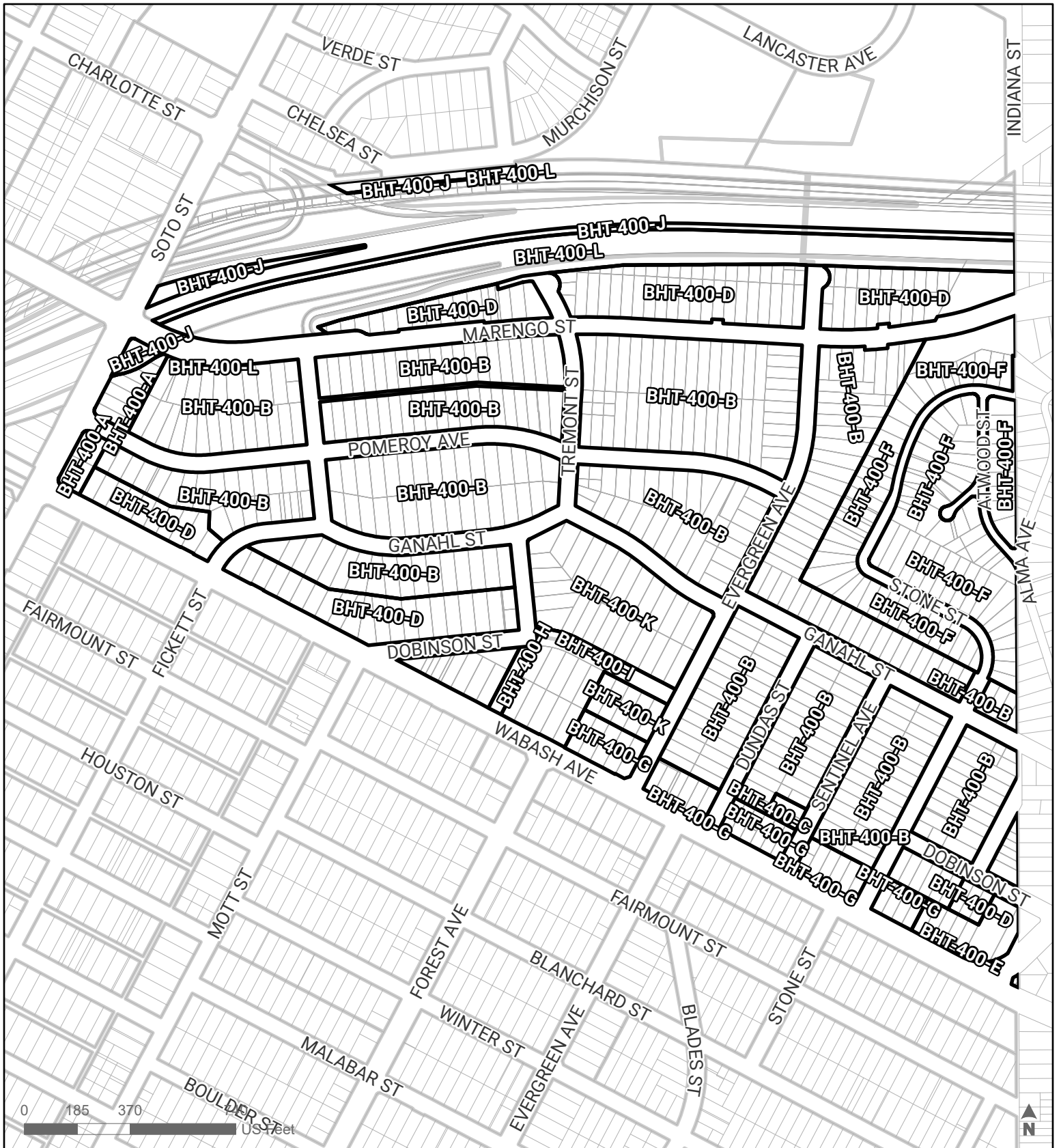
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Section:

390

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-400-A, BHT-400-B, BHT-400-C, BHT-400-D, BHT-400-E, BHT-400-F, BHT-400-G,
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Section:

400

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-410-A, BHT-410-B, BHT-410-C, BHT-410-D

Section:

410

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

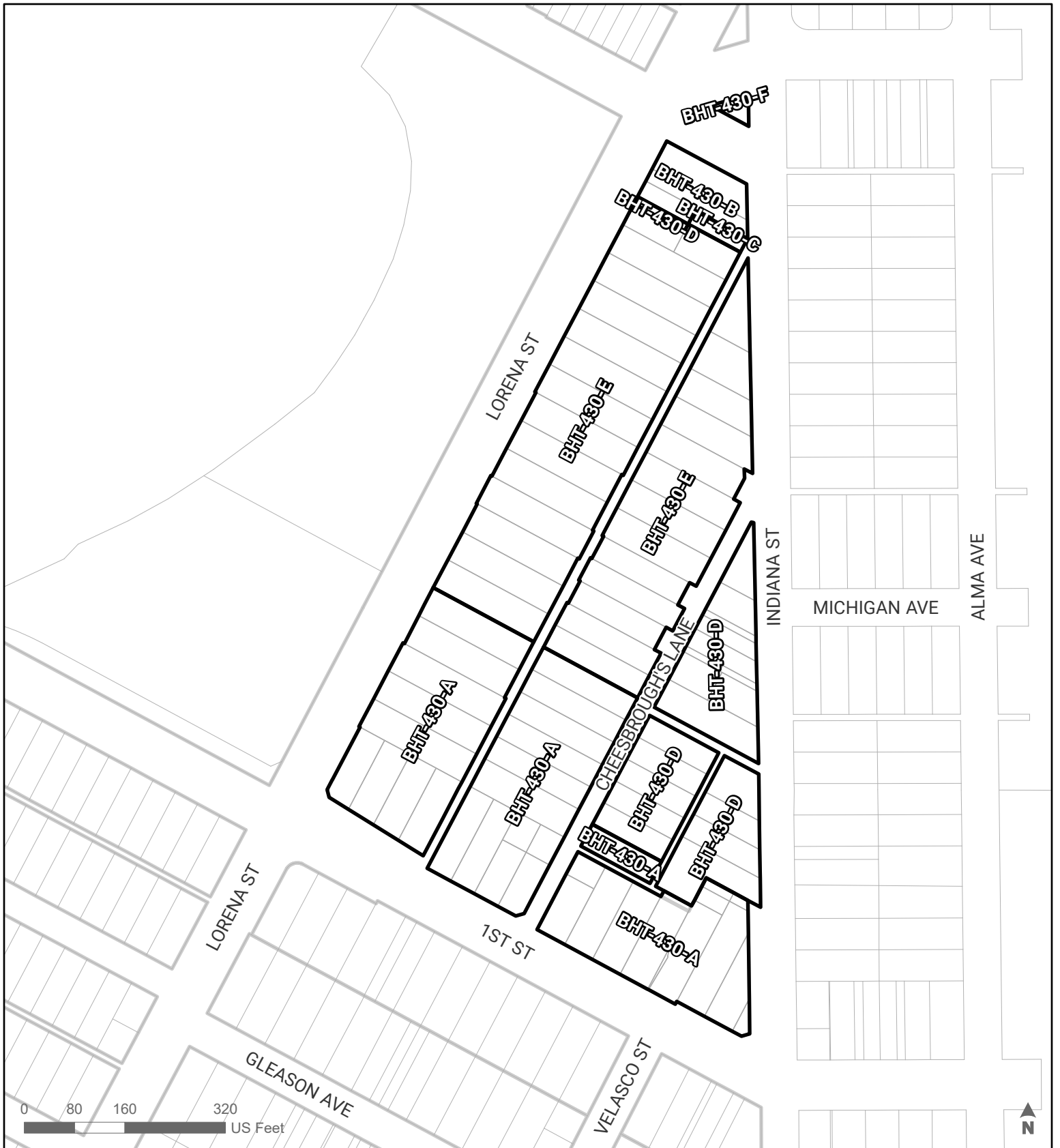
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Section:

420

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

BHT-430-A, BHT-430-B, BHT-430-C, BHT-430-D, BHT-430-E, BHT-430-F

Section:

430

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

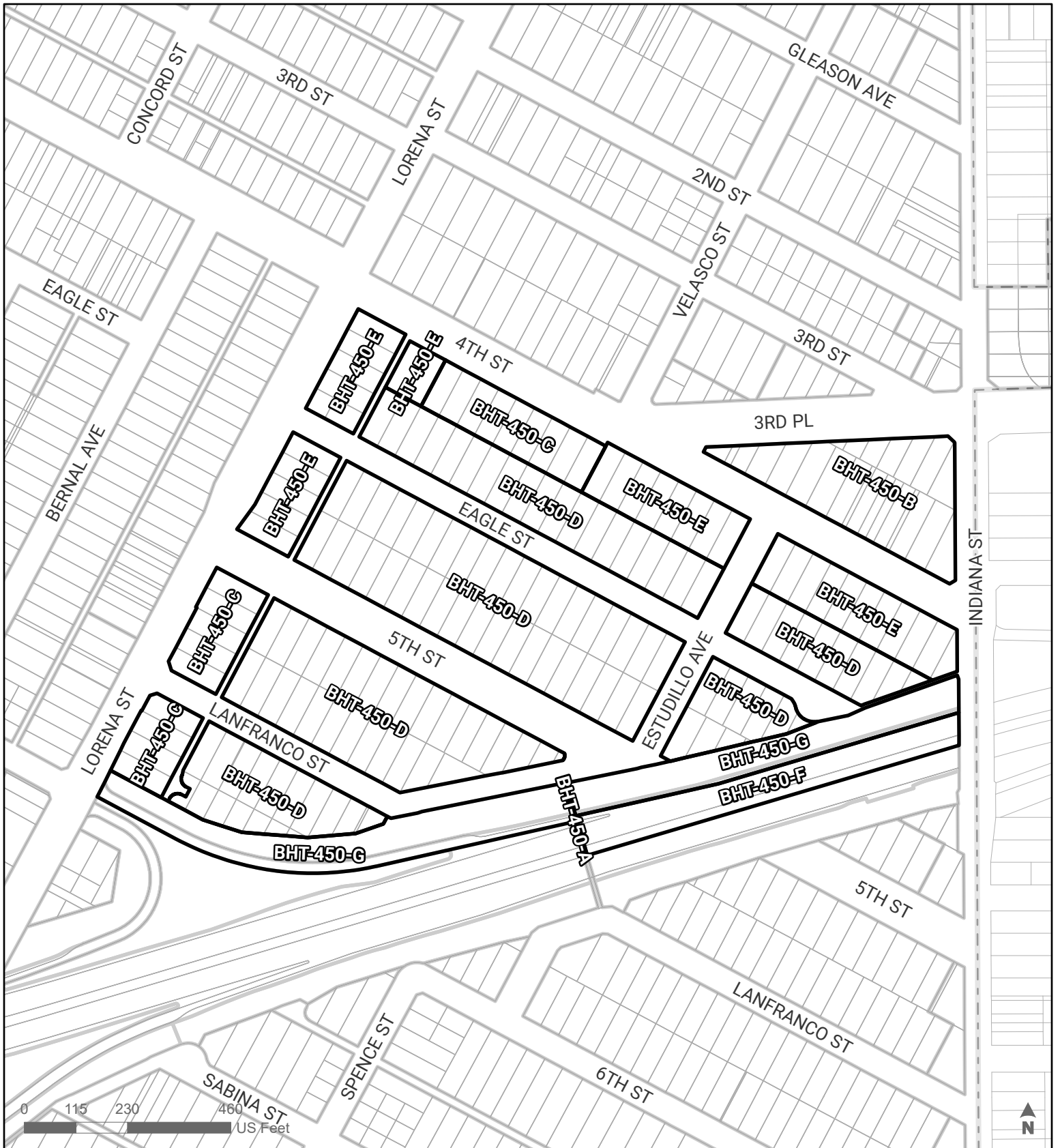
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Section:

440

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

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Section:

450

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

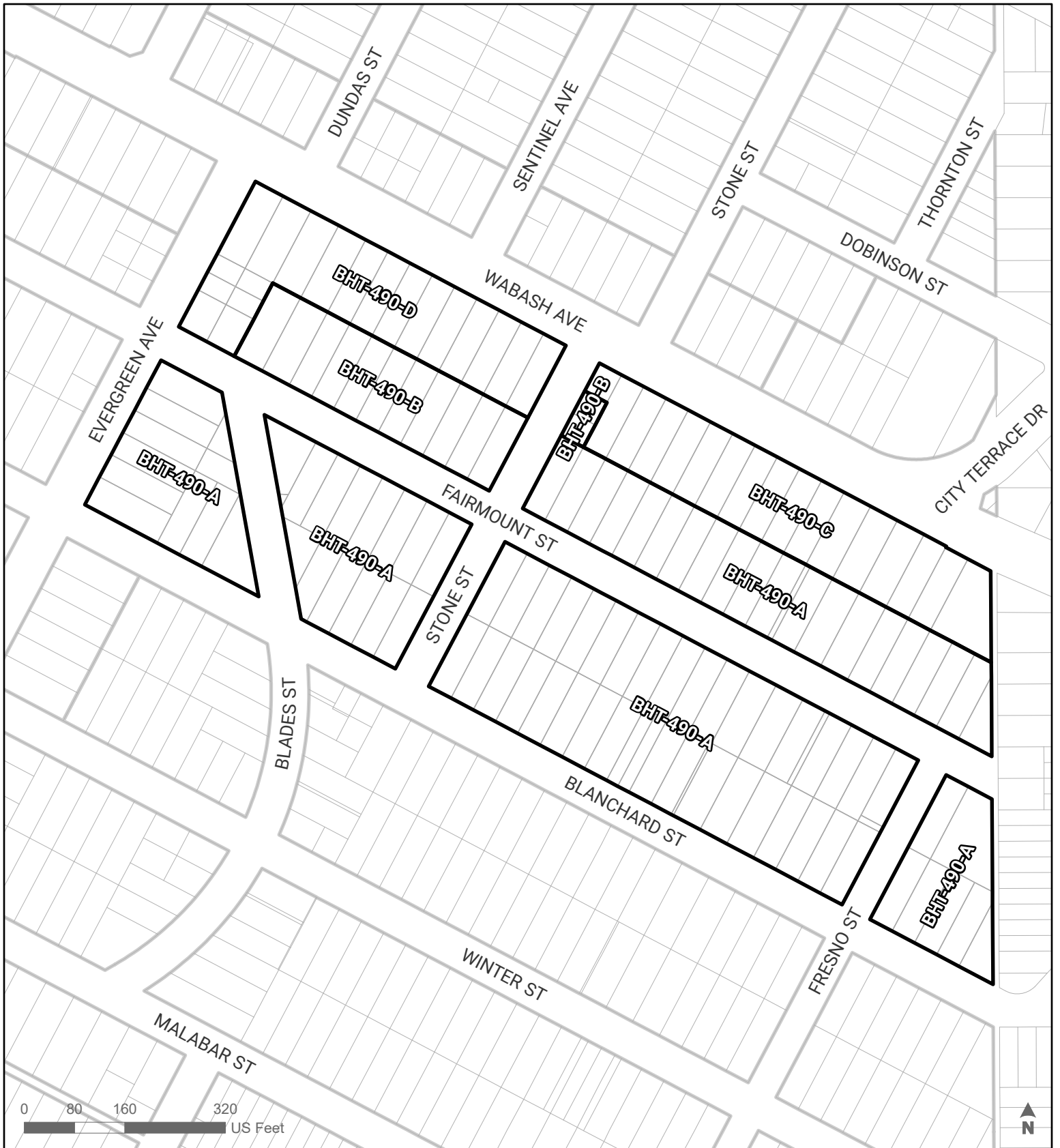
BHT-460-A, BHT-460-B, BHT-460-C, BHT-460-D, BHT-460-E, BHT-460-F

Section:

460

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

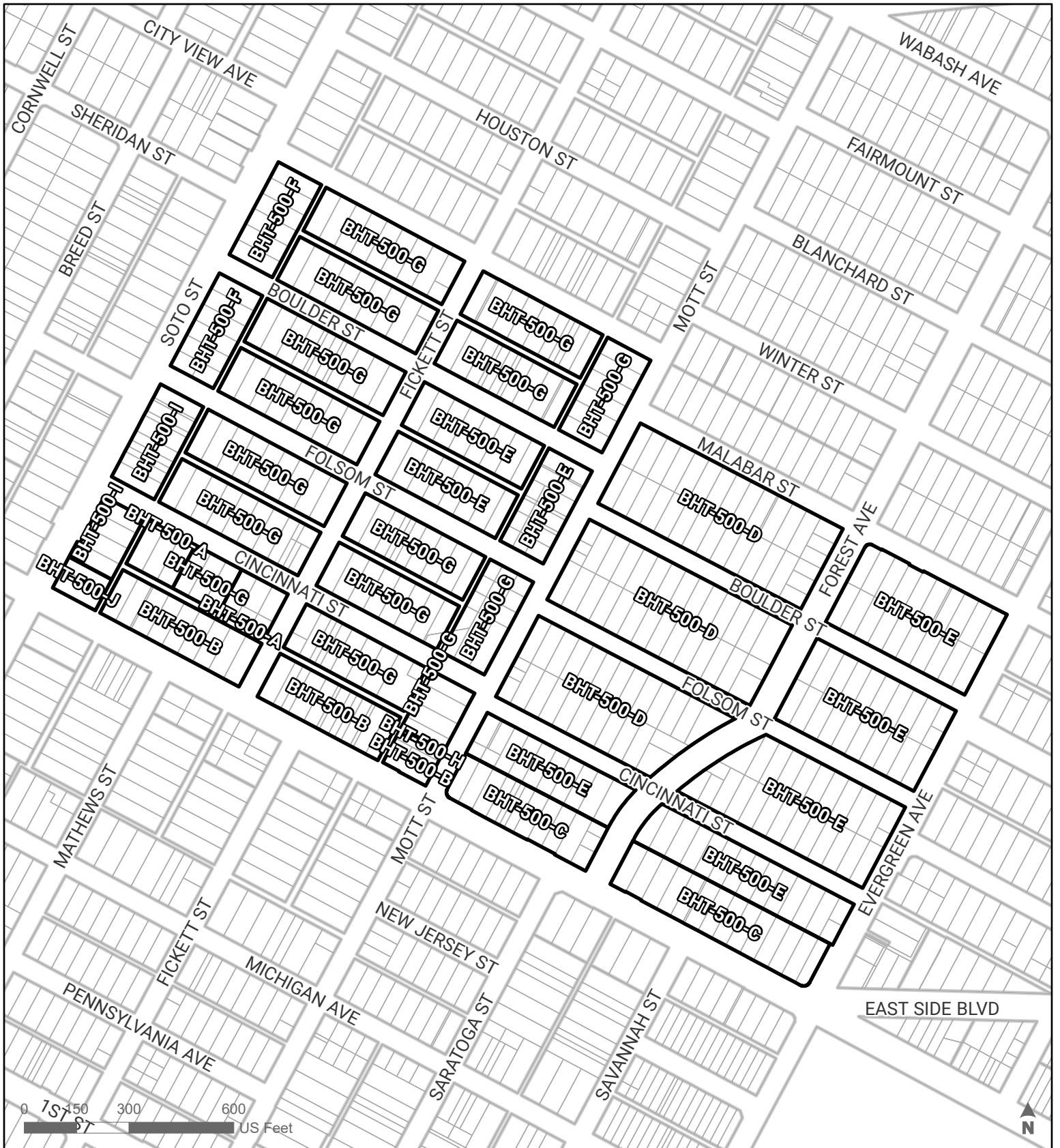
BHT-490-A, BHT-490-B, BHT-490-C, BHT-490-D

Section:

490

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



**GLU MAP AMENDMENTS
SUBAREAS**

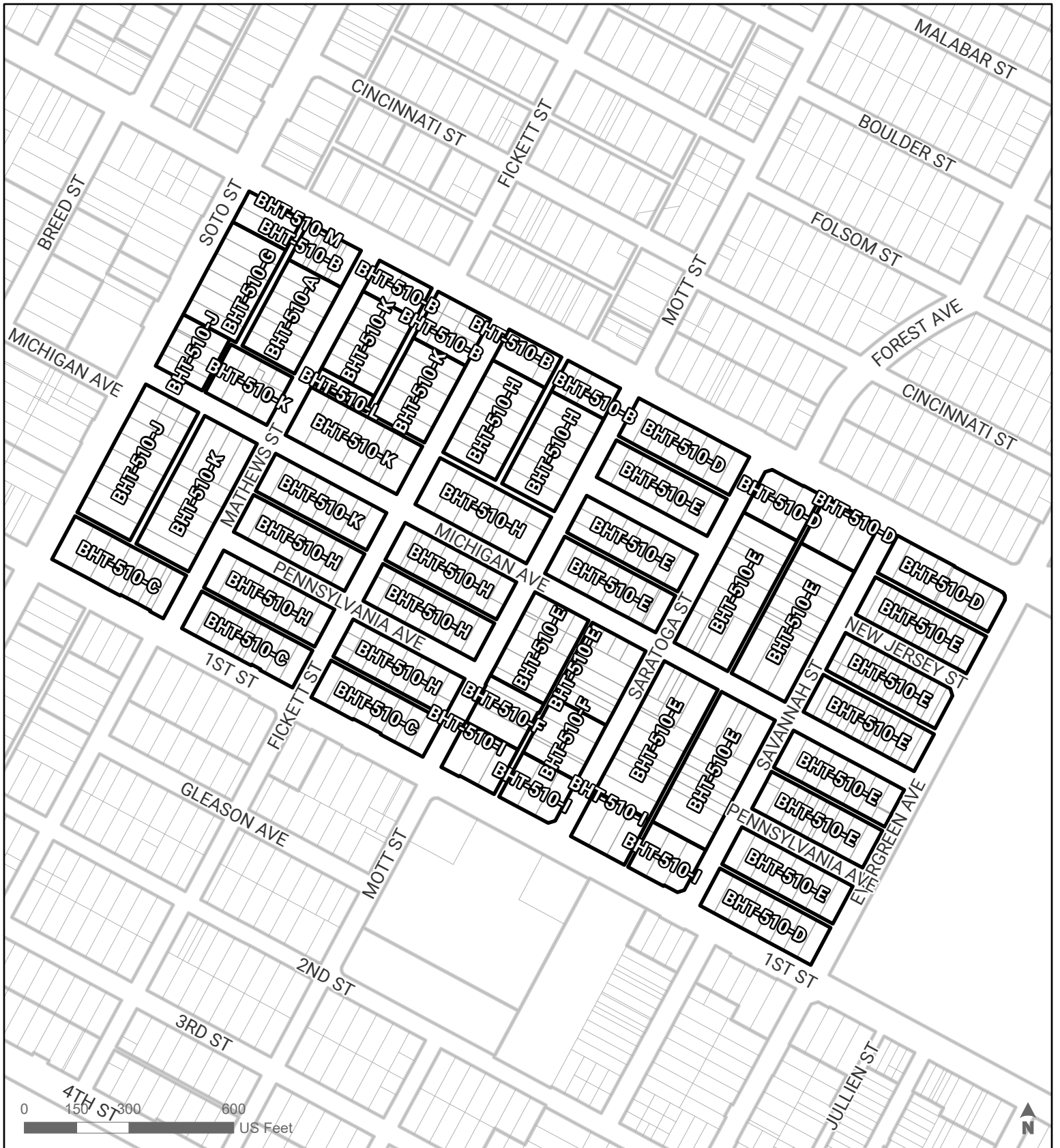
BHT-500-A, BHT-500-B, BHT-500-C, BHT-500-D, BHT-500-E, BHT-500-F, BHT-500-G,
BHT-500-H, BHT-500-I, BHT-500-J

Section:

500

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



**GPLU MAP AMENDMENTS
SUBAREAS**

BHT-510-A, BHT-510-B, BHT-510-C, BHT-510-D, BHT-510-E, BHT-510-F, BHT-510-G,
BHT-510-H, BHT-510-I, BHT-510-J, BHT-510-K, BHT-510-L, BHT-510-M

Section:

510

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

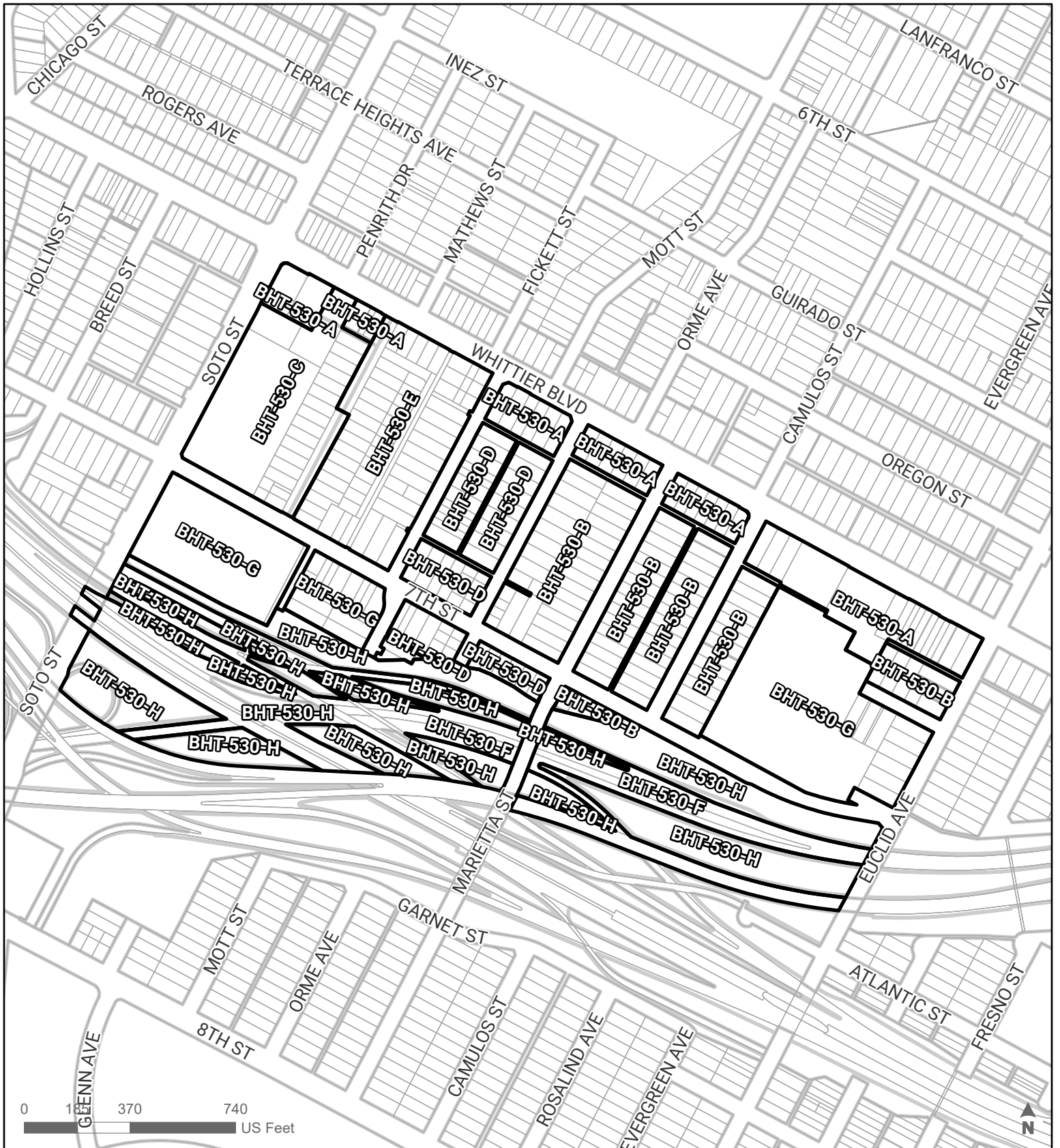
BHT-520-A, BHT-520-B

Section:

520

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-530-A, BHT-530-B, BHT-530-C, BHT-530-D, BHT-530-E, BHT-530-F, BHT-530-G,
BHT-530-H

Section:

530

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-540-A, BHT-540-B, BHT-540-C, BHT-540-D, BHT-540-E

Section:

540

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

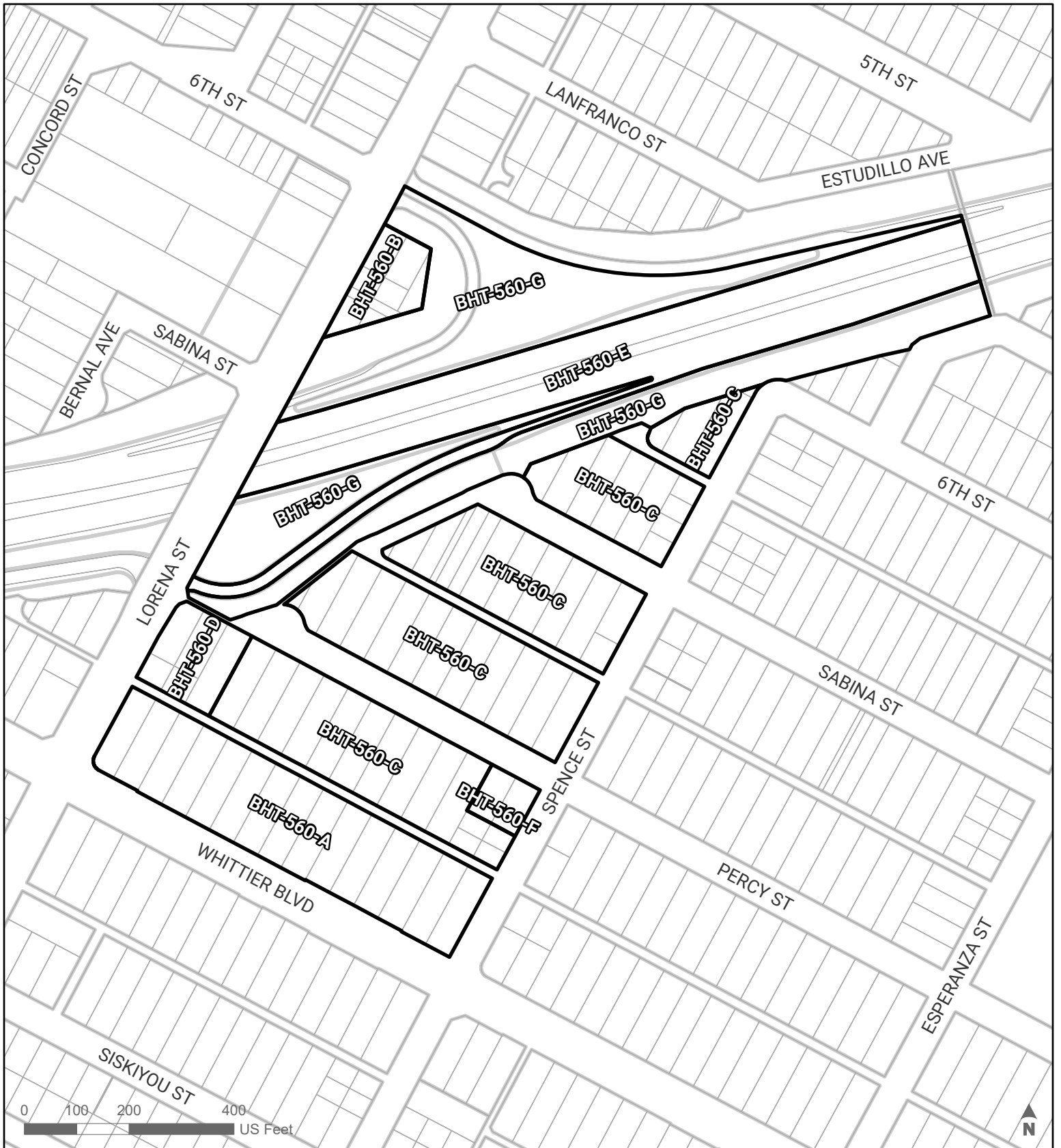
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 BHT-550-H, BHT-550-I

Section:

550

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

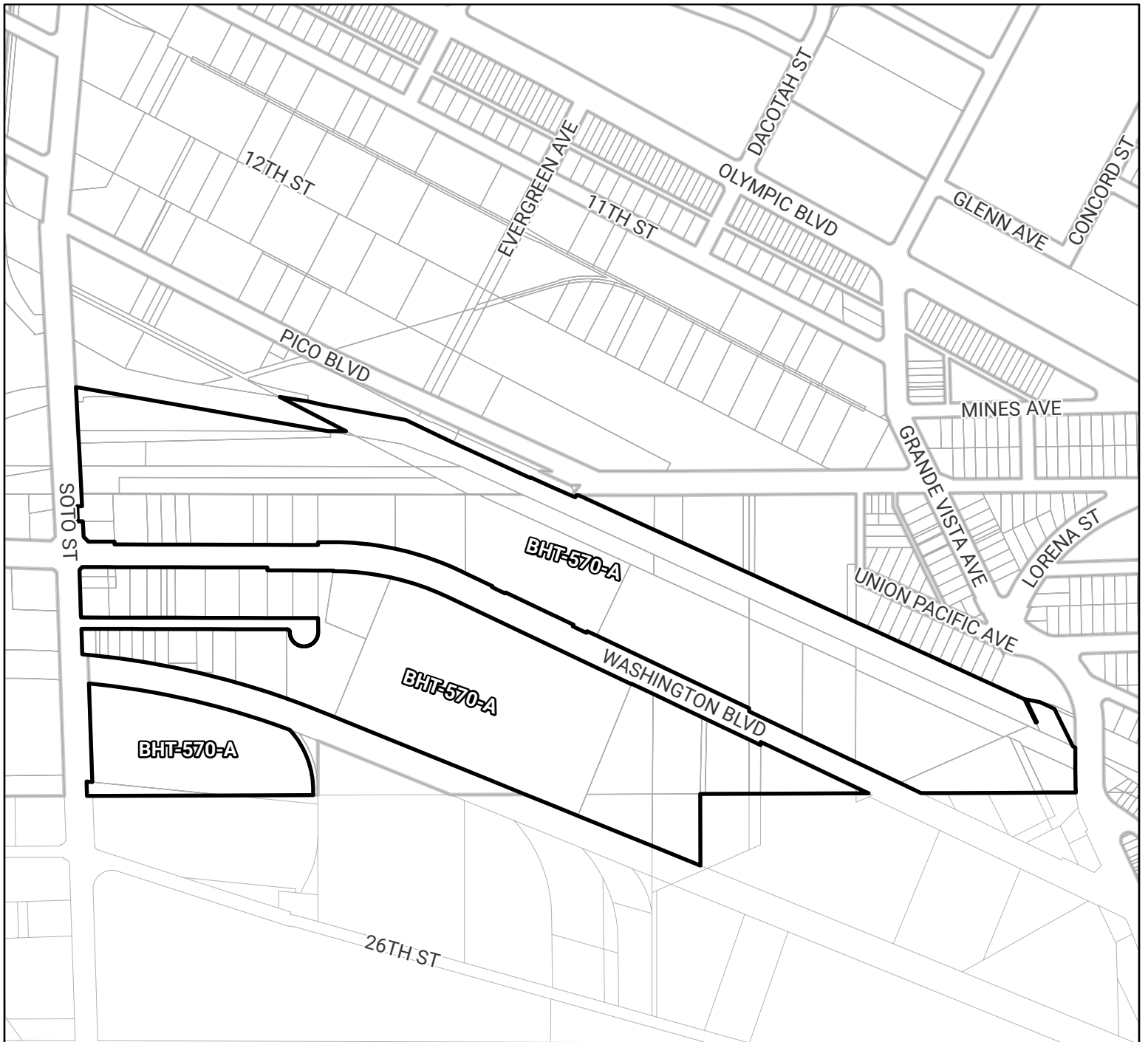
BHT-560-A, BHT-560-B, BHT-560-C, BHT-560-D, BHT-560-E, BHT-560-F, BHT-560-G

Section:

560

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**

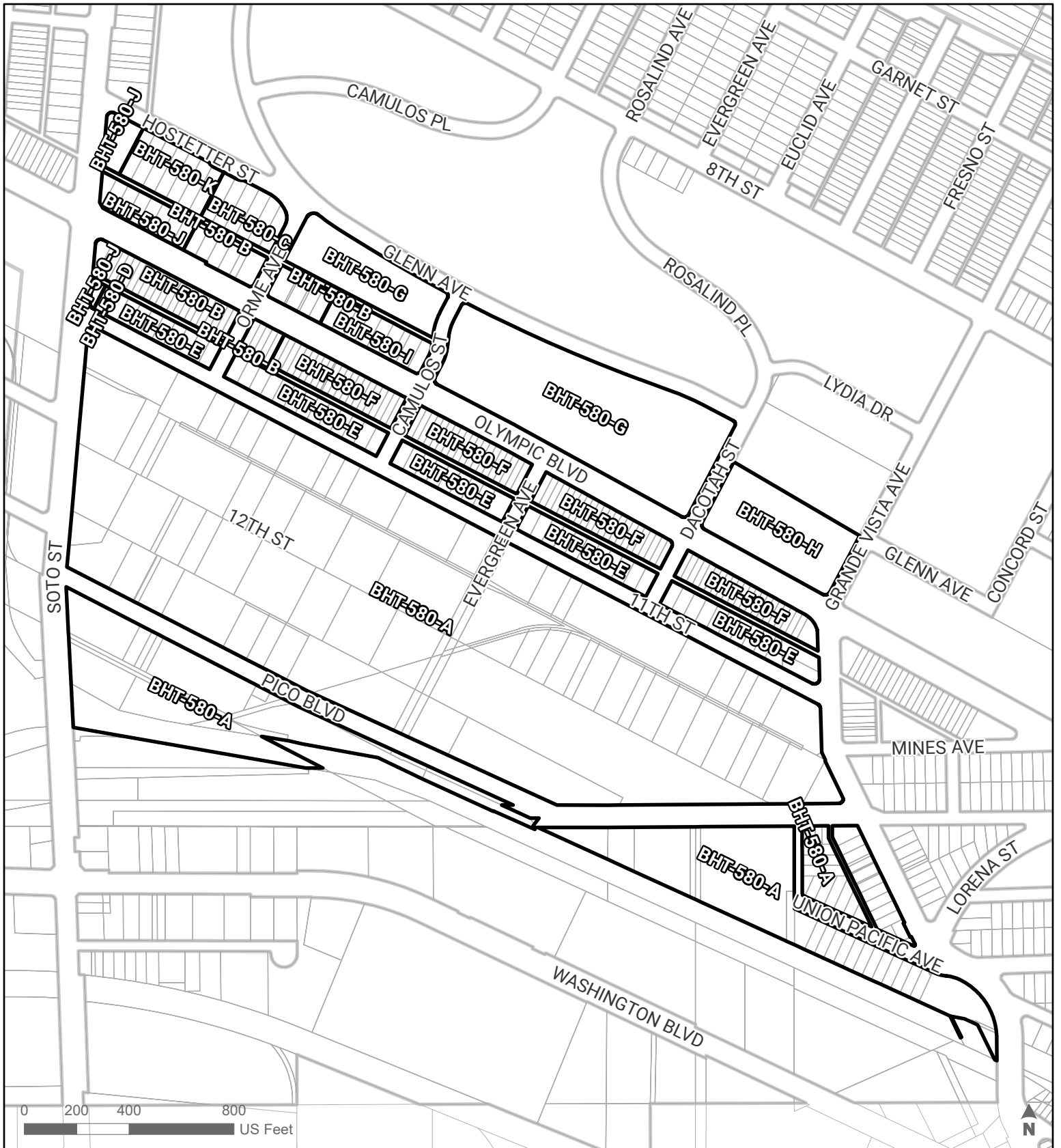


GPLU MAP AMENDMENTS
SUBAREAS
 BHT-570-A

Section:
570

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

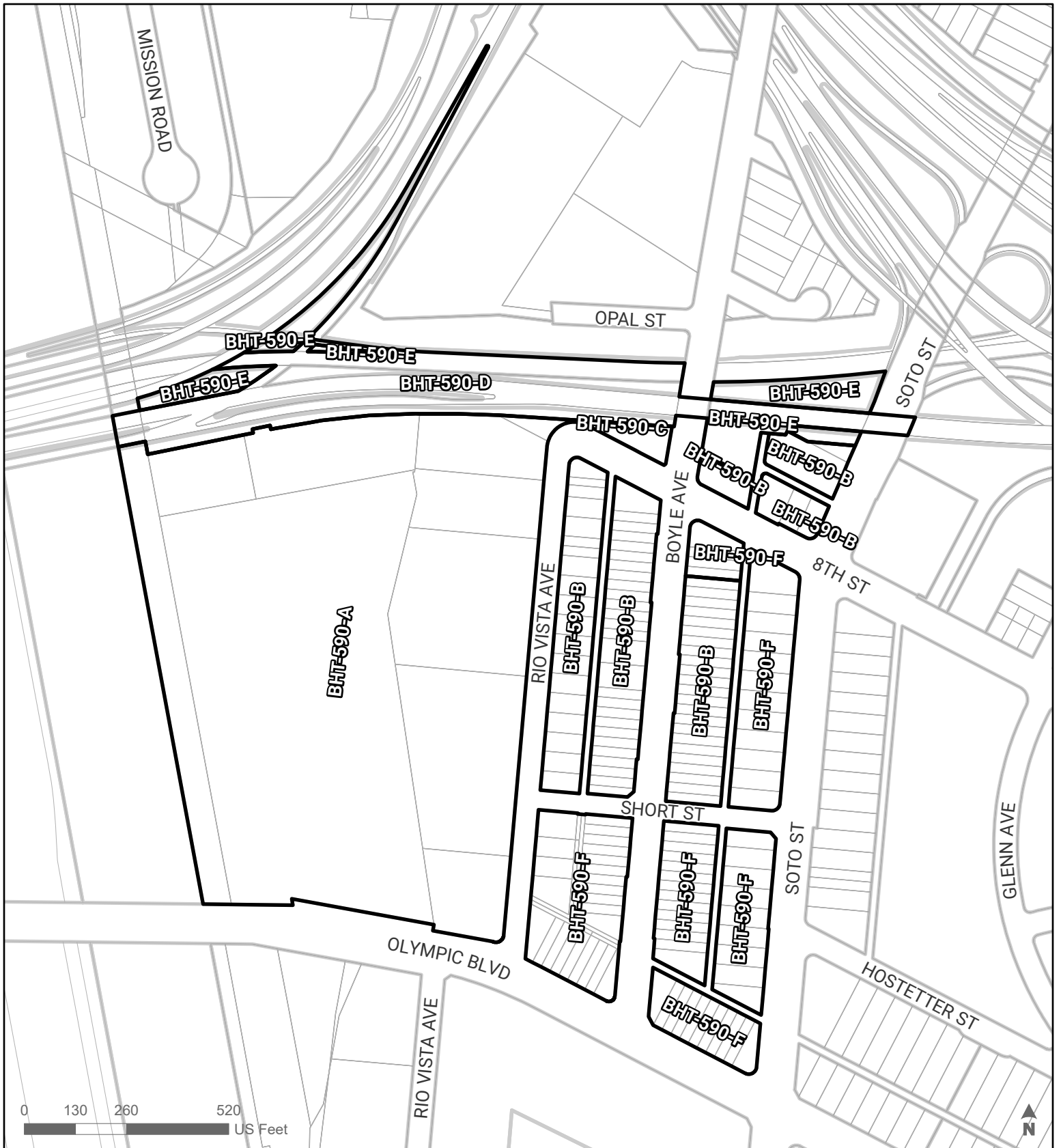
BHT-580-A, BHT-580-B, BHT-580-C, BHT-580-D, BHT-580-E, BHT-580-F, BHT-580-G,
 BHT-580-H, BHT-580-I, BHT-580-J, BHT-580-K

Section:

580

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



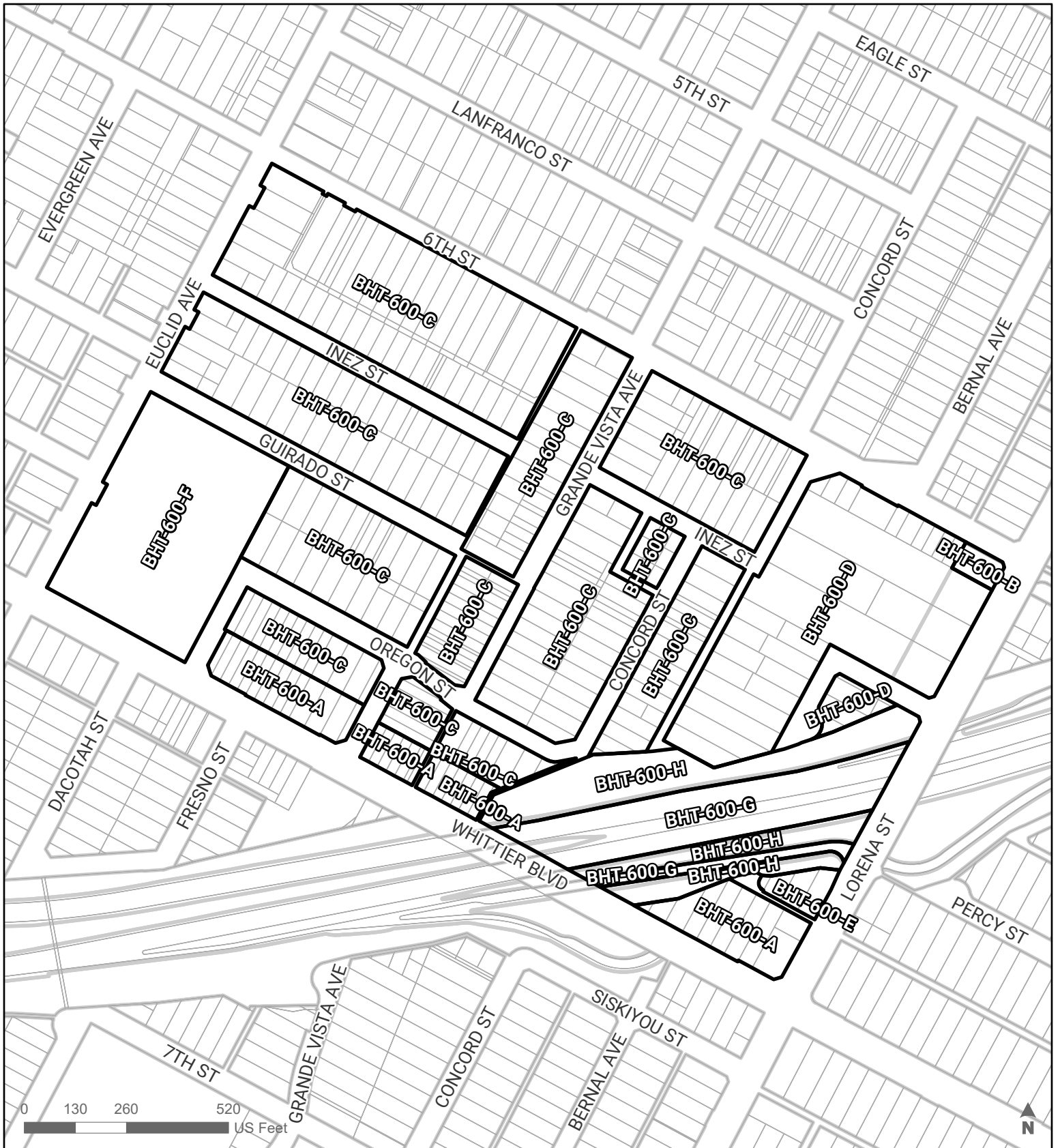
GPLU MAP AMENDMENTS
SUBAREAS

BHT-590-A, BHT-590-B, BHT-590-C, BHT-590-D, BHT-590-E, BHT-590-F

Section:
590

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

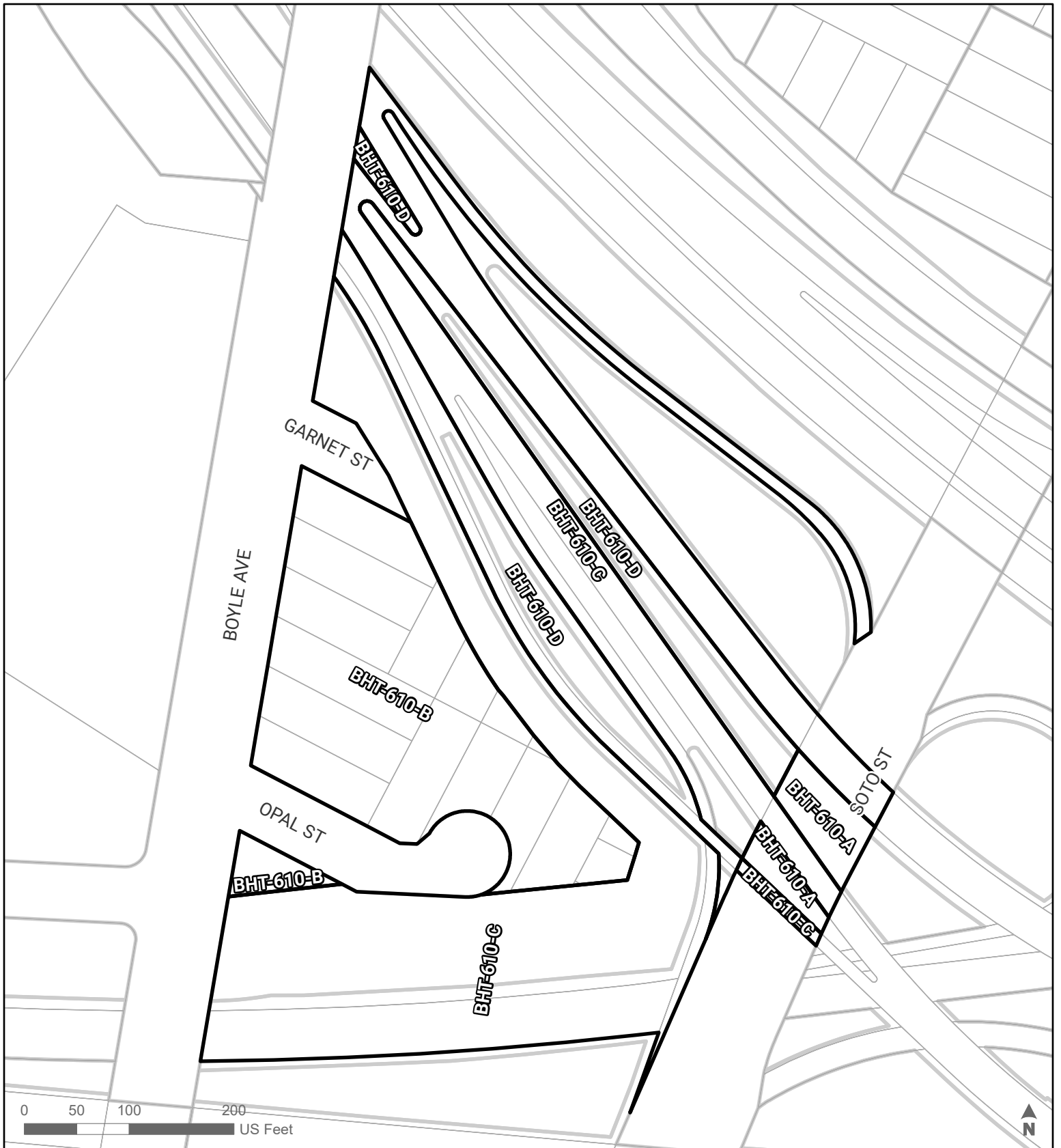
BHT-600-A, BHT-600-B, BHT-600-C, BHT-600-D, BHT-600-E, BHT-600-F, BHT-600-G,
 BHT-600-H

Section:

600

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-610-A, BHT-610-B, BHT-610-C, BHT-610-D

Section:

610

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

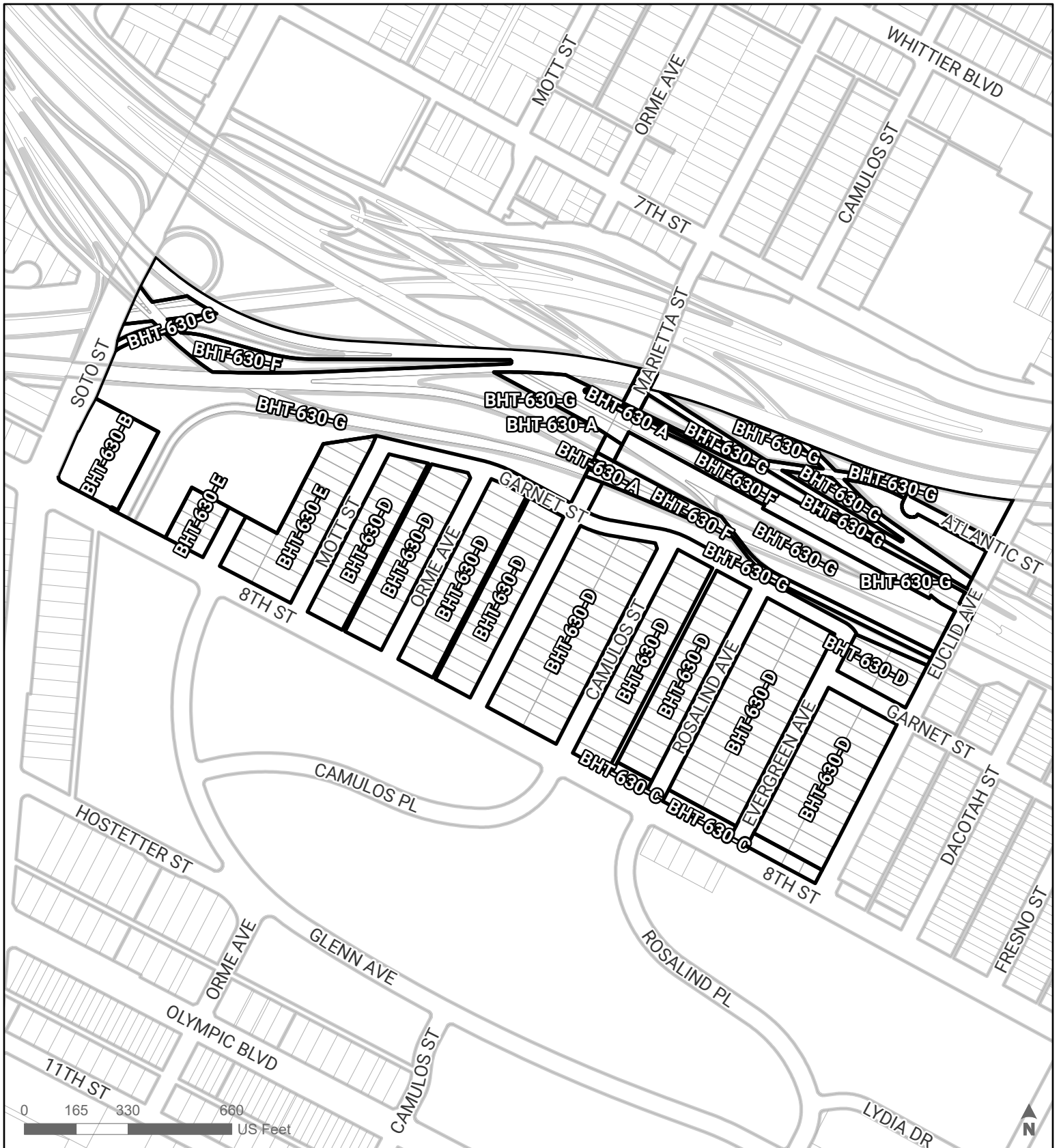
BHT-620-A, BHT-620-B, BHT-620-C, BHT-620-D, BHT-620-E, BHT-620-F, BHT-620-G

Section:

620

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

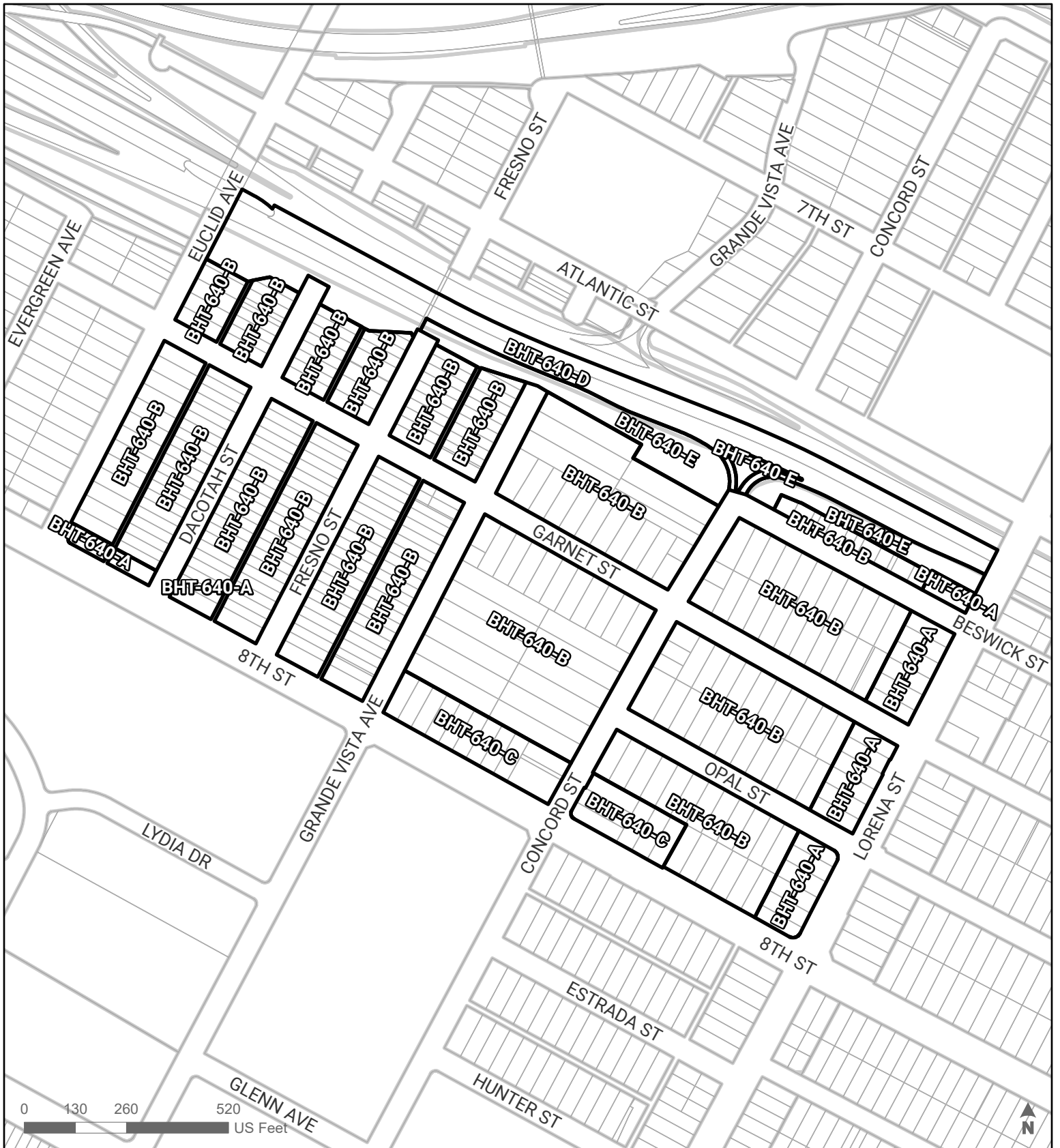
BHT-630-A, BHT-630-B, BHT-630-C, BHT-630-D, BHT-630-E, BHT-630-F, BHT-630-G

Section:

630

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

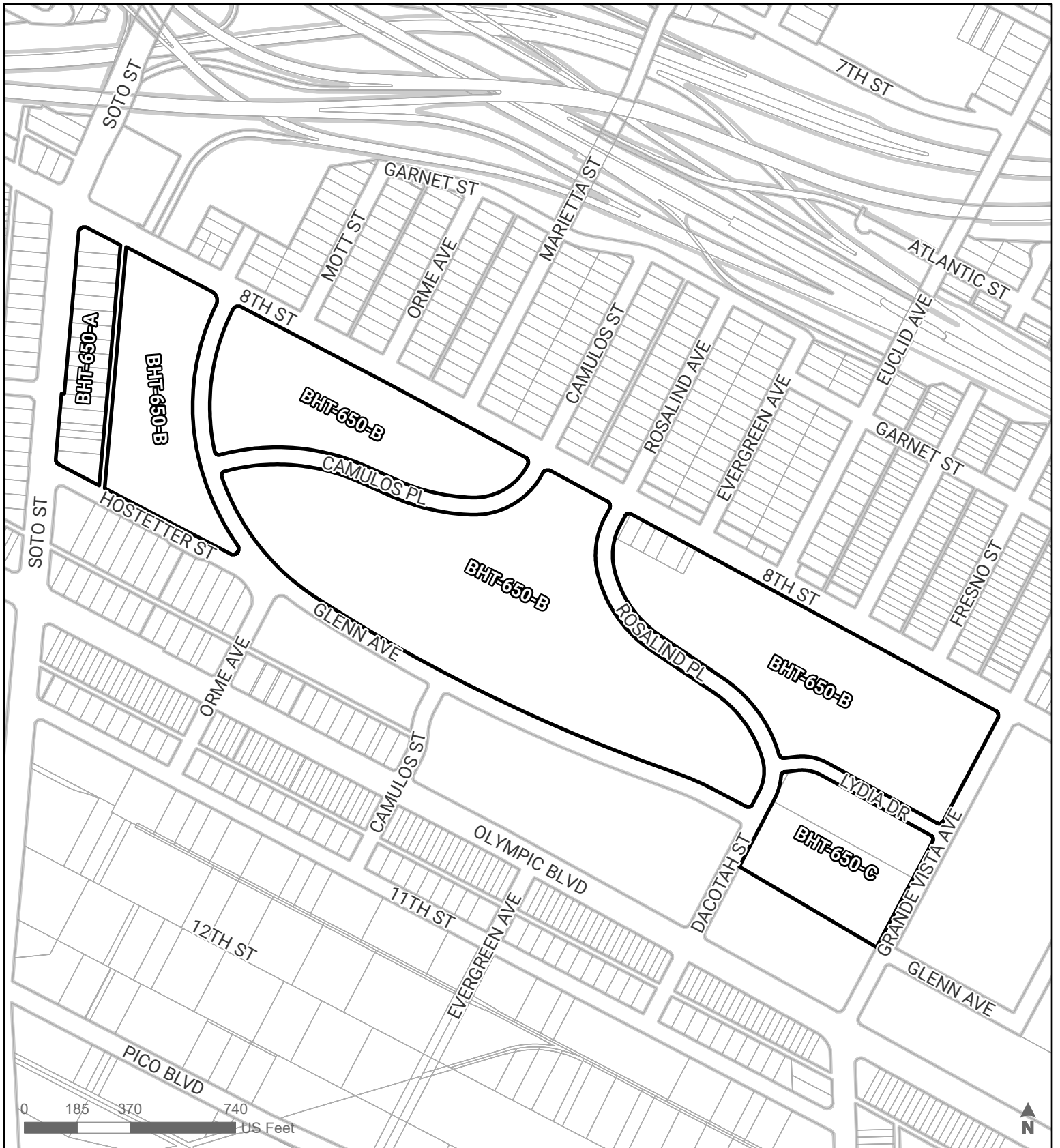
BHT-640-A, BHT-640-B, BHT-640-C, BHT-640-D, BHT-640-E

Section:

640

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

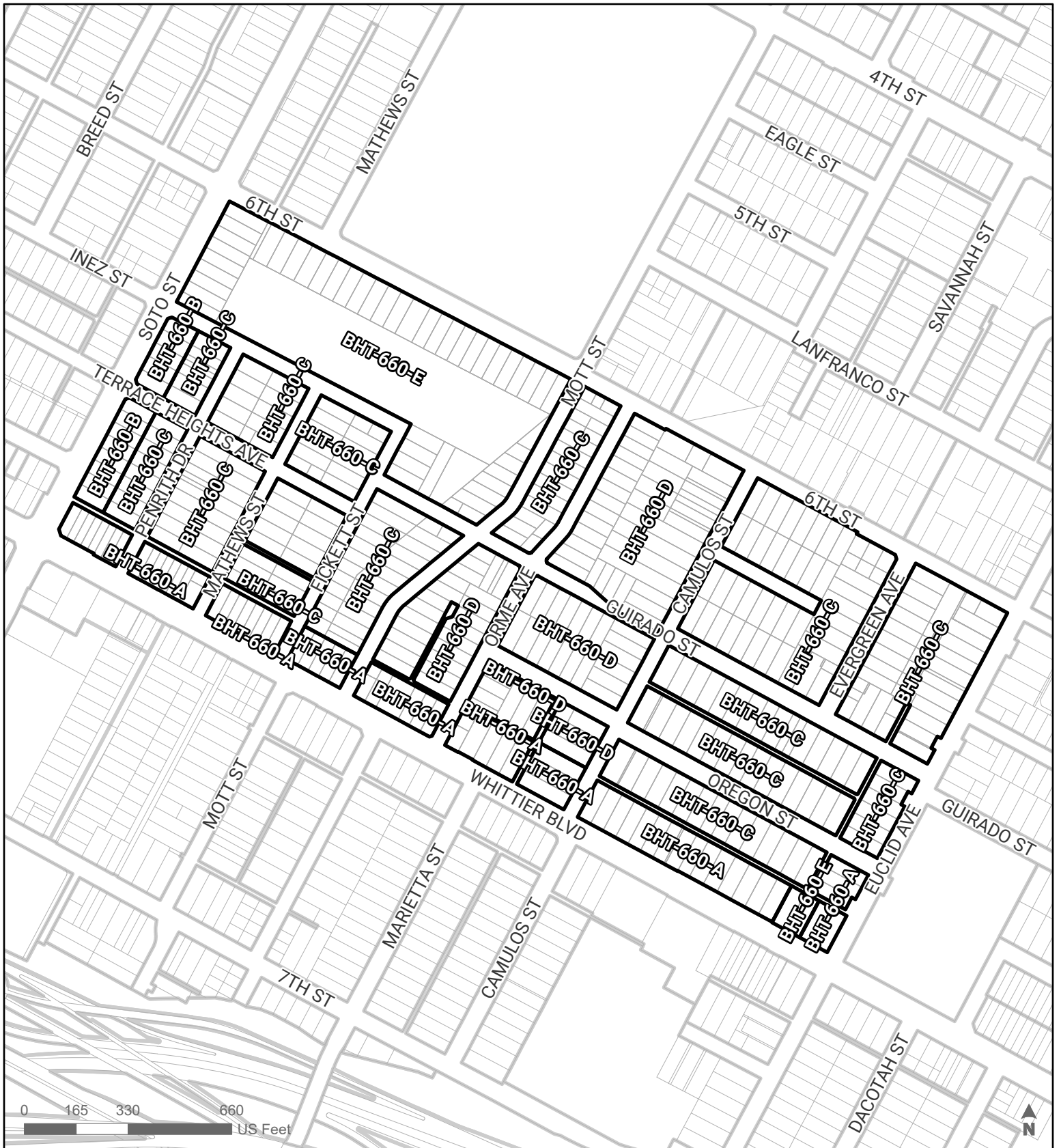
BHT-650-A, BHT-650-B, BHT-650-C

Section:

650

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

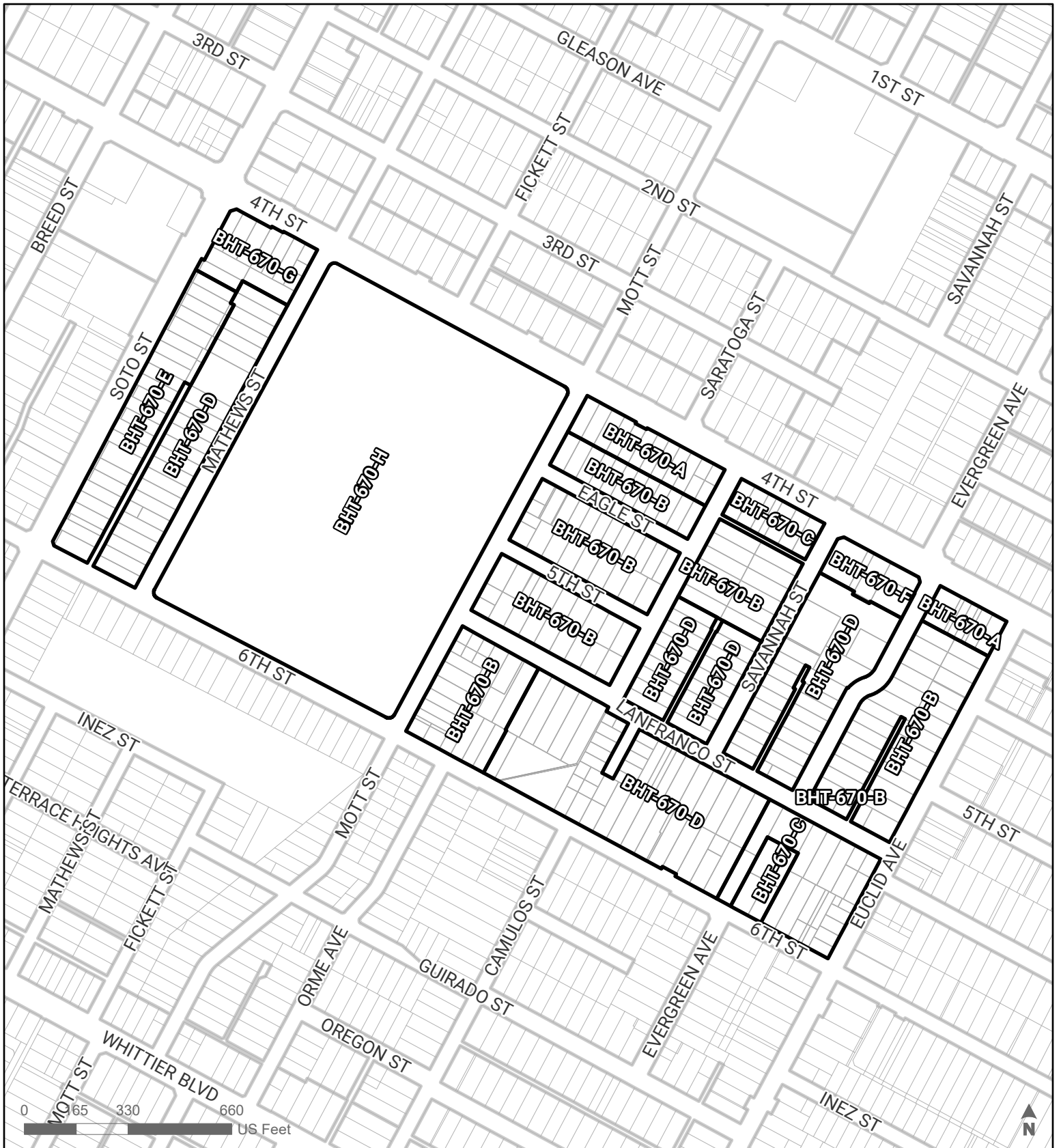
BHT-660-A, BHT-660-B, BHT-660-C, BHT-660-D, BHT-660-E

Section:

660

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

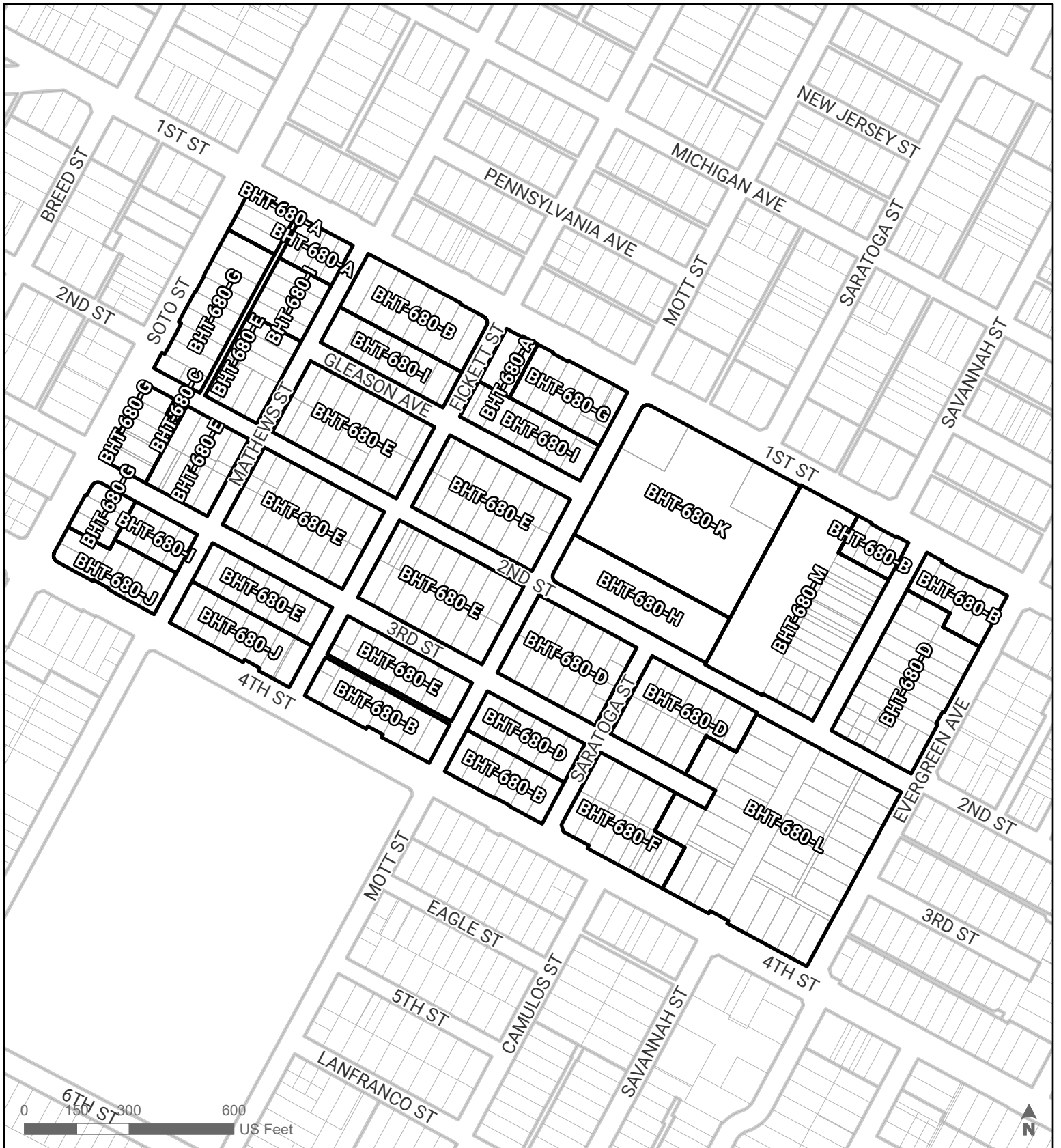
BHT-670-A, BHT-670-B, BHT-670-C, BHT-670-D, BHT-670-E, BHT-670-F, BHT-670-G,
BHT-670-H

Section:

670

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

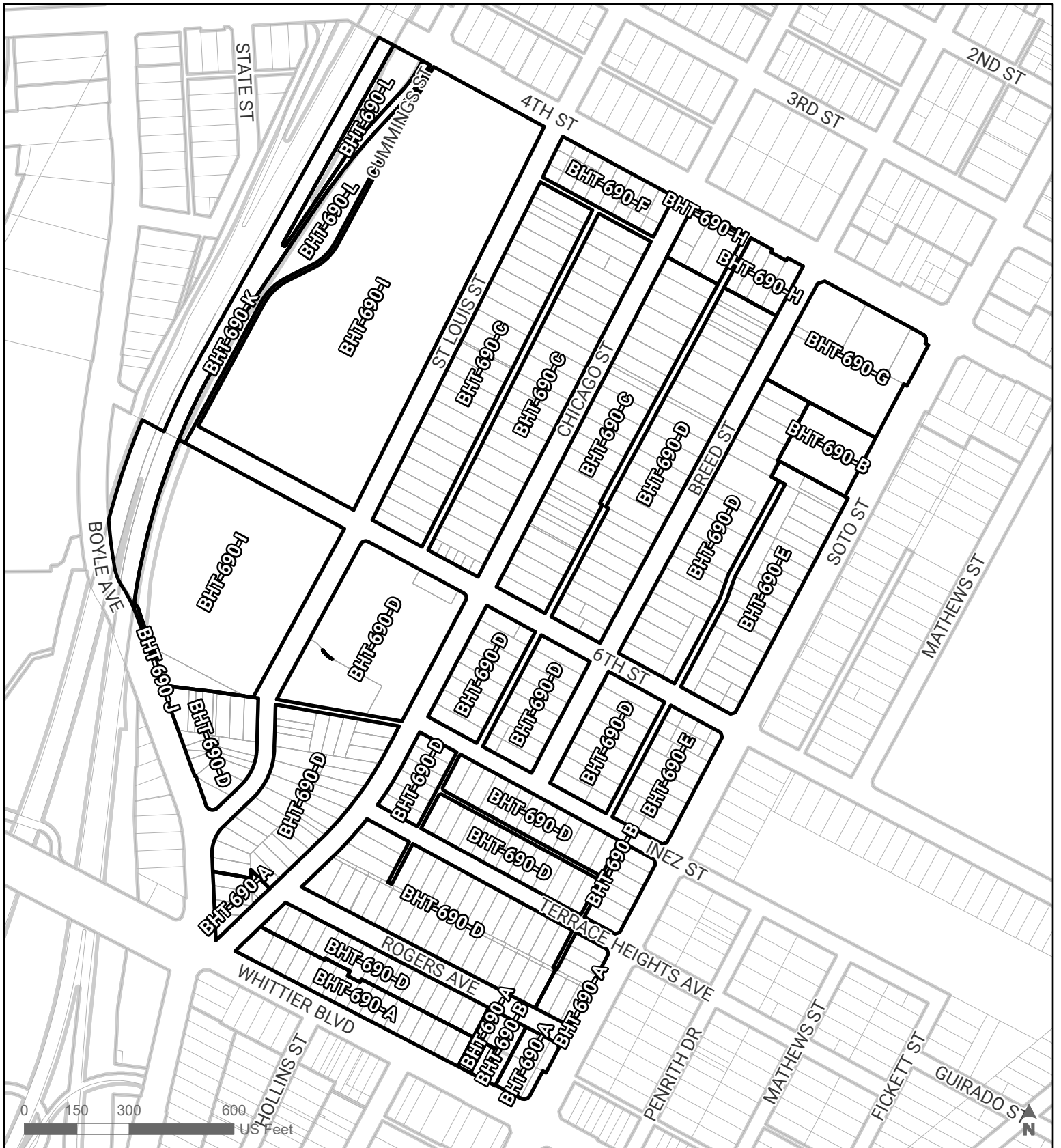
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 BHT-680-H, BHT-680-I, BHT-680-J, BHT-680-K, BHT-680-L, BHT-680-M

Section:

680

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

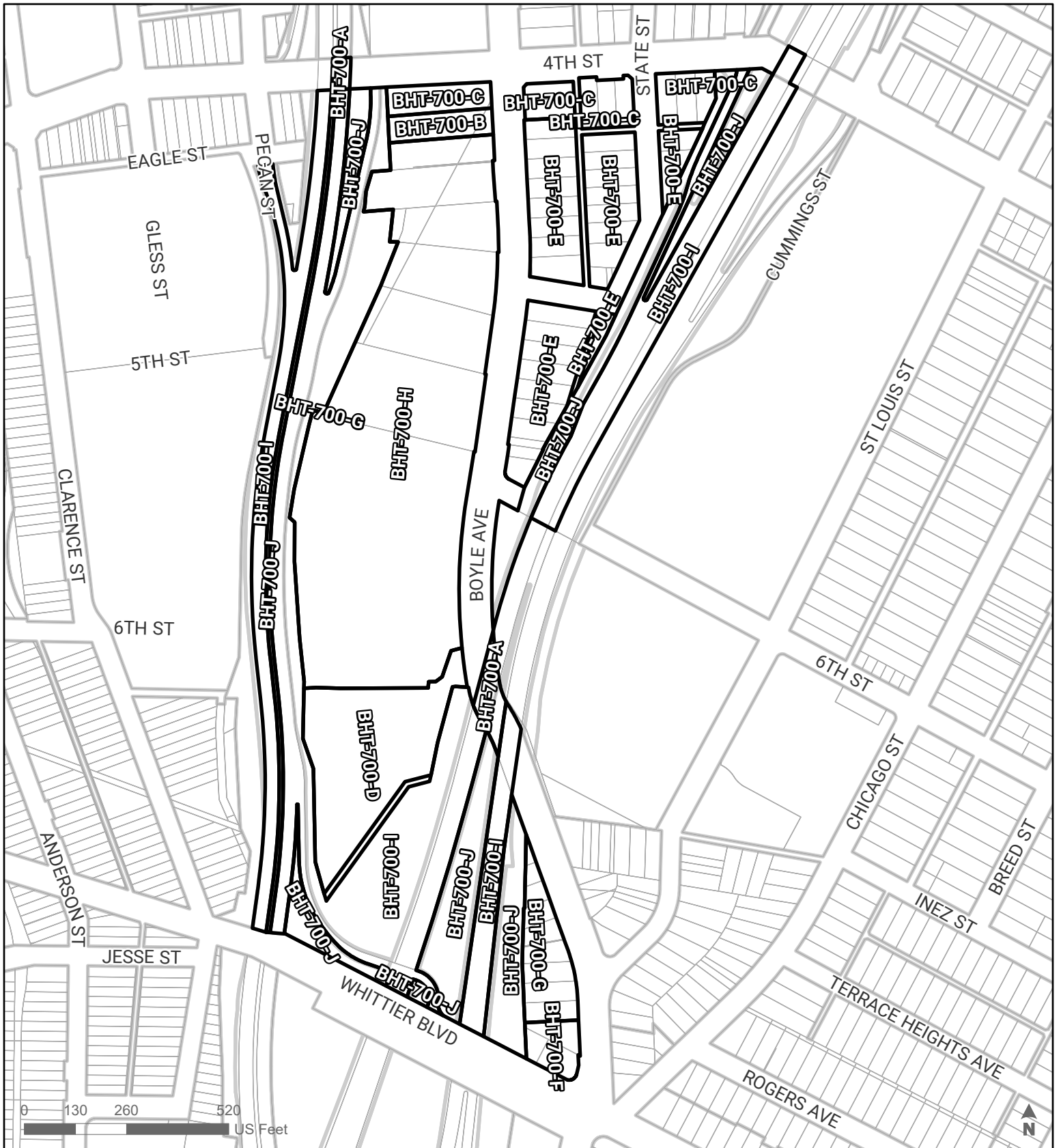
BHT-690-A, BHT-690-B, BHT-690-C, BHT-690-D, BHT-690-E, BHT-690-F, BHT-690-G,
 BHT-690-H, BHT-690-I, BHT-690-J, BHT-690-K, BHT-690-L

Section:

690

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

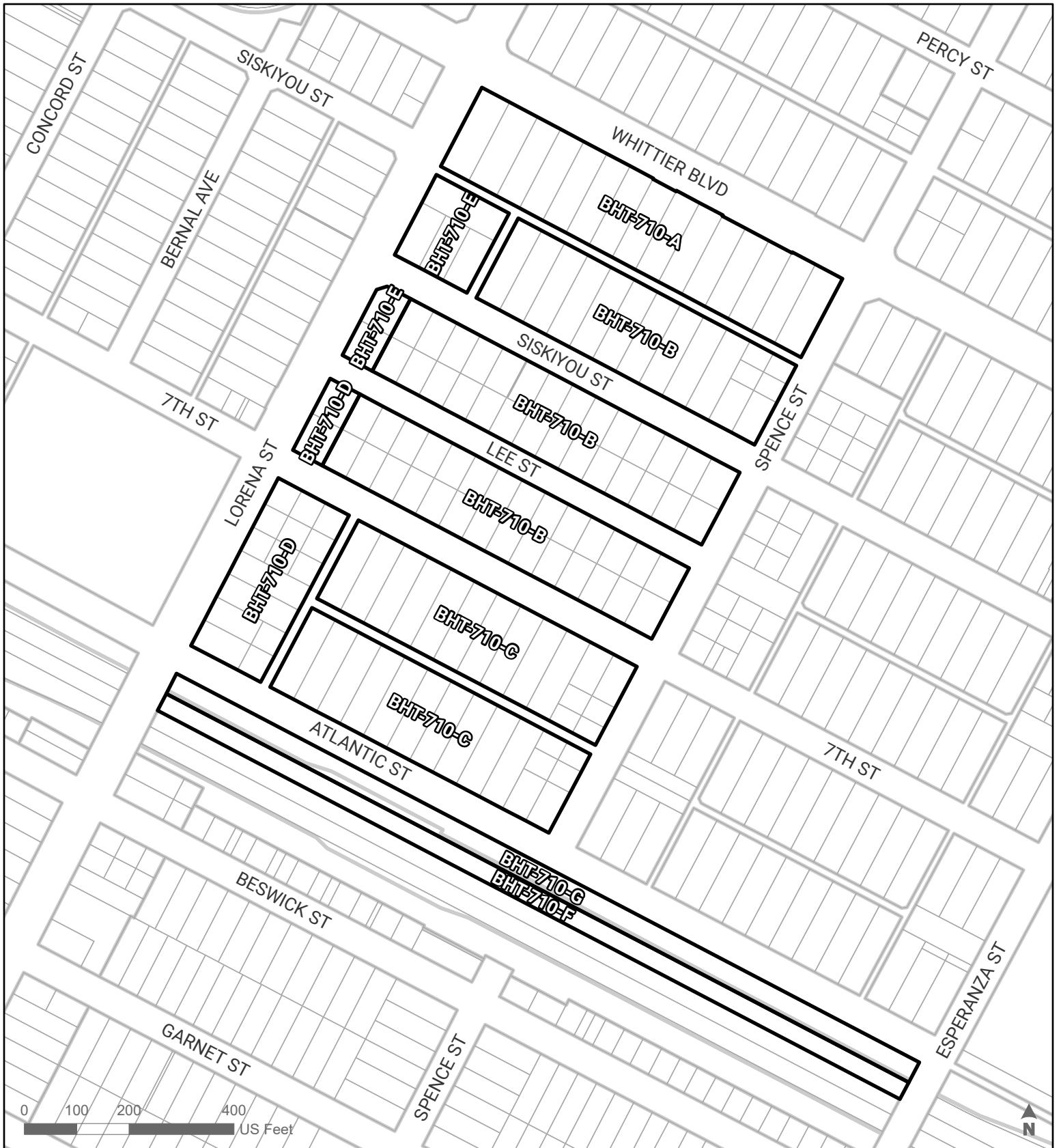
BHT-700-A, BHT-700-B, BHT-700-C, BHT-700-D, BHT-700-E, BHT-700-F, BHT-700-G,
 BHT-700-H, BHT-700-I, BHT-700-J

Section:

700

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

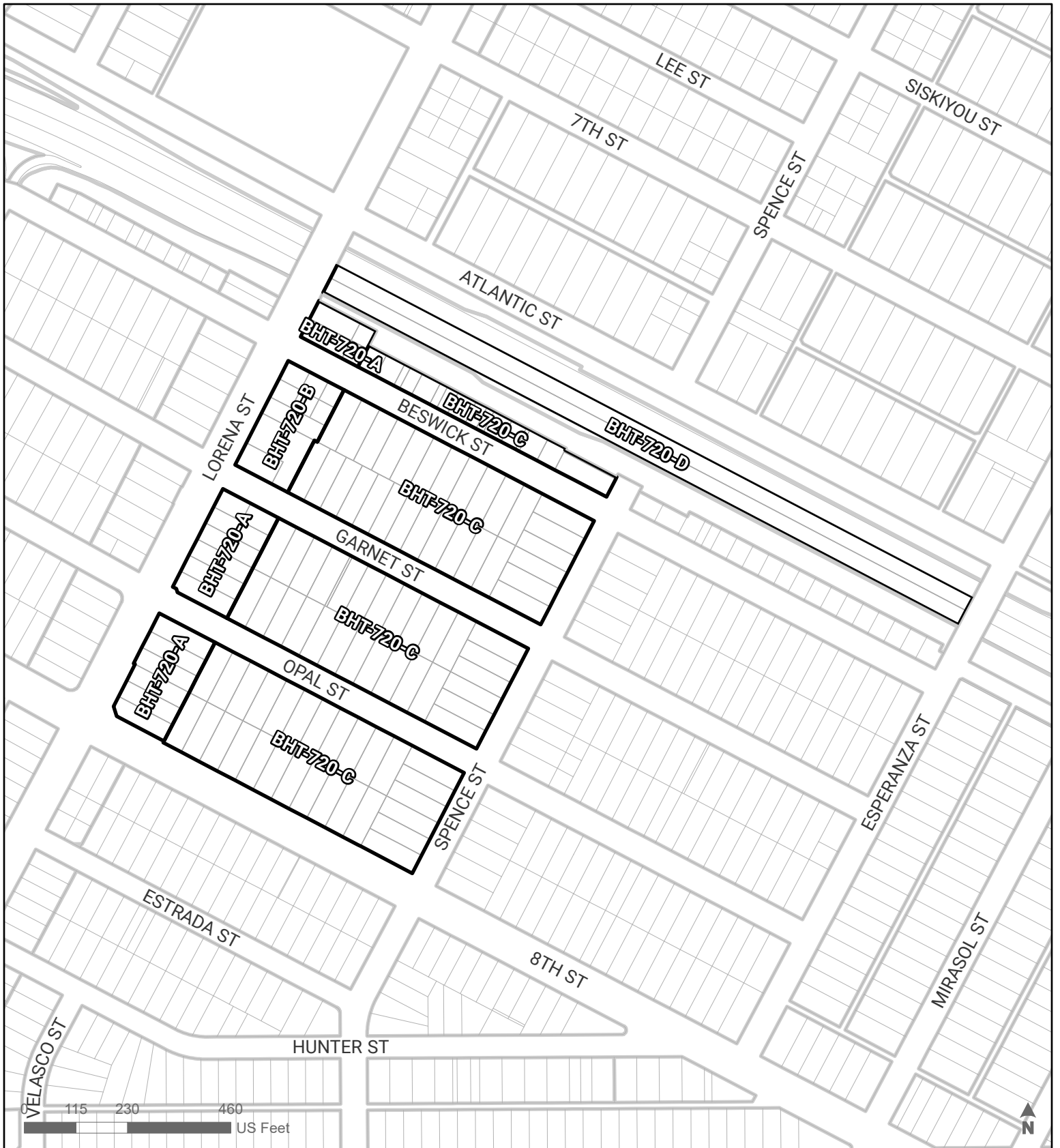
BHT-710-A, BHT-710-B, BHT-710-C, BHT-710-D, BHT-710-E, BHT-710-F, BHT-710-G

Section:

710

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-720-A, BHT-720-B, BHT-720-C, BHT-720-D

Section:

720

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

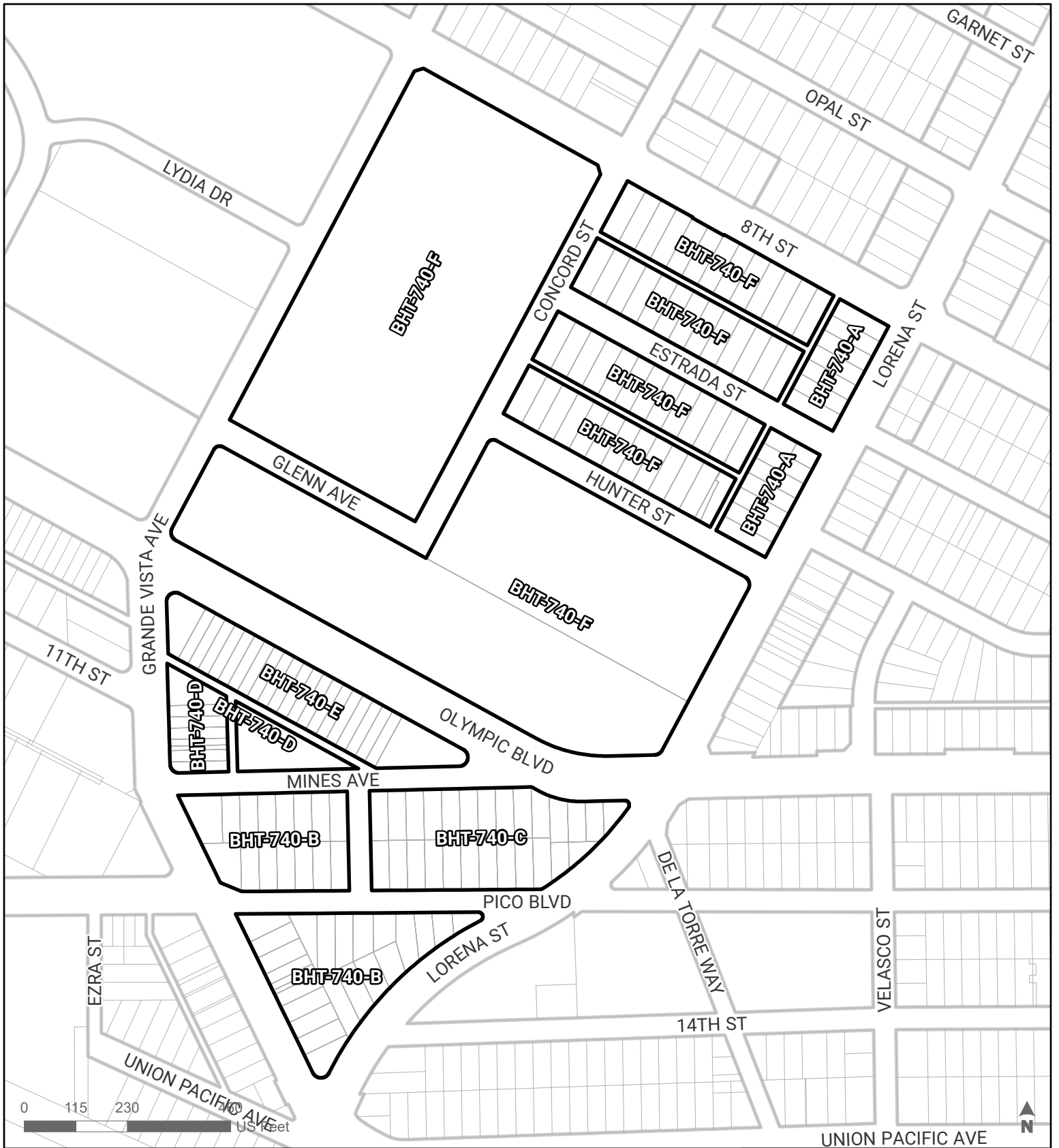
BHT-730-A, BHT-730-B, BHT-730-C

Section:

730

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

BHT-740-A, BHT-740-B, BHT-740-C, BHT-740-D, BHT-740-E, BHT-740-F

Section:

740

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

BHT-750-A, BHT-750-B, BHT-750-C, BHT-750-D, BHT-750-E, BHT-750-F, BHT-750-G,
 BHT-750-H

Section:

750

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-760-A, BHT-760-B, BHT-760-C, BHT-760-D

Section:

760

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-770-A, BHT-770-B, BHT-770-C, BHT-770-D

Section:

770

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

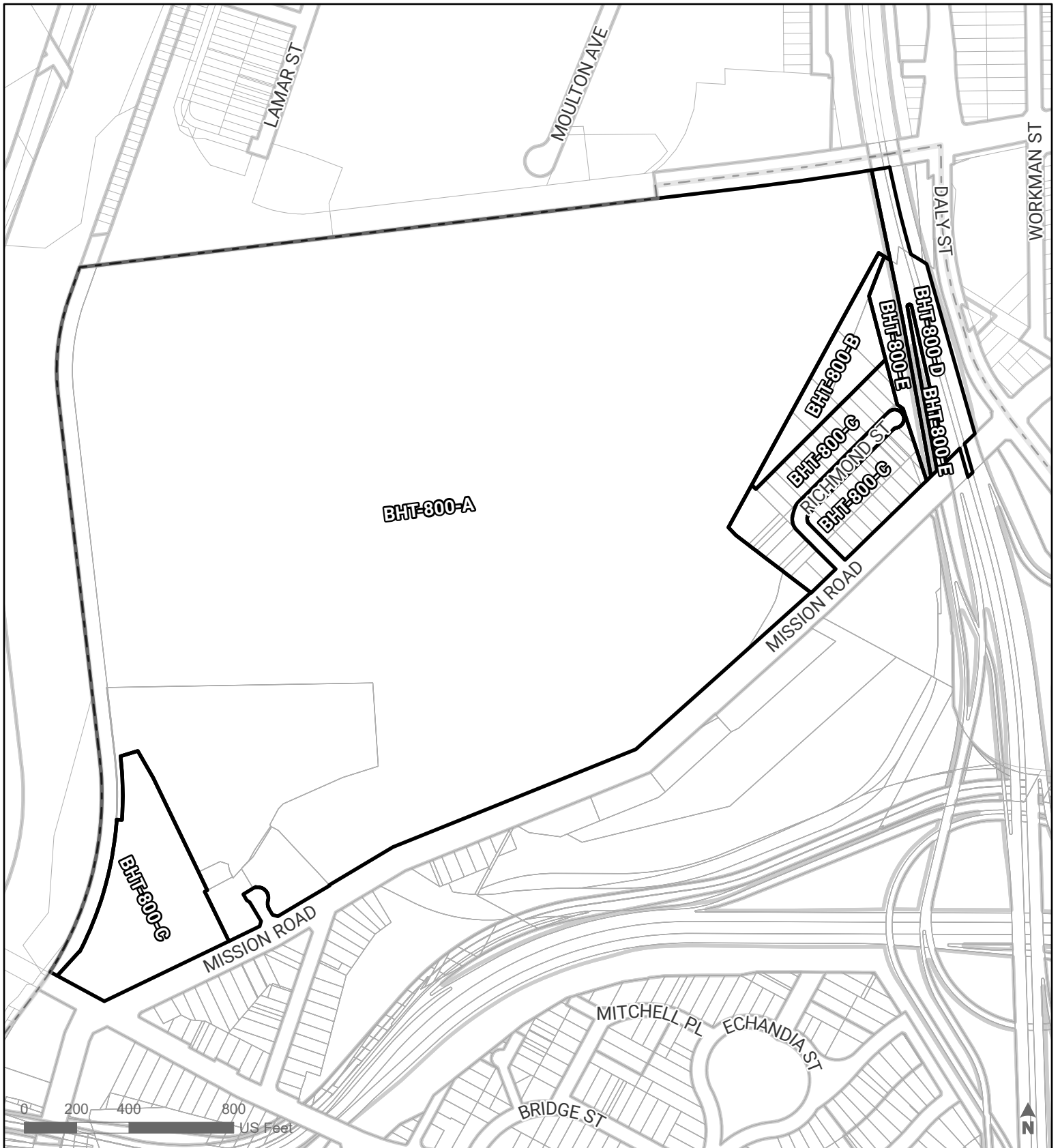
BHT-780-A, BHT-780-B, BHT-780-C, BHT-780-D, BHT-780-E

Section:

780

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-800-A, BHT-800-B, BHT-800-C, BHT-800-D, BHT-800-E

Section:

800

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



**GPLU MAP AMENDMENTS
SUBAREAS**

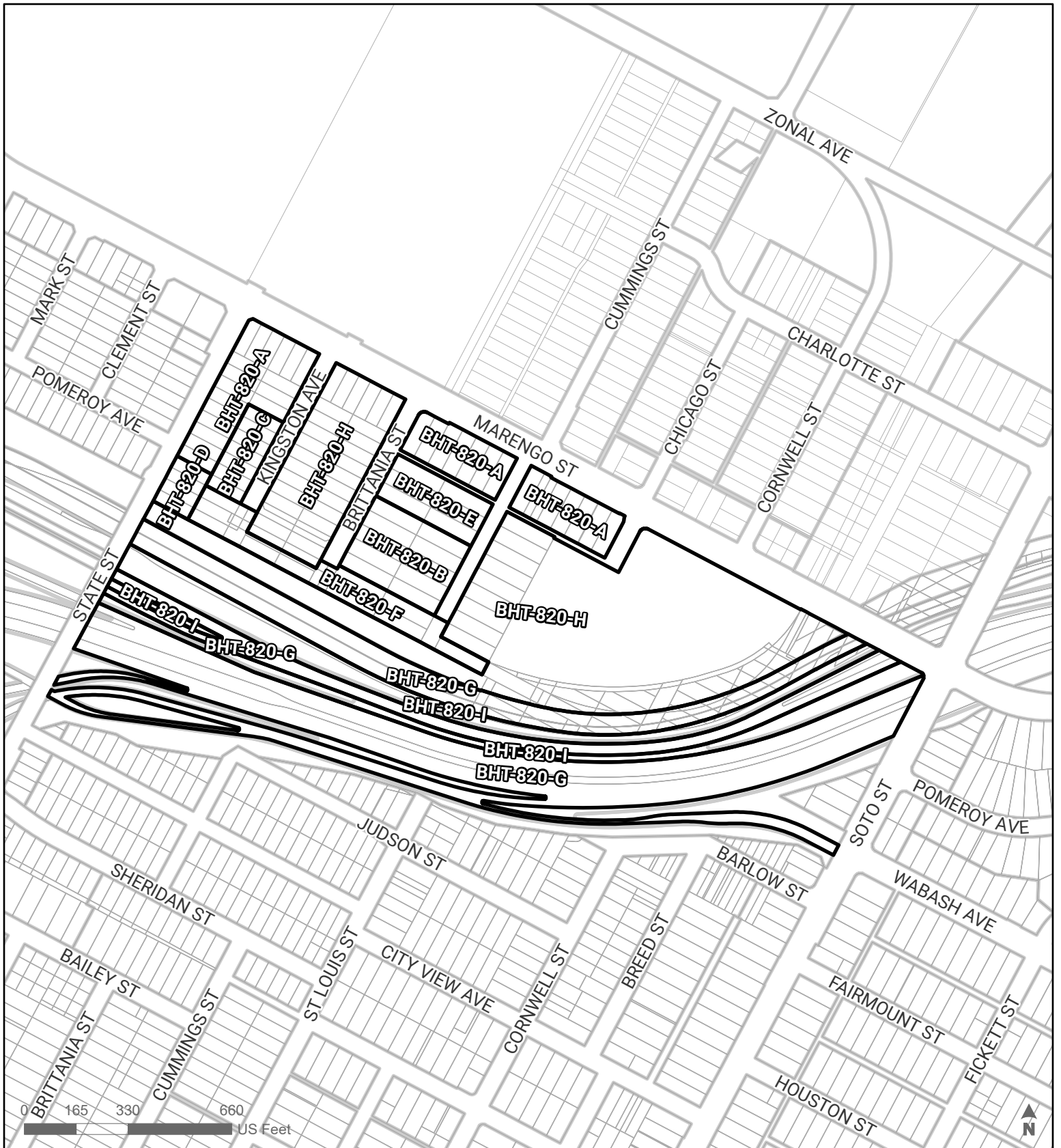
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BHT-810-H, BHT-810-I, BHT-810-J, BHT-810-K, BHT-810-L, BHT-810-M, BHT-810-N,
BHT-810-O, BHT-810-P, BHT-810-Q, BHT-810-R

Section:

810

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



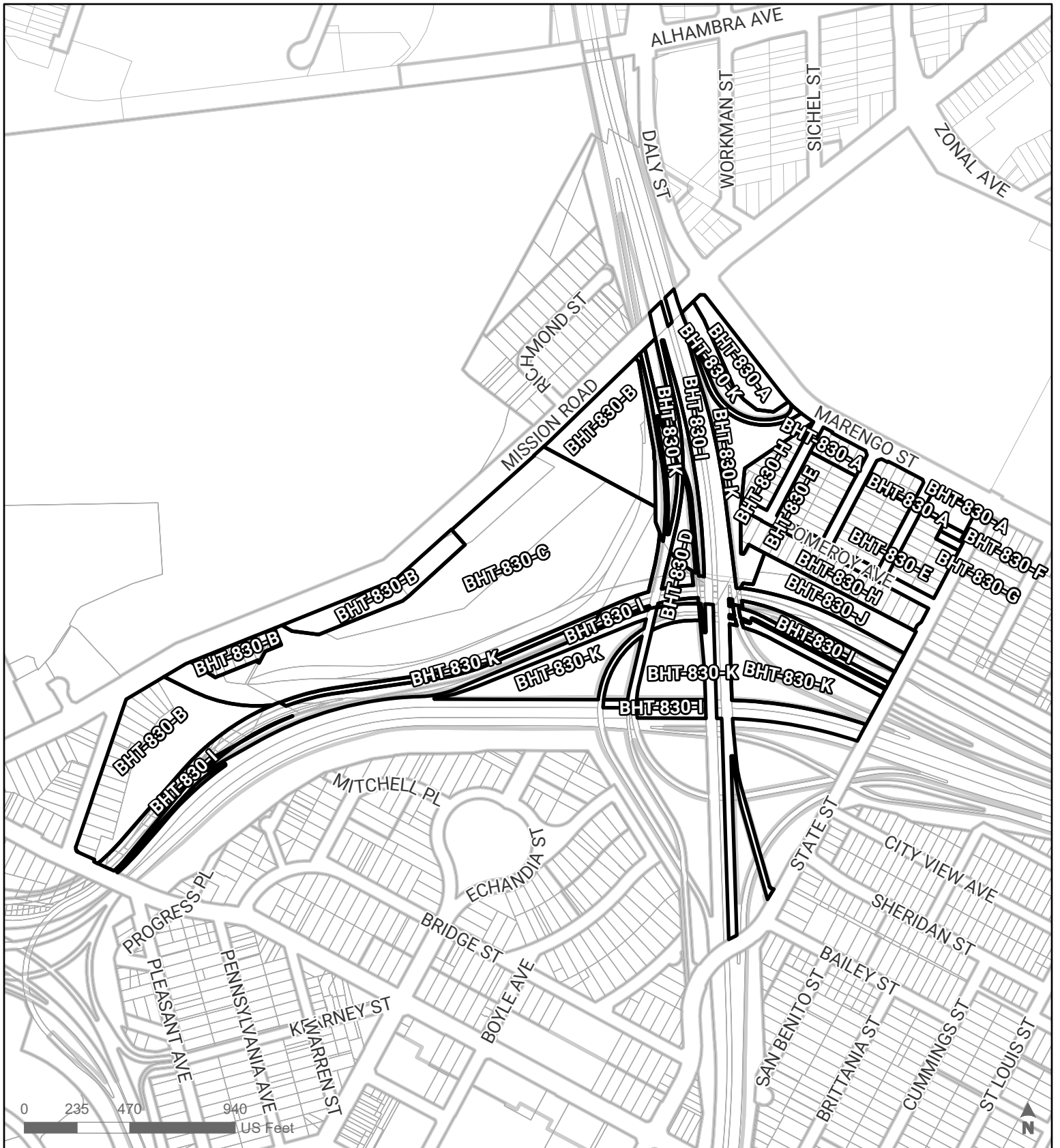
GPLU MAP AMENDMENTS
SUBAREAS

BHT-820-A, BHT-820-B, BHT-820-C, BHT-820-D, BHT-820-E, BHT-820-F, BHT-820-G,
 BHT-820-H, BHT-820-I

Section:
820

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

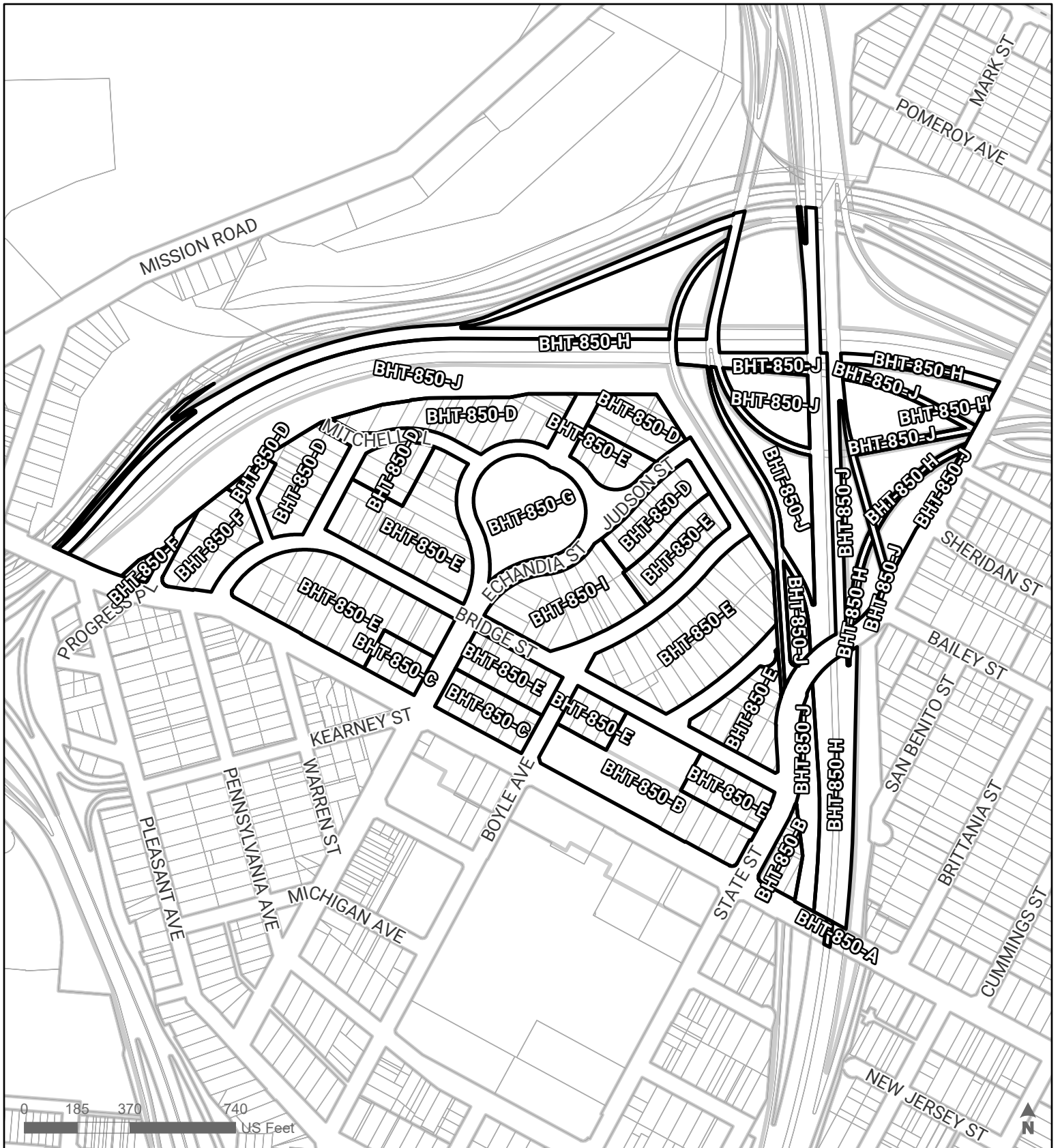
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 BHT-830-H, BHT-830-I, BHT-830-J, BHT-830-K

Section:

830

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

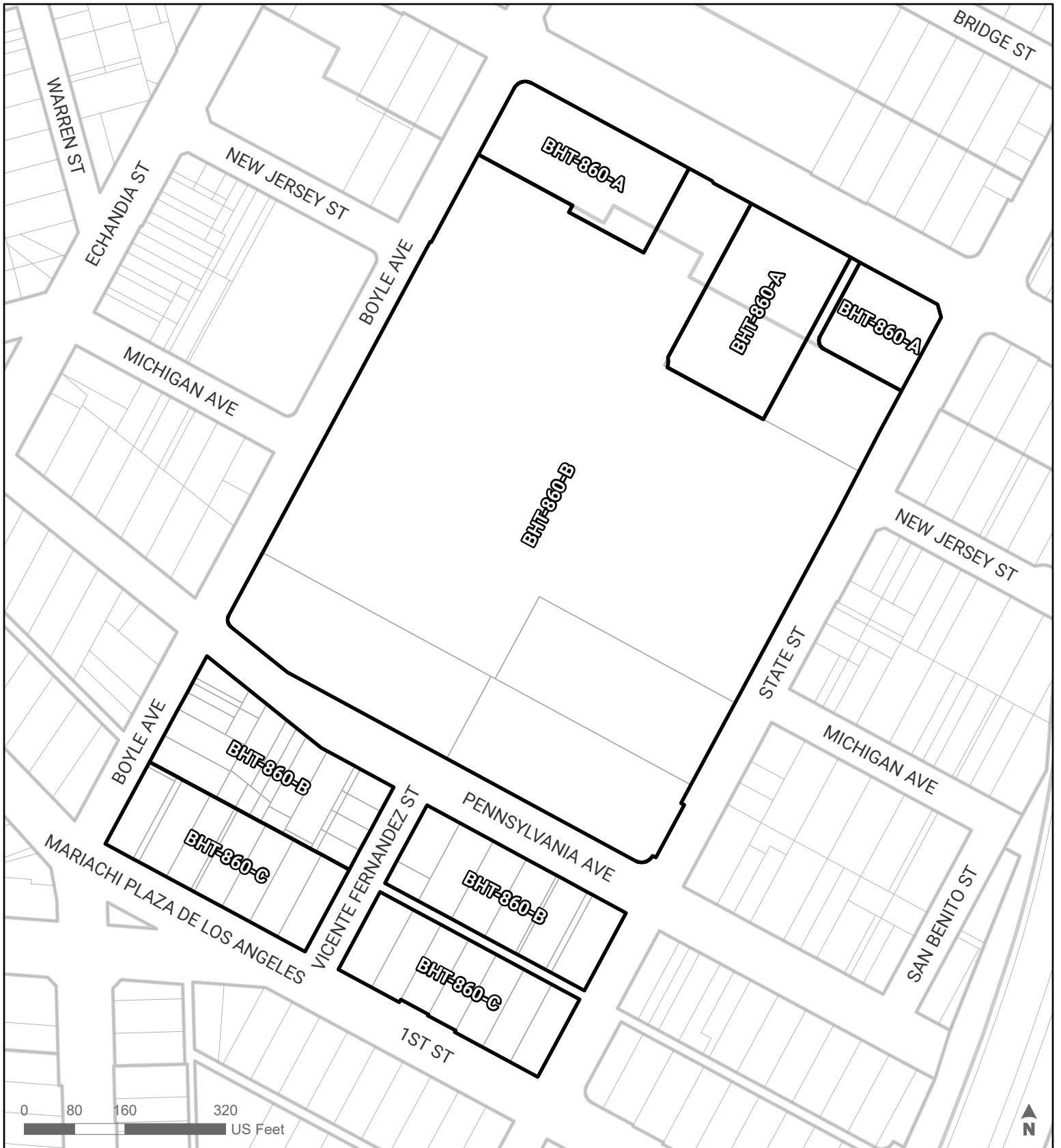
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 BHT-850-H, BHT-850-I, BHT-850-J

Section:

850

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

BHT-860-A, BHT-860-B, BHT-860-C

Section:

860

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS

SUBAREAS

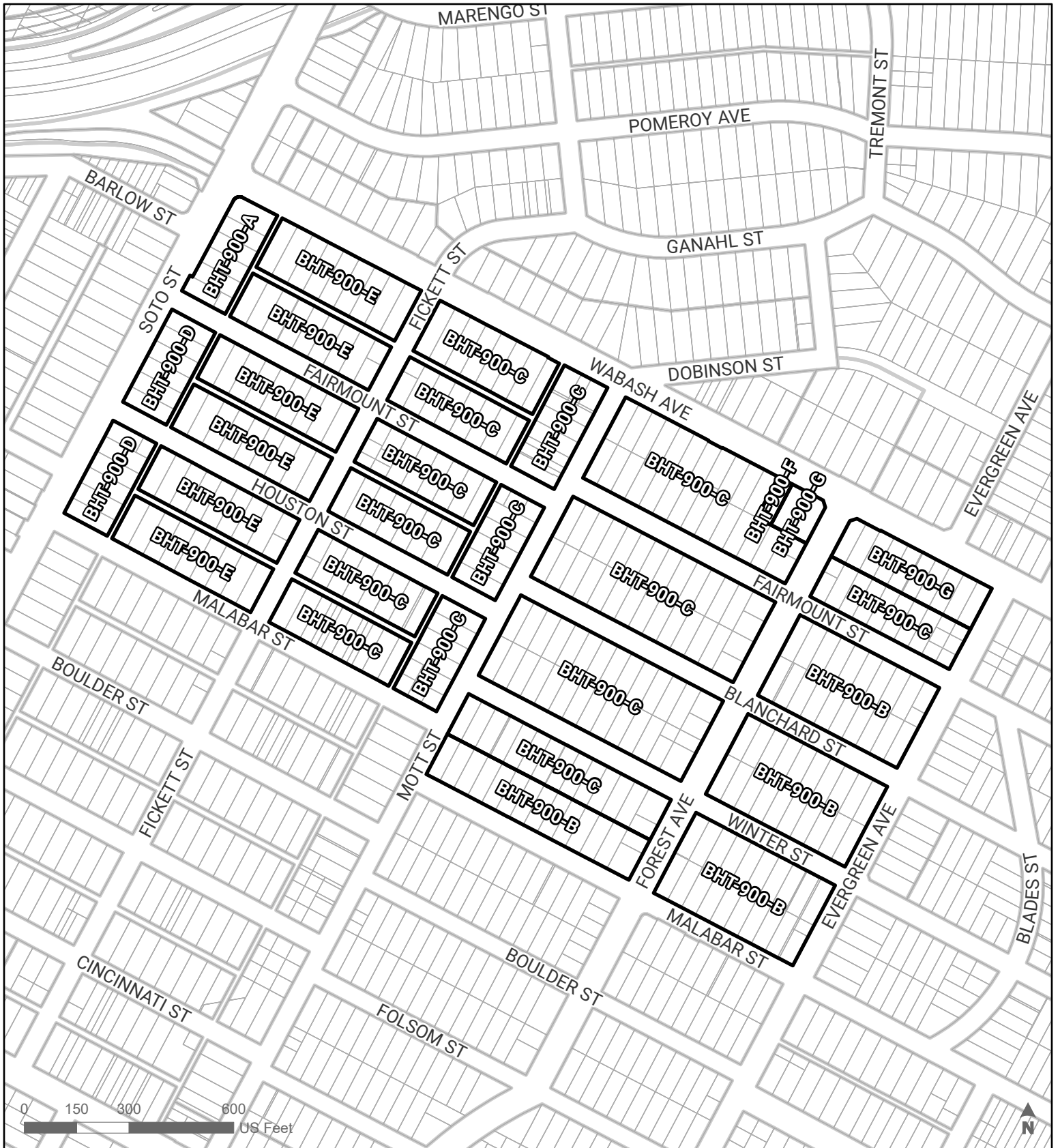
BHT-870-A, BHT-870-B, BHT-870-C, BHT-870-D

Section:

870

CPC-2016-2905-CPU

**Boyle Heights
Community Plan Area**



GPLU MAP AMENDMENTS
SUBAREAS

BHT-900-A, BHT-900-B, BHT-900-C, BHT-900-D, BHT-900-E, BHT-900-F, BHT-900-G

Section:

900

CPC-2016-2905-CPU

**Boyle Heights
 Community Plan Area**

General Plan Land Use Designations - Change Matrix

Subarea ID	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation
BHT-120-A	Heavy Manufacturing	Hybrid Industrial
BHT-120-B	Heavy Manufacturing	Light Industrial
BHT-120-C	Heavy Manufacturing	Public Facilities
BHT-120-D	Highway Oriented and Limited Commercial	Community Center
BHT-120-E	Light Manufacturing	Community Center
BHT-120-F	Light Manufacturing	Hybrid Industrial
BHT-120-G	Light Manufacturing	Public Facilities
BHT-120-H	Public Facilities	Public Facilities - Freeways
BHT-120-I	Public Facilities	Public Facilities - Freeways
BHT-150-A	Limited Manufacturing	Light Industrial
BHT-150-B	Public Facilities	Public Facilities - Freeways
BHT-150-C	Public Facilities	Public Facilities - Freeways
BHT-160-A	Heavy Manufacturing	Light Industrial
BHT-160-B	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-160-C	Highway Oriented and Limited Commercial	Public Facilities
BHT-160-D	Limited Manufacturing	Hybrid Industrial
BHT-160-E	Low Medium II Residential	Low Neighborhood Residential
BHT-160-F	Low Medium II Residential	Public Facilities
BHT-160-G	Medium Residential	Medium Residential
BHT-160-H	Medium Residential	Neighborhood Center
BHT-160-I	Medium Residential	Open Space
BHT-160-J	Neighborhood Office Commercial	Neighborhood Center
BHT-160-K	Public Facilities	Public Facilities - Freeways
BHT-160-L	Public Facilities	Public Facilities
BHT-160-M	Public Facilities	Public Facilities - Freeways
BHT-170-A	Heavy Manufacturing	Light Industrial
BHT-170-B	Heavy Manufacturing	Public Facilities
BHT-170-C	Light Manufacturing	Light Industrial
BHT-170-D	Public Facilities	Public Facilities - Freeways
BHT-170-E	Public Facilities	Light Industrial
BHT-170-F	Public Facilities	Public Facilities
BHT-170-G	Public Facilities	Public Facilities - Freeways
BHT-180-A	Heavy Manufacturing	Light Industrial
BHT-180-B	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-180-C	Light Manufacturing	Hybrid Industrial
BHT-180-D	Light Manufacturing	Light Industrial
BHT-180-E	Light Manufacturing	Public Facilities
BHT-180-F	Limited Manufacturing	Hybrid Industrial
BHT-180-G	Low Medium II Residential	Low Neighborhood Residential
BHT-180-H	Public Facilities	Public Facilities - Freeways
BHT-190-A	Heavy Manufacturing	Hybrid Industrial
BHT-190-B	Heavy Manufacturing	Light Industrial
BHT-190-C	Highway Oriented and Limited Commercial	Community Center
BHT-190-D	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-190-E	Light Manufacturing	Community Center
BHT-190-F	Light Manufacturing	Hybrid Industrial
BHT-190-G	Light Manufacturing	Public Facilities
BHT-190-H	Limited Manufacturing	Community Center
BHT-190-I	Limited Manufacturing	Hybrid Industrial
BHT-190-J	Low Medium I Residential	Low Neighborhood Residential
BHT-190-K	Low Medium II Residential	Low Neighborhood Residential

Subarea ID	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation
BHT-190-L	Medium Residential	Medium Residential
BHT-190-M	Open Space	Open Space
BHT-190-N	Public Facilities	Public Facilities - Freeways
BHT-190-O	Public Facilities	Public Facilities - Freeways
BHT-270-A	Heavy Manufacturing	Industrial
BHT-270-B	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-270-C	Light Manufacturing	Industrial
BHT-270-D	Light Manufacturing	Light Industrial
BHT-270-E	Limited Manufacturing	Neighborhood Center
BHT-270-F	Low Medium I Residential	Low Neighborhood Residential
BHT-290-A	Highway Oriented and Limited Commercial	Community Center
BHT-290-B	Low Medium I Residential	Low Neighborhood Residential
BHT-290-C	Low Medium II Residential	Low Neighborhood Residential
BHT-290-D	Open Space	Open Space
BHT-290-E	Public Facilities	Public Facilities - Freeways
BHT-290-F	Public Facilities	Public Facilities - Freeways
BHT-300-A	Highway Oriented and Limited Commercial	Low Neighborhood Residential
BHT-300-B	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-300-C	Limited Manufacturing	Neighborhood Center
BHT-300-D	Low Medium I Residential	Low Neighborhood Residential
BHT-300-E	Low Medium I Residential	Neighborhood Center
BHT-300-F	Public Facilities	Public Facilities - Freeways
BHT-300-G	Public Facilities	Public Facilities - Freeways
BHT-310-A	Heavy Manufacturing	Industrial
BHT-330-A	Heavy Manufacturing	Industrial
BHT-340-A	Heavy Manufacturing	Light Industrial
BHT-340-B	Light Manufacturing	Community Center
BHT-340-C	Regional Center Commercial	Community Center
BHT-340-D	Regional Center Commercial	Light Industrial
BHT-350-A	Heavy Manufacturing	Industrial
BHT-360-A	--	Public Facilities - Freeways
BHT-360-B	Low Medium II Residential	Low Medium Residential
BHT-360-C	Low Medium II Residential	Medium Residential
BHT-360-D	Medium Residential	Medium Residential
BHT-360-E	Medium Residential	Neighborhood Center
BHT-360-F	Neighborhood Office Commercial	Neighborhood Center
BHT-360-G	Public Facilities	Public Facilities - Freeways
BHT-360-H	Public Facilities	Public Facilities - Freeways
BHT-370-A	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-370-B	Low Medium II Residential	Low Medium Residential
BHT-370-C	Low Medium II Residential	Low Neighborhood Residential
BHT-370-D	Low Medium II Residential	Neighborhood Center
BHT-370-E	Neighborhood Office Commercial	Neighborhood Center
BHT-370-F	Public Facilities	Public Facilities - Freeways
BHT-370-G	Public Facilities	Public Facilities
BHT-370-H	Public Facilities	Public Facilities - Freeways
BHT-380-A	--	Public Facilities - Freeways
BHT-380-B	Highway Oriented and Limited Commercial	Community Center
BHT-380-C	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-380-D	Highway Oriented and Limited Commercial	Public Facilities
BHT-380-E	Low Medium I Residential	Medium Residential
BHT-380-F	Low Medium II Residential	Low Neighborhood Residential
BHT-380-G	Low Medium II Residential	Medium Residential

Subarea ID	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation
BHT-380-H	Medium Residential	Low Neighborhood Residential
BHT-380-I	Neighborhood Office Commercial	Neighborhood Center
BHT-380-J	Public Facilities	Public Facilities - Freeways
BHT-380-K	Public Facilities	Public Facilities
BHT-380-L	Public Facilities	Public Facilities - Freeways
BHT-380-M	Regional Center Commercial	Neighborhood Center
BHT-390-A	Community Commercial	Community Center
BHT-390-B	Community Commercial	Medium Neighborhood Residential
BHT-390-C	Highway Oriented and Limited Commercial	Community Center
BHT-390-D	Highway Oriented and Limited Commercial	Public Facilities
BHT-390-E	Low Medium II Residential	Community Center
BHT-390-F	Low Medium II Residential	Medium Neighborhood Residential
BHT-390-G	Low Medium II Residential	Public Facilities
BHT-390-H	Medium Residential	Community Center
BHT-390-I	Medium Residential	Medium Neighborhood Residential
BHT-390-J	Medium Residential	Public Facilities
BHT-390-K	Public Facilities	Public Facilities
BHT-390-L	Regional Center Commercial	Community Center
BHT-390-M	Regional Center Commercial	Medium Neighborhood Residential
BHT-390-N	Regional Center Commercial	Neighborhood Center
BHT-400-A	Highway Oriented and Limited Commercial	Community Center
BHT-400-B	Low Medium I Residential	Low Neighborhood Residential
BHT-400-C	Low Medium I Residential	Neighborhood Center
BHT-400-D	Low Medium II Residential	Low Neighborhood Residential
BHT-400-E	Low Medium II Residential	Neighborhood Center
BHT-400-F	Low Residential	Low Residential
BHT-400-G	Neighborhood Office Commercial	Neighborhood Center
BHT-400-H	Open Space	Low Neighborhood Residential
BHT-400-I	Open Space	Public Facilities
BHT-400-J	Public Facilities	Public Facilities - Freeways
BHT-400-K	Public Facilities	Public Facilities
BHT-400-L	Public Facilities	Public Facilities - Freeways
BHT-410-A	Highway Oriented and Limited Commercial	Community Center
BHT-410-B	Low Medium I Residential	Low Neighborhood Residential
BHT-410-C	Low Medium II Residential	Low Neighborhood Residential
BHT-410-D	Public Facilities	Public Facilities
BHT-420-A	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-420-B	Low Medium I Residential	Low Neighborhood Residential
BHT-420-C	Low Medium II Residential	Neighborhood Center
BHT-420-D	Neighborhood Office Commercial	Low Neighborhood Residential
BHT-420-E	Open Space	Open Space
BHT-420-F	Public Facilities	Low Neighborhood Residential
BHT-420-G	Public Facilities	Public Facilities
BHT-430-A	Community Commercial	Community Center
BHT-430-B	Highway Oriented and Limited Commercial	Community Center
BHT-430-C	Highway Oriented and Limited Commercial	Low Neighborhood Residential
BHT-430-D	Low Medium II Residential	Community Center
BHT-430-E	Low Medium II Residential	Low Neighborhood Residential
BHT-430-F	Open Space	Open Space
BHT-440-A	Community Commercial	Community Center
BHT-440-B	Highway Oriented and Limited Commercial	Community Center
BHT-440-C	Low Medium I Residential	Community Center
BHT-440-D	Low Medium I Residential	Medium Neighborhood Residential

Subarea ID	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation
BHT-440-E	Public Facilities	Public Facilities
BHT-450-A	--	Public Facilities - Freeways
BHT-450-B	Highway Oriented and Limited Commercial	Community Center
BHT-450-C	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-450-D	Low Medium I Residential	Low Neighborhood Residential
BHT-450-E	Low Medium I Residential	Neighborhood Center
BHT-450-F	Public Facilities	Public Facilities - Freeways
BHT-450-G	Public Facilities	Public Facilities - Freeways
BHT-460-A	--	Public Facilities - Freeways
BHT-460-B	Highway Oriented and Limited Commercial	Low Residential
BHT-460-C	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-460-D	Low Residential	Low Residential
BHT-460-E	Public Facilities	Public Facilities - Freeways
BHT-460-F	Public Facilities	Public Facilities - Freeways
BHT-470-A	Public Facilities	Public Facilities - Freeways
BHT-470-B	Public Facilities	Public Facilities - Freeways
BHT-490-A	Low Medium I Residential	Low Neighborhood Residential
BHT-490-B	Low Medium II Residential	Low Neighborhood Residential
BHT-490-C	Low Medium II Residential	Neighborhood Center
BHT-490-D	Neighborhood Office Commercial	Neighborhood Center
BHT-500-A	Community Commercial	Medium Neighborhood Residential
BHT-500-B	Community Commercial	Neighborhood Center
BHT-500-C	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-500-D	Low Medium I Residential	Low Neighborhood Residential
BHT-500-E	Low Medium II Residential	Low Neighborhood Residential
BHT-500-F	Medium Residential	Community Center
BHT-500-G	Medium Residential	Medium Neighborhood Residential
BHT-500-H	Medium Residential	Neighborhood Center
BHT-500-I	Regional Center Commercial	Community Center
BHT-500-J	Regional Center Commercial	Neighborhood Center
BHT-510-A	Community Commercial	Medium Neighborhood Residential
BHT-510-B	Community Commercial	Neighborhood Center
BHT-510-C	Highway Oriented and Limited Commercial	Community Center
BHT-510-D	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-510-E	Low Medium I Residential	Low Neighborhood Residential
BHT-510-F	Low Medium I Residential	Neighborhood Center
BHT-510-G	Low Medium II Residential	Community Center
BHT-510-H	Low Medium II Residential	Medium Neighborhood Residential
BHT-510-I	Low Medium II Residential	Neighborhood Center
BHT-510-J	Medium Residential	Community Center
BHT-510-K	Medium Residential	Medium Neighborhood Residential
BHT-510-L	Medium Residential	Open Space
BHT-510-M	Regional Center Commercial	Neighborhood Center
BHT-520-A	Open Space	Open Space
BHT-520-B	Open Space	Public Facilities
BHT-530-A	Highway Oriented and Limited Commercial	Community Center
BHT-530-B	Low Medium I Residential	Low Neighborhood Residential
BHT-530-C	Low Medium II Residential	Community Center
BHT-530-D	Low Medium II Residential	Low Neighborhood Residential
BHT-530-E	Open Space	Open Space
BHT-530-F	Public Facilities	Public Facilities - Freeways
BHT-530-G	Public Facilities	Public Facilities
BHT-530-H	Public Facilities	Public Facilities - Freeways

Subarea ID	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation
BHT-540-A	--	Public Facilities - Freeways
BHT-540-B	Highway Oriented and Limited Commercial	Community Center
BHT-540-C	Low Medium I Residential	Low Neighborhood Residential
BHT-540-D	Public Facilities	Public Facilities - Freeways
BHT-540-E	Public Facilities	Public Facilities - Freeways
BHT-550-A	Highway Oriented and Limited Commercial	Community Center
BHT-550-B	Highway Oriented and Limited Commercial	Medium Neighborhood Residential
BHT-550-C	Highway Oriented and Limited Commercial	Public Facilities
BHT-550-D	Low Medium II Residential	Community Center
BHT-550-E	Low Medium II Residential	Medium Neighborhood Residential
BHT-550-F	Low Medium II Residential	Neighborhood Center
BHT-550-G	Low Medium II Residential	Public Facilities
BHT-550-H	Neighborhood Office Commercial	Community Center
BHT-550-I	Public Facilities	Public Facilities
BHT-560-A	Highway Oriented and Limited Commercial	Community Center
BHT-560-B	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-560-C	Low Medium II Residential	Low Neighborhood Residential
BHT-560-D	Low Medium II Residential	Neighborhood Center
BHT-560-E	Public Facilities	Public Facilities - Freeways
BHT-560-F	Public Facilities	Public Facilities
BHT-560-G	Public Facilities	Public Facilities - Freeways
BHT-570-A	Heavy Manufacturing	Industrial
BHT-580-A	Heavy Manufacturing	Industrial
BHT-580-B	Highway Oriented and Limited Commercial	Community Center
BHT-580-C	Highway Oriented and Limited Commercial	Public Facilities
BHT-580-D	Light Manufacturing	Community Center
BHT-580-E	Light Manufacturing	Industrial
BHT-580-F	Limited Manufacturing	Light Industrial
BHT-580-G	Low Medium II Residential	Low Neighborhood Residential
BHT-580-H	Open Space	Open Space
BHT-580-I	Public Facilities	Public Facilities
BHT-580-J	Regional Center Commercial	Community Center
BHT-580-K	Regional Center Commercial	Public Facilities
BHT-590-A	Heavy Manufacturing	Light Industrial
BHT-590-B	Light Manufacturing	Community Center
BHT-590-C	Light Manufacturing	Light Industrial
BHT-590-D	Public Facilities	Public Facilities - Freeways
BHT-590-E	Public Facilities	Public Facilities - Freeways
BHT-590-F	Regional Center Commercial	Community Center
BHT-600-A	Highway Oriented and Limited Commercial	Community Center
BHT-600-B	Highway Oriented and Limited Commercial	Low Neighborhood Residential
BHT-600-C	Low Medium I Residential	Low Neighborhood Residential
BHT-600-D	Low Medium II Residential	Low Neighborhood Residential
BHT-600-E	Neighborhood Office Commercial	Community Center
BHT-600-F	Open Space	Public Facilities
BHT-600-G	Public Facilities	Public Facilities - Freeways
BHT-600-H	Public Facilities	Public Facilities - Freeways
BHT-610-A	--	Public Facilities - Freeways
BHT-610-B	Light Manufacturing	Light Industrial
BHT-610-C	Public Facilities	Public Facilities - Freeways
BHT-610-D	Public Facilities	Public Facilities - Freeways
BHT-620-A	Highway Oriented and Limited Commercial	Community Center
BHT-620-B	Light Manufacturing	Community Center

Subarea ID	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation
BHT-620-C	Light Manufacturing	Neighborhood Center
BHT-620-D	Low Medium I Residential	Low Neighborhood Residential
BHT-620-E	Low Medium II Residential	Low Neighborhood Residential
BHT-620-F	Public Facilities	Public Facilities - Freeways
BHT-620-G	Public Facilities	Public Facilities - Freeways
BHT-630-A	--	Public Facilities - Freeways
BHT-630-B	Highway Oriented and Limited Commercial	Community Center
BHT-630-C	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-630-D	Low Medium I Residential	Low Neighborhood Residential
BHT-630-E	Low Medium II Residential	Low Neighborhood Residential
BHT-630-F	Public Facilities	Public Facilities - Freeways
BHT-630-G	Public Facilities	Public Facilities - Freeways
BHT-640-A	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-640-B	Low Medium I Residential	Low Neighborhood Residential
BHT-640-C	Low Medium II Residential	Low Neighborhood Residential
BHT-640-D	Public Facilities	Public Facilities - Freeways
BHT-640-E	Public Facilities	Public Facilities - Freeways
BHT-650-A	Highway Oriented and Limited Commercial	Community Center
BHT-650-B	Low Medium II Residential	Low Neighborhood Residential
BHT-650-C	Public Facilities	Public Facilities
BHT-660-A	Highway Oriented and Limited Commercial	Community Center
BHT-660-B	Low Medium I Residential	Community Center
BHT-660-C	Low Medium I Residential	Low Neighborhood Residential
BHT-660-D	Low Medium II Residential	Low Neighborhood Residential
BHT-660-E	Public Facilities	Public Facilities
BHT-670-A	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-670-B	Low Medium I Residential	Low Neighborhood Residential
BHT-670-C	Low Medium I Residential	Neighborhood Center
BHT-670-D	Low Medium II Residential	Low Neighborhood Residential
BHT-670-E	Low Medium II Residential	Medium Neighborhood Residential
BHT-670-F	Low Medium II Residential	Neighborhood Center
BHT-670-G	Neighborhood Office Commercial	Community Center
BHT-670-H	Public Facilities	Public Facilities
BHT-680-A	Highway Oriented and Limited Commercial	Community Center
BHT-680-B	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-680-C	Low Medium I Residential	Community Center
BHT-680-D	Low Medium I Residential	Low Neighborhood Residential
BHT-680-E	Low Medium I Residential	Medium Neighborhood Residential
BHT-680-F	Low Medium I Residential	Neighborhood Center
BHT-680-G	Low Medium II Residential	Community Center
BHT-680-H	Low Medium II Residential	Low Neighborhood Residential
BHT-680-I	Low Medium II Residential	Medium Neighborhood Residential
BHT-680-J	Neighborhood Office Commercial	Community Center
BHT-680-K	Neighborhood Office Commercial	Neighborhood Center
BHT-680-L	Open Space	Open Space
BHT-680-M	Public Facilities	Public Facilities
BHT-690-A	Highway Oriented and Limited Commercial	Community Center
BHT-690-B	Low Medium II Residential	Community Center
BHT-690-C	Low Medium II Residential	Low Medium Residential
BHT-690-D	Low Medium II Residential	Low Neighborhood Residential
BHT-690-E	Low Medium II Residential	Medium Neighborhood Residential
BHT-690-F	Low Medium II Residential	Neighborhood Center
BHT-690-G	Neighborhood Office Commercial	Community Center

Subarea ID	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation
BHT-690-H	Neighborhood Office Commercial	Neighborhood Center
BHT-690-I	Open Space	Open Space
BHT-690-J	Open Space	Public Facilities - Freeways
BHT-690-K	Public Facilities	Public Facilities - Freeways
BHT-690-L	Public Facilities	Public Facilities - Freeways
BHT-700-A	--	Public Facilities - Freeways
BHT-700-B	Highway Oriented and Limited Commercial	Medium Residential
BHT-700-C	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-700-D	Highway Oriented Commercial	Light Industrial
BHT-700-E	Low Medium I Residential	Low Medium Residential
BHT-700-F	Medium Residential	Community Center
BHT-700-G	Medium Residential	Low Neighborhood Residential
BHT-700-H	Medium Residential	Medium Residential
BHT-700-I	Public Facilities	Public Facilities - Freeways
BHT-700-J	Public Facilities	Public Facilities - Freeways
BHT-710-A	Highway Oriented and Limited Commercial	Community Center
BHT-710-B	Low Medium I Residential	Low Neighborhood Residential
BHT-710-C	Low Medium II Residential	Low Neighborhood Residential
BHT-710-D	Low Medium II Residential	Neighborhood Center
BHT-710-E	Neighborhood Office Commercial	Neighborhood Center
BHT-710-F	Public Facilities	Public Facilities - Freeways
BHT-710-G	Public Facilities	Public Facilities - Freeways
BHT-720-A	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-720-B	Highway Oriented and Limited Commercial	Public Facilities
BHT-720-C	Low Medium I Residential	Low Neighborhood Residential
BHT-720-D	Public Facilities	Public Facilities - Freeways
BHT-730-A	Commercial Manufacturing	Neighborhood Center
BHT-730-B	Limited Manufacturing	Neighborhood Center
BHT-730-C	Low Medium I Residential	Low Neighborhood Residential
BHT-740-A	Commercial Manufacturing	Neighborhood Center
BHT-740-B	Heavy Manufacturing	Industrial
BHT-740-C	Heavy Manufacturing	Light Industrial
BHT-740-D	Light Manufacturing	Industrial
BHT-740-E	Light Manufacturing	Light Industrial
BHT-740-F	Low Medium II Residential	Low Neighborhood Residential
BHT-750-A	--	Public Facilities - Freeways
BHT-750-B	Highway Oriented and Limited Commercial	Community Center
BHT-750-C	Low Medium I Residential	Low Neighborhood Residential
BHT-750-D	Low Medium II Residential	Neighborhood Center
BHT-750-E	Open Space	Open Space
BHT-750-F	Public Facilities	Public Facilities - Freeways
BHT-750-G	Public Facilities	Public Facilities
BHT-750-H	Public Facilities	Public Facilities - Freeways
BHT-760-A	Heavy Manufacturing	Industrial
BHT-760-B	Light Manufacturing	Industrial
BHT-760-C	Light Manufacturing	Light Industrial
BHT-760-D	Public Facilities	Public Facilities
BHT-770-A	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-770-B	Low Medium I Residential	Low Neighborhood Residential
BHT-770-C	Low Medium I Residential	Neighborhood Center
BHT-770-D	Low Medium II Residential	Neighborhood Center
BHT-780-A	Highway Oriented and Limited Commercial	Low Neighborhood Residential
BHT-780-B	Highway Oriented and Limited Commercial	Neighborhood Center

Subarea ID	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation
BHT-780-C	Low Medium I Residential	Low Neighborhood Residential
BHT-780-D	Low Medium I Residential	Neighborhood Center
BHT-780-E	Low Medium II Residential	Low Neighborhood Residential
BHT-790-A	Public Facilities	Public Facilities - Freeways
BHT-790-B	Public Facilities	Public Facilities - Freeways
BHT-800-A	Heavy Manufacturing	Industrial
BHT-800-B	Light Manufacturing	Industrial
BHT-800-C	Limited Manufacturing	Industrial
BHT-800-D	Public Facilities	Public Facilities - Freeways
BHT-800-E	Public Facilities	Public Facilities - Freeways
BHT-810-A	Community Commercial	Neighborhood Center
BHT-810-B	Highway Oriented and Limited Commercial	Community Center
BHT-810-C	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-810-D	Low Medium I Residential	Low Neighborhood Residential
BHT-810-E	Low Medium II Residential	Low Neighborhood Residential
BHT-810-F	Medium Residential	Community Center
BHT-810-G	Medium Residential	Low Neighborhood Residential
BHT-810-H	Medium Residential	Neighborhood Center
BHT-810-I	Open Space	Low Neighborhood Residential
BHT-810-J	Open Space	Neighborhood Center
BHT-810-K	Open Space	Open Space
BHT-810-L	Public Facilities	Public Facilities - Freeways
BHT-810-M	Public Facilities	Public Facilities
BHT-810-N	Public Facilities	Public Facilities - Freeways
BHT-810-O	Regional Center Commercial	Community Center
BHT-810-P	Regional Center Commercial	Neighborhood Center
BHT-810-Q	Regional Center Commercial	Public Facilities
BHT-820-A	Highway Oriented and Limited Commercial	Community Center
BHT-820-B	Highway Oriented and Limited Commercial	Low Neighborhood Residential
BHT-820-C	Highway Oriented and Limited Commercial	Medium Neighborhood Residential
BHT-820-D	Highway Oriented and Limited Commercial	Public Facilities
BHT-820-E	Medium Residential	Low Neighborhood Residential
BHT-820-F	Open Space	Public Facilities
BHT-820-G	Public Facilities	Public Facilities - Freeways
BHT-820-H	Public Facilities	Public Facilities
BHT-820-I	Public Facilities	Public Facilities - Freeways
BHT-830-A	Highway Oriented and Limited Commercial	Community Center
BHT-830-B	Limited Manufacturing	Light Industrial
BHT-830-C	Limited Manufacturing	Public Facilities
BHT-830-D	Limited Manufacturing	Public Facilities - Freeways
BHT-830-E	Low Residential	Low Neighborhood Residential
BHT-830-F	Medium Residential	Community Center
BHT-830-G	Medium Residential	Low Neighborhood Residential
BHT-830-H	Medium Residential	Medium Neighborhood Residential
BHT-830-I	Public Facilities	Public Facilities - Freeways
BHT-830-J	Public Facilities	Public Facilities
BHT-830-K	Public Facilities	Public Facilities - Freeways
BHT-850-A	--	Public Facilities - Freeways
BHT-850-B	Highway Oriented and Limited Commercial	Community Center
BHT-850-C	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-850-D	Low Medium I Residential	Low Medium Residential
BHT-850-E	Low Medium II Residential	Low Medium Residential
BHT-850-F	Medium Residential	Low Medium Residential

Subarea ID	Existing General Plan Land Use Designation	Proposed General Plan Land Use Designation
BHT-850-G	Open Space	Open Space
BHT-850-H	Public Facilities	Public Facilities - Freeways
BHT-850-I	Public Facilities	Public Facilities
BHT-850-J	Public Facilities	Public Facilities - Freeways
BHT-860-A	Highway Oriented and Limited Commercial	Community Center
BHT-860-B	Low Medium II Residential	Community Center
BHT-860-C	Neighborhood Office Commercial	Community Center
BHT-870-A	Highway Oriented and Limited Commercial	Neighborhood Center
BHT-870-B	Highway Oriented Commercial	Neighborhood Center
BHT-870-C	Low Medium II Residential	Low Medium Residential
BHT-870-D	Low Medium II Residential	Neighborhood Center
BHT-880-A	Public Facilities	Public Facilities - Freeways
BHT-890-A	Public Facilities	Public Facilities - Freeways
BHT-890-B	Public Facilities	Public Facilities - Freeways
BHT-900-A	Highway Oriented and Limited Commercial	Community Center
BHT-900-B	Low Medium I Residential	Low Neighborhood Residential
BHT-900-C	Low Medium II Residential	Low Neighborhood Residential
BHT-900-D	Medium Residential	Community Center
BHT-900-E	Medium Residential	Medium Neighborhood Residential
BHT-900-F	Neighborhood Office Commercial	Low Neighborhood Residential
BHT-900-G	Neighborhood Office Commercial	Neighborhood Center

EXHIBIT B.1:

Full Community Plan Text

CPC-2016-2905-CPU-M1

For reference by the City Planning Commission

January 11, 2024

Los Angeles City Planning

BOYLE HEIGHTS Community Plan

Approved by the City Planning Commission April 20, 2023

CPC-2016-2905-CPU; ENV-2016-2906-EIR

CPC Recommended Draft August 2023

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Chapter 1

INTRODUCTION & COMMUNITY PROFILE

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READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan Land Use Map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action.

Goals

A goal is a statement that describes a desired future condition or “end” state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g., LU 1).

Policies

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU 1.1).

Programs

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 5 contains a list of all the Community Plan’s implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

PLAN VISION

The Boyle Heights community was built by generations of immigrants, fostering a sense of pride in the work ethic, rich cultural identity, and community activism of those who call it home.

Boyle Heights is a historic and cultural treasure with a diverse local economy that has the potential to bring prosperity and opportunity to current residents and to future generations.

Building upon its distinctive, pedestrian friendly, traditional neighborhood character, this community envisions a plan that is supportive of environmental quality, economic vitality, and urban design that promotes neighborhoods that are safe for all users.



BACKGROUND AND RELATIONSHIP TO OTHER PLANS

The Boyle Heights Community Plan constitutes one of thirty-four plans that comprise the City’s General Plan Land Use Element. Including a number of elements, such as Framework, Mobility, Open Space, and Safety, the General Plan is the City’s fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City regarding the use of land, the design and character of buildings and open spaces, the conservation of existing housing and contextual infill of new housing, and the provision of supporting infrastructure are guided by the General Plan Land Use Element.

In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that guides how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements. The Framework is focused around seven guiding principles: grow strategically; conserve existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

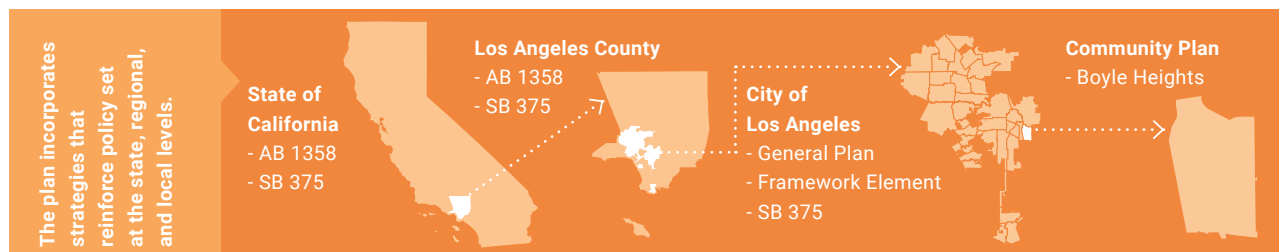
The development pattern described in the Framework Element provides direction and guidance for the city as a whole, as well as in neighborhoods such as Boyle Heights. Framework’s growth strategy for Boyle Heights is focused around transit and established mixed-use boulevards while maintaining the stability of residential neighborhoods. The Boyle Heights Community Plan includes large portions of the region’s industrial core along its western and southern borders, which will continue to be prioritized for jobs and industry, while

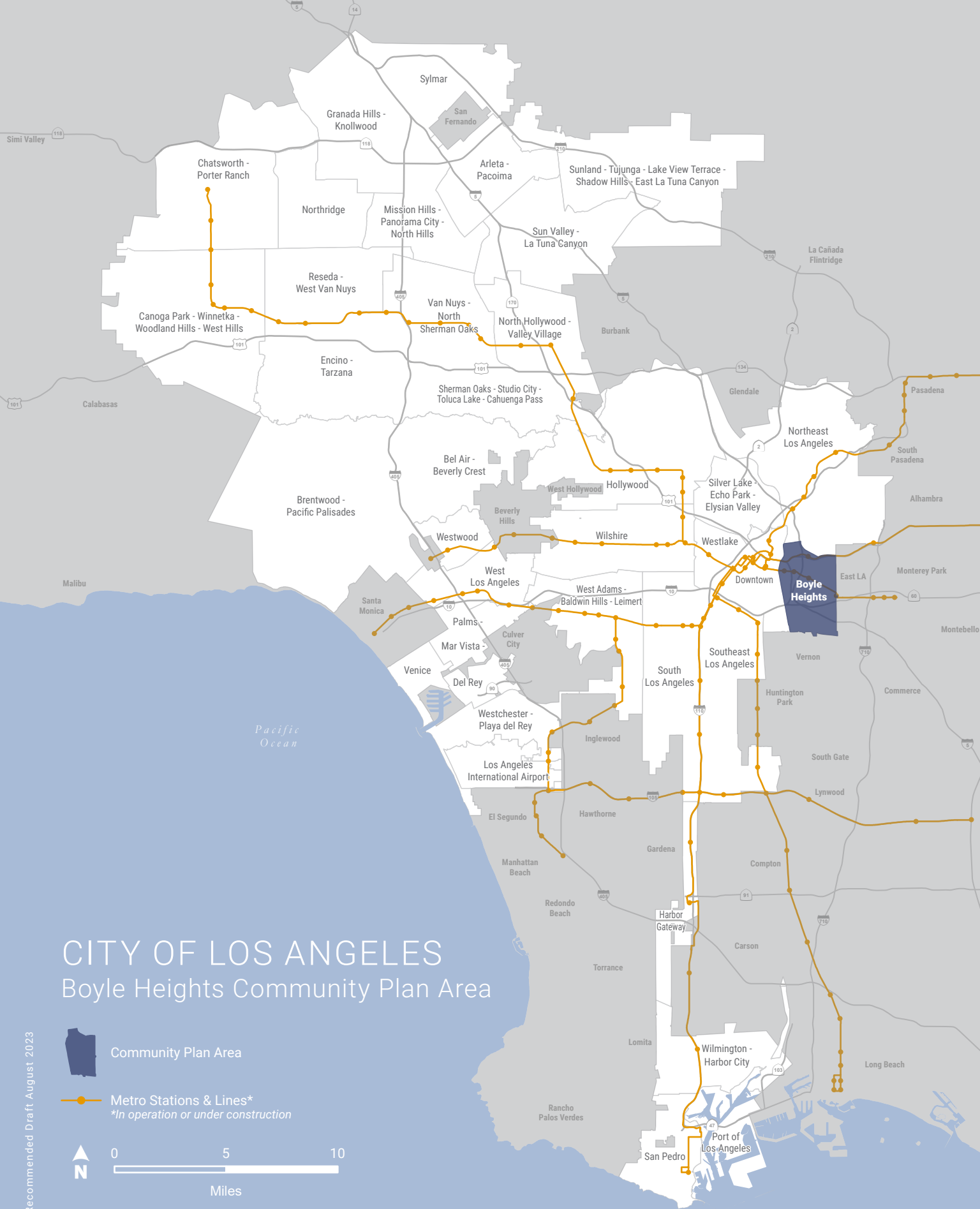
ensuring compatibility with adjacent neighborhoods. Appendix A of this document includes further discussion regarding the relationship between the Boyle Heights Community Plan and the City’s General Plan.

California state legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities. Emission reduction is achieved through strategic infill development near transit and jobs, reducing the number of vehicle miles traveled. This Plan increases mobility options by planning for more jobs, housing, and amenities near transportation resources and each other, improving mobility options for residents to access jobs or visit family, while reducing reliance on single-occupant automobiles.



The Community Plan’s importance lies in its ability to shape positive community change and provide guidance that results in equitable and sustainable land uses that balances the physical character and social urban fabric of the community with citywide policies and regional initiatives. Development of the Boyle Heights Community Plan was a multi-year collaborative effort with broad public participation from community stakeholders. The input received through workshops, focus groups, office hours, and collaboration with community-based organizations and the Neighborhood Council served as the policy foundation for the Plan.

Overall, the Plan guides future growth toward the most transit-served areas, directing development away from residential neighborhoods to achieve and balance regional sustainability goals and neighborhood stability.





CITY OF LOS ANGELES Boyle Heights Community Plan Area

-  Community Plan Area
-  Metro Stations & Lines*
**In operation or under construction*



COMMUNITY PROFILE

As one of the City's earliest suburbs, Boyle Heights has a long and rich history of accommodating generations of immigrants who in-turn have built successful businesses and resilient neighborhoods. Boyle Heights today is a predominantly residential community, supported by vibrant commercial corridors and industrial districts. The majority of households include children, which makes schools, recreational facilities, and safe streets an important part of the lives of residents. While 26%

of residents are homeowners, the majority of residents are renters and are especially affected by the changing dynamics of the housing market that often result in gentrification and displacement. The local economy is primarily driven by small businesses in the form of retail and services for residents, as well as wholesale and distribution tied to the regional economy.

BOYLE HEIGHTS TODAY:

IS A MAJORITY RENTERS

74% of total occupied units are renter occupied

26% of total occupied units are owner occupied

CONTAINS OLDER HOUSING STOCK

42% of buildings were built before 1940

71% of all multi-unit housing was built before 1978

HAS A VARIETY OF EMPLOYMENT INDUSTRIES

34% Manufacturing, Transportation, Warehousing

28% Health Care and Social Assistance

16% Retail, Food Services

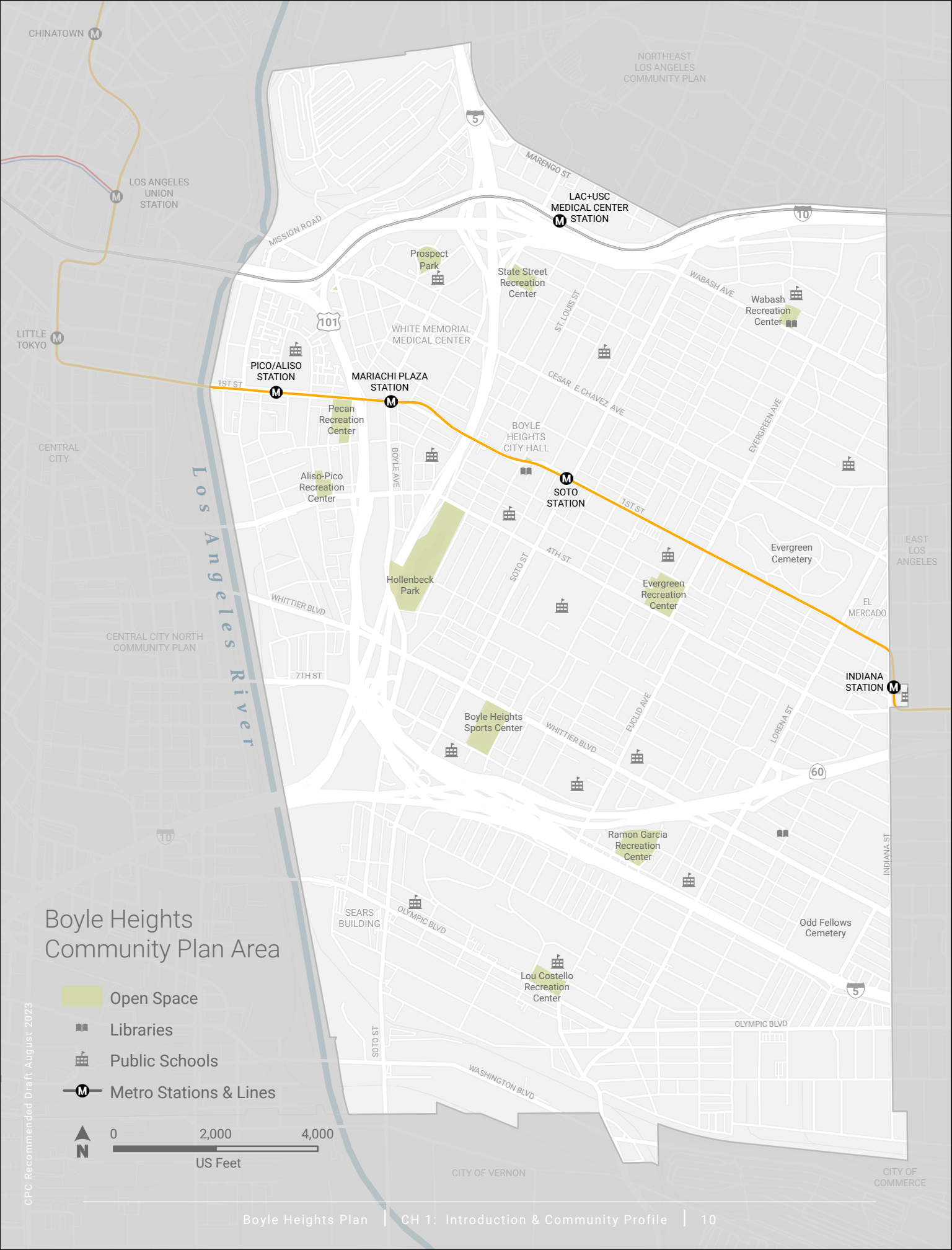
3% Professional, Scientific, Administrative, and Technical Services

8% Education Services

4% Management and Administration

8% Other Industries

Please note: statistics are during time of plan update



Boyle Heights Community Plan Area

- Open Space
- Libraries
- Public Schools
- M Metro Stations & Lines



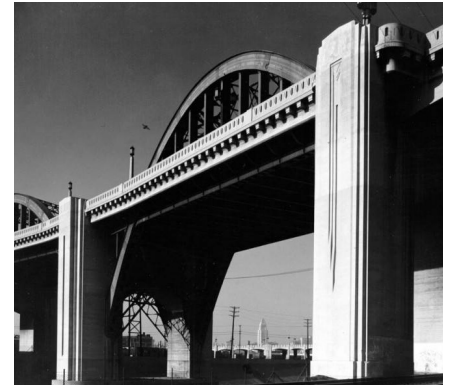
CPC Recommended Draft August 2023

HISTORIC DEVELOPMENT PATTERNS

1870s–1900s

1920s - 1940s

1920s–1940s



View looking west on 1st Street at Boyle Avenue (ca. 1895), California State Library Image Archive

Boyle Heights "Temporary Home", Jewish Museum of the American West

Historic 6th Street Bridge, Los Angeles Public Library

- First bridges and cable railway lines built across the LA River
- Early land subdivisions establish Boyle Heights as a residential suburb
- Development of early commercial districts along First Street, Brooklyn Avenue (now Cesar E. Chavez), and Stephenson Avenue (now Whittier Boulevard)

- Due to the absence of racially restrictive covenants, Boyle Heights becomes an important community for African Americans and for immigrants arriving to the City
- In 1939 federally sponsored Home Owner's Loan Corp (HOLC) redlined the neighborhood, creating an enduring legacy of disinvestment
- Los Angeles was the center of "Mexican Repatriation," where mass deportations of anywhere from 400,000 to 2,000,000 Mexicans and Mexican-Americans took place between 1929 and 1936
- During World War II, the forced removal and incarceration of more than 100,000 ethnic Japanese, most of which were U.S. citizens, displaced and devastated communities in Los Angeles and throughout the West Coast

- Streetcars are the primary form of urban transportation
- Major industrial expansion modernizes rail facilities, as well as factory and warehouse districts along the River and south of Olympic Blvd.
- Wyvernwood is constructed as workforce housing to support this expansion
- The Army Corp of Engineers channelizes the LA River

1940s–1960s



Estrada Courts Housing Project, Housing Authority of the City of Los Angeles, California

1970s–1980s



Store in Boyle Heights (ca. 1986), Los Angeles Public Library

1990s–2010s



E Line at Pico/Aliso Station, Allen J. Schaben / Los Angeles Times

- The Federal public housing program builds Pico Aliso, Pico Gardens, and Estrada Courts
- Thousands of residents are displaced and parts of neighborhoods demolished for the construction of the regional freeway system and East LA interchange
- Streetcar lines are converted to bus lines
- Students protest inequalities in the public education system and call for improved facilities and culturally relevant school curriculum during the East LA Chicano Student Walkouts or “Blowouts”

- Economic conditions and civil unrest in Mexico and Central America lead to increased immigration to Los Angeles, and Boyle Heights remains an important location that allows for new immigrants to connect with established networks
- Regional suburbanization results in disinvestment in older neighborhoods

- The demolition of Aliso Village and Pico Gardens public housing for redevelopment through the Federal Hope VI program leads to displacement of over 3,000 residents
- Felicitas & Gonzalo Mendez High School built
- Development shifts to infill development in older urbanized areas of the city
- Gold Line Eastside extension opens in Boyle Heights, increasing development interests along with increased displacement and gentrification pressures
- Exide Technologies battery recycling plant in neighboring City of Vernon closes
- Revitalization of Downtown LA leads to growing concerns over gentrification and displacement in Boyle Heights
- The Clean Up Green Up (CUGU) Ordinance, an environmental justice policy that established “green zones” in Boyle Heights, Pacoima, and Wilmington, is adopted

**This is not an exhaustive list of key moments that have shaped the cultural landscape and built environment in Boyle Heights.*

GUIDING PRINCIPLES

The following core themes and principles represent ongoing guidance for the Boyle Heights Community Plan.



PROMOTE HOUSING AFFORDABILITY

- Increase housing opportunities around transit
- Encourage residential infill that contributes to the affordable housing supply
- Safeguard existing households against displacement

PROMOTE VIBRANT NEIGHBORHOOD AND COMMERCIAL DISTRICTS

- Create transit corridors that are accessible to all users
- Provide a mix of housing, jobs, and services that embrace and enhance community identity
- Encourage high quality design and contextual transitions to residential neighborhoods
- Strengthen and support existing businesses in commercial corridors

PRESERVE AND CELEBRATE BOYLE HEIGHTS' CULTURAL HERITAGE

- Ensure that new development enhances the cultural identity of the neighborhood and respects the multi-faceted history of Boyle Heights
- Encourage and preserve existing business uses that serve residents' daily needs
- Preserve sites with identified historic significance



**FOSTER A THRIVING, HEALTHY,
AND SUSTAINABLE COMMUNITY**

- Mitigate and limit the impacts of air pollution from car traffic and noxious uses that are detrimental to the health and welfare of the community
- Integrate neighborhood serving uses into the neighborhood fabric
- Treat the Los Angeles River as a community amenity

**PRESERVE INDUSTRIAL LAND
FOR ECONOMIC STABILITY**

- Prioritize industrial land for uses that support the regional economy and local jobs
- Prevent health impacts to local communities through the location and design of industrial land uses
- Improve land use compatibility by creating buffers and better transitions between intense uses and sensitive uses, such as residential neighborhoods

**CREATE A NETWORK OF SAFE
AND ACCESSIBLE STREETS**

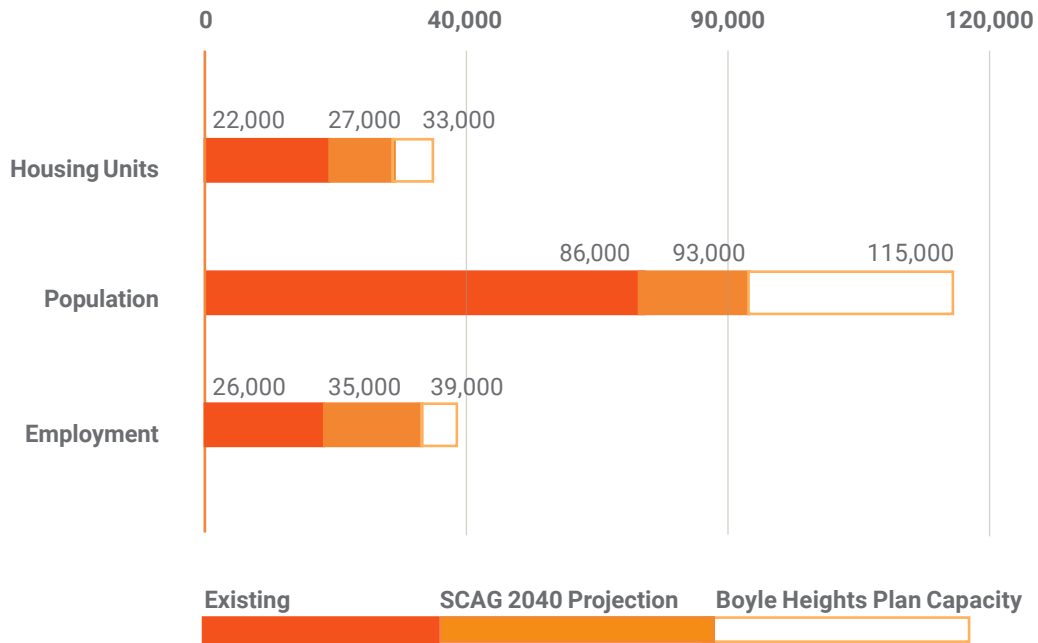
- Prioritize safety for all users of the street and public realm
- Expand transit service
- Improve bike infrastructure

TRENDS AND PROJECTIONS

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region’s anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region.

The City must then accommodate, or create the “capacity” for these projected levels of population, housing, and employment through its Community Plans. SCAG’s 2040 population and housing forecasts for Los Angeles’ Community Plan Areas are based on several factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*



*Plan capacity is the reasonable expected development anticipated to occur as a result of the Plan by the Plan’s horizon year.

GENERAL PLAN LAND USE DESIGNATIONS

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The proposed General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, density, and typical uses that characterize an area, contributing to its identity and sense of place.

Description

216

Net Acres

7%

of Plan Area



Community Center

Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form is Low Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density allowed is 1 unit per 400 square feet of lot area.

141

Net Acres

5%

of Plan Area



Neighborhood Center

Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form is Low Rise and is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per 800 square feet of lot area to 1 unit per 400 square feet of lot area.

108

Net Acres

4%

of Plan Area



Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form ranges from Very Low Rise to Low Rise, and buildings are typically oriented toward the street. The residential density ranges from 1 unit per 800 square feet of lot area to 1 unit per 600 square feet of lot area.

46

Net Acres

2%

of Plan Area



Medium Residential

Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain Residential Use Districts. The building form is Very Low Rise. The residential density allowed is 1 unit per 800 square feet of lot area.

Description

934

Net Acres

31%

of Plan Area



Low Neighborhood Residential

Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Very Low Rise and buildings are typically oriented towards the street. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

71

Net Acres

2%

of Plan Area



Low Medium Residential

Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form is Very Low Rise. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.

22

Net Acres

<1%

of Plan Area



Low Residential

Low Residential areas provide single unit housing, typically set away from centers of activity. The building form is Very Low Rise. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot.

271

Net Acres

9%

of Plan Area



Light Industrial

Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The building form is Very Low Rise, and the site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Housing is generally not permitted in Light Industrial areas but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.

456

Net Acres

15%

of Plan Area



Industrial

Industrial areas are centers of industrial activity while serving as a regional jobs base. The building form is Very Low Rise. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, and mining. The Industrial designation does not allow residential uses.

Description

136

Net Acres

5%

of Plan Area



Open Space

Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation does not allow residential uses.

215

Net Acres

7%

of Plan Area



Public Facilities

Public Facilities areas serve as centers of life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form is Very Low Rise to Low Rise, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses may include government offices, libraries, schools, service systems and housing. In areas where housing is permitted, the density is limited by floor area.

393

Net Acres

13%

of Plan Area



Public Facilities - Freeways

Public Facilities-Freeways comprises land dedicated to freeways that exist within the Plan Area, including storage and parking uses, that is owned by the California Department of Transportation (Caltrans).



Image: S. Singh

Chapter 2

LAND USE & URBAN FORM

Boyle Heights has land uses ranging from densely populated residential neighborhoods served by vibrant commercial corridors, to developed industrial land along the Plan Area’s western and southern edges. Community life prospers amidst this complex and dynamic place that includes a combination of diverse land uses and buildings that are almost a century old.

This chapter defines goals and policies for land use planning that expands opportunities for housing in areas well served by transit, preserves land for industry and jobs while ensuring land use compatibility, and reinforces the neighborhood qualities that contribute to a strong sense of community in Boyle Heights.

Land use planning can address an expansive range of interrelated topics that shape the quality of life within a community, including housing, jobs, urban form, cultural resources, and environmental and economic sustainability.

The policies in the following chapter articulate a strategy for land use planning that will accommodate anticipated growth while ensuring that Boyle Heights remains a place of opportunity with access to affordable housing and gainful employment, and where community life prospers.

GOALS AND POLICIES

HOUSING AND COMPLETE NEIGHBORHOODS

This Plan envisions Boyle Heights as a community that can continue to be a source of affordable housing for existing residents and future generations, affirming its legacy as a community of rooted families, new immigrants, and a growing youth population.

The Plan also seeks to rectify past planning policies that perpetuated racially motivated exclusionary practices that have had lasting negative impacts on neighborhoods and communities of color.

In support of this goal, Plan policies encourage the preservation of existing housing units at affordable levels while accommodating infill housing to expand opportunities to new residents and growing families.

Plan policies seek to expand opportunities for affordable housing around major stations at densities that facilitate accessible streets for all users, lively public spaces, a diversity of small businesses, and increased transit ridership. The Plan encourages new housing to be designed to facilitate positive health outcomes, and reflect the diverse living arrangements and income levels of the community while discouraging the displacement of existing residents. In addition, the Plan supports the evolution of homeownership models to promote increased access to generational wealth, an important step in addressing decades of exclusionary zoning practices in the community.

Finally, the Plan recognizes the important role that neighborhoods play in the quality of life of residents. Policies encourage uses such as corner stores, or tienditas, that provide the surrounding neighborhood with fresh groceries and basic household goods, while also providing a local destination for residents. This can increase opportunities for existing small business entrepreneurship and social interactions among neighbors to reinforce a sense of community. It can also help reduce the spread of disease during a public health crisis by providing essential household goods within a short distance.

LU GOAL 1

NEW HOUSING DEVELOPMENTS INCREASE THE SUPPLY OF QUALITY HOUSING THAT IS AFFORDABLE AND ACCESSIBLE TO HOUSEHOLDS WITH INCOME LEVELS THAT REFLECT THOSE OF THE BOYLE HEIGHTS COMMUNITY.

LU 1.1

Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 1.2

Incentivize new development to contribute towards the community's extremely-low, very-low, and low-income housing needs.

LU 1.3

Ensure that each recently occupied housing unit demolished as a result of new development is replaced on-site, and offered back to former residents at rent levels previously paid.

LU 1.4

Discourage permits from being issued for the demolition of multi-unit buildings until a project providing an equivalent or greater number of units is approved.

LU 1.5

Utilize public land and funding for the development of supportive housing projects and affordable housing for extremely-low, very-low, and low-income households.

LU GOAL 2

NEIGHBORHOODS CONTINUE TO PROVIDE AFFORDABLE AND SECURE HOUSING TO EXISTING AND FUTURE RESIDENTS.

LU 2.1

Discourage projects or renovations that decrease the number of existing residential units on site.

LU 2.2

Limit the conversion of existing affordable and rent stabilized units into for-sale units in order to avoid reducing the supply of affordable rental units locally.

LU 2.3

Discourage significant rent increases when not commensurate with substantial property improvements that result in improved living conditions for tenants.

LU 2.4

Prioritize preservation and maintenance of the existing multi-unit housing stock as the foundation of the community's affordable housing supply.

LU 2.5

Support property owners in their efforts to operate and maintain affordable housing units in good and safe condition.

LU 2.6

Support well-designed projects that modify, reconfigure, or add-on to existing residential buildings to accommodate additional housing units to alleviate overcrowding and avoid displacement.

LU 2.7

Foster effective collaboration and coordination between City departments and tenant organizations working in Boyle Heights to more quickly identify displacement and eviction threats and effectively respond with adequate resources and strategies.

LU 2.8

Encourage an increase in resources for tenants' rights education, enforcement, and protections, including training, education, legal representation, RSO monitoring and enforcement, and tracking of evictions and tenant buyout agreements in RSO units.

LU 2.9

Support tracking and monitoring of existing covenanted affordable housing units and RSO units and seek to recover any lost to increase the baseline of affordable units in Boyle Heights.

LU 2.10

Support the training of tenants, property owners, and property managers on tenants' rights to live in habitable housing and the health effects and management of environmental hazard exposure, such as lead and asbestos, to prevent tenant exposure. Include programs to monitor environmental hazard exposure and ensure

tenants receive meaningful relocation assistance and compensation.

LU GOAL 3

RESIDENTIAL DEVELOPMENTS SUPPORT THE DIVERSE HOUSING NEEDS OF THE BOYLE HEIGHTS COMMUNITY.

LU 3.1

Promote the development of residential units with two or more bedrooms to support larger households and multigenerational living.

LU 3.2

Encourage multi-unit housing developments to provide a diverse range of unit types and unit sizes including those suitable for larger households, single room occupants, independent seniors, and affordable fee simple ownership.

LU 3.3

Encourage multi-unit housing developments to provide amenities for children, such as outdoor play areas and childcare facilities.

LU 3.4

Promote the development of new housing for seniors and persons with disabilities within short walking distance of public transportation, commercial uses, recreational amenities, and health care facilities.

LU 3.5

Expand opportunities for property ownership to lower and moderate income households by supporting the creation of smaller lots and homes for sale.

LU 3.6

Increase opportunities for affordable homeownership for low and moderate income households by expanding homebuyer assistance programs provided by the City.

LU 3.7

Develop strategies to assist community land trusts and affordable housing developers with property acquisitions, including surplus public land.

LU 3.8

Support dwelling unit types that meet the needs of the community and create opportunities for resident interactions and connection to the public realm.

LU 3.9

Promote more affordable ownership opportunities and ownership retention strategies, with an emphasis on stability and wealth building for communities that have historically been prevented from wealth building through discriminatory practices such as redlining.

LU 3.10

Facilitate the renewal of existing affordable housing covenants and promote opportunities for acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to preserve affordability.

LU GOAL 4

NEW HOUSING OPPORTUNITIES ARE MAXIMIZED NEAR TRANSIT AT DENSITIES THAT SUPPORT A DIVERSITY OF SMALL BUSINESSES, PUBLIC SPACES, AND INCREASED TRANSIT RIDERSHIP.

LU 4.1

Permit greater development scale and density around transit if a project provides high quality housing that is affordable and accessible to the surrounding community.

LU 4.2

Ensure that a significant portion of new housing around transit is affordable to low-income households in order to accommodate the City's core transit riders.

LU 4.3

Encourage higher concentrations of housing around transit where residents can benefit from greater access to commercial uses, jobs, and schools.

LU GOAL 5

NEIGHBORHOODS PROVIDE RESIDENTS WITH ACCESS TO ESSENTIAL COMMERCIAL AND PUBLIC AMENITIES WITHIN A MULTI-MODAL ACCESSIBLE ENVIRONMENT.

LU 5.1

Ensure that neighborhoods include the educational, recreational, and civic facilities necessary for social engagement and empowerment.

LU 5.2

Promote community use of existing facilities at school sites through joint use partnerships between the relevant City departments and the Los Angeles Unified School District.

LU 5.3

Support the establishment of corner stores that provide fresh groceries and basic household goods within comfortable walking and rolling distance for all users of the surrounding neighborhood.

LU 5.4

Ensure that small businesses located within residential neighborhoods are providing a positive service to the community by enhancing the health and well-being of residents and operating as good neighbors.

LU 5.5

Support the provision of appropriately scaled childcare, community care, eldercare, and healthcare facilities that enable neighborhoods to serve all members of the community throughout every stage of life.

LU 5.6

Promote the clustering of public facilities, such as libraries, parks, schools, and auditoriums in order to establish more integrated community centers.

LU 5.7

Improve resident's access to basic needs and amenities, such as food, household goods, open space, and health and wellness facilities.

COMMUNITY CENTERS AND CORRIDORS

Boyle Heights' mixed-use corridors play a central role in community life. The rows of small shopfronts that characterize Boyle Heights' most successful mixed-use corridors accommodate a dynamic mix of local businesses that cater to the local community and help support a vibrant and inclusive public realm.

The Plan seeks to reinforce the essential qualities of the community's most successful mixed-use corridors and apply them to future development. The Plan's strategy of encouraging additional housing around the community's transit stations and along major corridors reinforces the qualities that help sustain an active commercial street. The Plan encourages mixed-use development that combines multi-unit residential apartments with commercial ground floor spaces designed to accommodate small tenant spaces for small businesses and enhance the experience along the street for all users.

Policies in this section identify the priorities for mixed-use development and detail the features that have helped make the most successful commercial areas in Boyle Heights places where residents and businesses come together and community life prospers.

LU GOAL 6

AREAS SERVED BY TRANSIT SUPPORT A DYNAMIC MIX OF COMMERCIAL ACTIVITY, COMMUNITY SERVICES, JOBS, AND AFFORDABLE HOUSING.

LU 6.1

Promote developments around transit stations that add value to the community by providing a mix of multi-unit housing, neighborhood-serving commercial uses, and community amenities.

LU 6.2

Encourage developments around transit stations to provide commercial tenant spaces along the full length of a building's ground floor frontage.

LU 6.3

Maximize the benefits of transit by concentrating higher residential and employment densities within several blocks of each of the community’s major transit stations.

LU 6.4

Encourage and support mobile sidewalk vending in plazas and along streets surrounding major transit stations to foster a vibrant pedestrian environment.

LU GOAL 7

COMMUNITY MIXED-USE CORRIDORS PROVIDE OPPORTUNITIES FOR LOCAL BUSINESSES AND NEIGHBORHOOD SERVING USES ADJACENT TO WALKABLE AND ACCESSIBLE RESIDENTIAL NEIGHBORHOODS.

LU 7.1

Accommodate additional housing capacity along and adjacent to key mixed-use corridors while prioritizing ground floor areas for commercial uses and amenities that serve the immediate neighborhood.

LU 7.2

Ensure that established neighborhood corridors, such as Cesar E. Chavez Avenue, Wabash Avenue, First Street, and Indiana Street, continue to provide small commercial spaces for neighborhood serving uses.

LU GOAL 8

GROUND FLOOR SPACES ALONG CORRIDORS SUPPORT COMMUNITY LIFE BY PROVIDING A PLEASANT AND ENGAGING SETTING.

LU 8.1

Encourage projects to dedicate ground floor space to uses that generate street level activity, such as neighborhood retail, grocery stores, restaurants, food stands, and local services.

LU 8.2

Design ground floor spaces that embrace the street and engage users by employing features such as large

windows, recessed or shaded entryways, outdoor seating, and eye-level displays.

LU 8.3

Encourage smaller individual tenant spaces to accommodate a greater number and diversity of businesses or larger spaces that accommodate multiple tenants over spaces that serve a single tenant.

LU 8.4

When active commercial uses are not feasible within ground floor areas consider providing flexible spaces designed for community amenities, including but not limited to:

- shared workspace
- afterschool programming
- adult education center
- fitness center
- daycare center
- cooking facilities
- community office space
- indoor recreation and leisure
- community health facilities

LU 8.5

Discourage the introduction of new uses on corridors that detract from a healthy and active pedestrian street life, particularly vehicle repair and servicing, businesses featuring drive-throughs, fueling stations, and storage facilities.

LU GOAL 9

PARKING FACILITIES THAT ARE DESIGNED TO SUPPORT VIBRANT, ACCESSIBLE STREETS FOR ALL USERS AND REDUCE EXPOSURE TO VEHICLE RELATED HAZARDS.

LU 9.1

Encourage parking to be located away from the pedestrian right-of-way and behind an active frontage with access taken from the rear of buildings where possible.

LU 9.2

Discourage new driveways along pedestrian-oriented streets when access to a site can be reasonably accommodated from an alley or cross-access easement.

LU 9.3

Discourage new driveways along streets with existing bike lanes when access to a site can be reasonably accommodated from an alley.

LU 9.4

Consider further reductions in parking requirements for projects when located within walking distance of major transit stations and bus stops.

LU 9.5

Discourage projects from providing parking in excess of the minimum required in locations where reliable public transit options exist as a viable alternative to private vehicle use.

LU 9.6

Encourage electric vehicle charging stations to be provided in all new parking facilities.

JOBS AND ECONOMIC DEVELOPMENT

The Plan recognizes the diversity of jobs and industries located in Boyle Heights as a major economic asset to the local community and the region. This includes the established commercial districts that support many local businesses, a major hospital facility, and the industrial corridor along the Plan Area's western and southern boundaries. The Plan highlights Boyle Heights' diverse industries an opportunity to build a just economy that improves the lives of local residents and workers.

The Plan identifies the small affordable tenant spaces that most local businesses occupy as an important feature that enables commercial districts to provide numerous opportunities for a diversity of small business. The Plan's policies encourage the retention of existing small tenant spaces for local business and for tenant spaces within new mixed-use and commercial projects to be made available to small local business. Policies

in support of small local businesses extend to mobile sidewalk vendors who provide affordable fresh food and contribute to a vibrant street life.

The Plan includes policies to preserve industrial land in Boyle Heights for uses that rely on flexible industrial space and access to the region's freight network to provide the region with the specialized goods, services, and jobs. The Plan seeks to protect the viability of industrial land with policies to support a dynamic mix of productive uses that provide opportunities to the surrounding community.

LU GOAL 10

THE CHARACTER AND CULTURE OF BOYLE HEIGHTS IS REPRESENTED THROUGH ITS THRIVING COMMUNITY OF LOCAL ENTREPRENEURS AND SMALL BUSINESSES.

LU 10.1

Maximize opportunities for small and local businesses along corridors by limiting the size of new commercial tenant spaces to help maintain affordability and promote diversity.

LU 10.2

Encourage mixed-use and commercial developments to provide commercial tenant spaces that are appropriately scaled for neighborhood-serving small businesses.

LU 10.3

Promote efforts to safeguard legacy businesses and cultural institutions that reflect the history and character of Boyle Heights.

LU 10.4

Develop programs and strategies that provide support to established commercial tenants facing closure due to rent increases.

LU 10.5

Encourage the retention of existing small businesses that strengthen the local economic base of the Community Plan Area to avoid displacement of small businesses.

LU 10.6

Projects that involve the demolition or disruption of occupied commercial tenant spaces are encouraged to accommodate displaced businesses at their former locations at rent levels previously paid.

LU 10.7

Develop programs that increase resident participation in the local economy through strategies to assist local entrepreneurs and minority owned businesses in need of capital funding to establish or expand small businesses in the community.

LU GOAL 11

STREET VENDING CONTRIBUTES TO THE VIBRANCY OF THE PUBLIC REALM AND EXPANDS ACCESS TO GOODS AND SERVICES THROUGHOUT THE COMMUNITY

LU 11.1

Recognize the important role street vending plays as a viable enterprise for many residents who provide the community with affordable merchandise and fresh food in a manner that enhances street life.

LU 11.2

Assist sidewalk vendors with efforts to comply with the rules and regulations of the City's Sidewalk Vending Program.

LU 11.3

Support street vending through the provision of cleaning, preparation, and disposal facilities at locations where street food vending is prioritized by the community.

LU GOAL 12

INDUSTRIAL LAND SUPPORTING PRODUCTION AND DISTRIBUTION USES IS PRESERVED AND IMPROVED AS A LOCAL SOURCE OF EMPLOYMENT OPPORTUNITY AND ECONOMIC PROSPERITY.

LU 12.1

Maintain existing industrial land for both traditional and emerging industries that provide sources of employment for the local workforce as well as opportunities for small business creation and expansion.

LU 12.2

Maintain industrial land, facilities, and infrastructure necessary for warehousing and distribution centers to serve the region expeditiously and reliably.

LU 12.3

Support the continued use and function of industrial districts for wholesale activities to ensure that businesses in Boyle Heights and throughout Los Angeles have direct access to goods from around the world.

LU 12.4

Attract and sustain uses involved in textile manufacturing in support of the region's fashion industry and as a source of local jobs.

LU 12.5

Enhance the role food and beverage processors and distributors play locally by encouraging related businesses to cluster around a food hub that integrates growers, producers, wholesalers, retailers, and food markets within a publicly accessible setting.

LU 12.6

Ensure that industrial districts provide a balance of large facilities and small workplaces in order to accommodate a diverse set of industries and support businesses at all stages of growth.

LU 12.7

Discourage uses that detract from the productive function of industrial districts, such as single-use residential development and large, free-standing retail establishments.

LU 12.8

Discourage new distribution centers and other uses that generate high volumes of truck traffic from locating in areas without direct access to the Metro Countywide Significant Truck Arterial Network.

LU GOAL 13

INDUSTRIAL LAND LOCATED ADJACENT TO THE LOS ANGELES RIVER RAIL AREAS PROVIDES A DYNAMIC CONCENTRATION OF “HIGH ROAD CAREER LADDER” AND LOCAL JOBS AND SMALL BUSINESSES.

LU 13.1

Promote the area surrounding the Pico/Aliso Metro Station as a suitable location for new employment generating uses that can benefit from the proximity to transit, existing warehouse and production space, and future connections to recreational amenities along the Los Angeles River.

LU 13.2

Develop programs and strategies that provide support with establishing small businesses involved in clean and green technology and environmental sciences in Boyle Heights.

LU 13.3

Encourage uses that integrate indoor agricultural practices, such as hydroponic or aeroponic farming, to locate in existing warehouse and industrial space near the Los Angeles River.

LU 13.4

Ensure that continued investment in infrastructure and amenities along the Los Angeles River results in sustainable economic development with equitable outcomes for current residents of Boyle Heights.

LU 13.5

Explore strategies to bolster employment uses and small businesses, such as Adaptive Reuse of buildings and Live/Work uses with Community Benefits.

LU GOAL 14

THE LOCAL WORKFORCE IS EQUIPPED WITH THE EDUCATION AND TRAINING TO CONTRIBUTE TO AND BENEFIT FROM ECONOMIC DEVELOPMENT IN BOYLE HEIGHTS.

LU 14.1

Encourage new industries locating in Boyle Heights to engage and partner with the local workforce when looking for skilled employees.

LU 14.2

Pursue and strengthen partnerships between industries and educational institutions in order to equip students with the skills necessary to find gainful employment following graduation.

LU 14.3

Encourage local employers to make apprenticeship and paid internship opportunities available to the local workforce.

LU 14.4

Maintain and increase the commercial employment base for community residents through local hiring requirements, living wage requirements, job resource centers, and job training.

LU 14.5

Encourage new development to incorporate public Wi-Fi infrastructure to increase digital inclusion efforts for residents, workers, and students.

URBAN FORM

The placement, form, and orientation of buildings throughout the neighborhoods and streets of Boyle Heights help shape the daily experiences and social lives of all members of the community. Places like Cesar E. Chavez Avenue and Mariachi Plaza are examples of the essential role urban form plays in shaping how people experience and value the built environment. Similarly, the front yards and porches that greet many of Boyle Heights’ neighborhood streets play a role in supporting connections between neighbors and fostering a larger sense of community.

Boyle Heights is rich with examples of places where social life thrives in the form of rows of narrow shopfronts with welcoming entrances, or homes with front yards designed and used as outdoor living rooms. The Plan includes policies to encourage building features that better connect activity within the building with street level activity.

LU GOAL 15

BUILDINGS ARE DESIGNED AND ORIENTED IN A MANNER THAT CONTRIBUTES TO BOYLE HEIGHTS' VIBRANT STREETS AND PLAZAS.

LU 15.1

Focus building massing and orientation along major streets, sidewalks and public spaces in order to establish a well-defined setting for street level activity and public life.

LU 15.2

Encourage building design and orientation that establishes a strong, seamless, and active streetwall.

LU 15.3

Design buildings to include features that add visual interest, such as recessed entrances, open shop front bays, arcades, columns, niches, seating, canopies, and awnings.

LU 15.4

Encourage corner plazas for buildings on corner sites in order to foster pockets of gathering and activity.

LU 15.5

Configure buildings around interior courtyards, outdoor passages (paseos), and arcades that can be seamlessly integrated with the public realm.

LU 15.6

Integrate underutilized alleys into the pedestrian network by activating frontages along alleyways and providing passageways that establish safe connections to parallel streets.

LU GOAL 16

BUILDING LAYOUT AND DESIGN THAT CREATES A CONNECTION BETWEEN THE BUILDING INTERIOR LIFE AND THE PUBLIC REALM.

LU 16.1

Encourage buildings to be designed with larger street facing outdoor rooms, situated partially within the mass of the building to provide a comfortable transition between the street and private interior while providing a sense of privacy.

LU 16.2

Activate ground floor spaces and direct interior activity toward the street by locating workspaces, service counters, and seating within partial or full view of the street.

LU 16.3

Limit vehicle entrances to buildings and parking facilities to the minimum number required and encourage the entrances to be sited along side streets or alleys to avoid disruptions to pedestrian movement along primary corridors.

LU 16.4

Structured parking should be sited away from the street and wrapped with active frontages and habitable spaces that maintain the visual rhythm, pedestrian scale, and vitality of the street.

LU 16.5

Place utilities, storage facilities, and refuse collection away from building facades that front public streets and ensure that all equipment and storage facilities are well integrated into the building design and fully screened from view.

LU GOAL 17

NEW DEVELOPMENT EMBRACES THE DISTINCT PHYSICAL CHARACTER AND LOCAL CONTEXT OF BOYLE HEIGHTS.

LU 17.1

Design larger buildings to distinguish a base, middle, and top by employing changes in massing, fenestration, and building materials.

LU 17.2

Promote building facade design that reinforces the visual rhythm and historic development patterns by incorporating elements such as columns or pilasters, and frequent window and door placement.

LU 17.3

Encourage buildings to use design elements such as cornices, window bays, building materials, and fenestration, in a pattern, scale, and proportion that makes the building relatable from the street.

LU 17.4

Incorporate architectural details, building material, and ornamentation that reflect the local context and historic development patterns in Boyle Heights.

LU 17.5

Support residential projects that follow traditional bungalow court and courtyard apartment style architecture and site layout.

CULTURAL AND HISTORIC RESOURCES

Boyle Heights is one of Los Angeles’ earliest residential suburbs and is a community with deep roots and a rich history. With the majority of its existing buildings built between 1900 and 1930 it is a history that remains highly visible, and is reinforced by a community that has enriched the built environment of Boyle Heights with cultural expression and meaning.

The Plan seeks to protect and embrace the character of many of Boyle Heights’ significant historic places by encouraging the preservation and restoration of identified historic resources, while providing design guidance for new development while not creating financial hardship for homeowners or small businesses.

LU GOAL 18

BOYLE HEIGHTS’ CULTURAL HERITAGE ENDURES THROUGH THE PRESERVATION AND RESTORATION OF CULTURAL INSTITUTIONS AND HISTORIC RESOURCES THAT PROVIDE CONTEXT FOR IMPORTANT SOCIAL AND CULTURAL THEMES THAT HAVE SHAPED THE COMMUNITY.

LU 18.1

Prioritize the preservation and restoration of historic resources identified through the Los Angeles Historic Resources Survey (SurveyLA).

LU 18.2

Protect individually significant historic resources and districts in Boyle Heights from demolition or adverse alteration.

LU 18.3

Provide design standards that guide infill development in areas with an identified historic character to ensure that new buildings reinforce the historic scale and key architectural features of the area.

LU 18.4

Forge partnerships with relevant neighborhood organizations to advance preservation efforts in the community and document oral histories through educational and informational programs.

LU 18.5

Promote the restoration and reuse of vacant and/or deteriorating historic buildings for new uses that benefit the community and reinforce the site’s historic and cultural legacy.

LU 18.6

Promote the preservation of remaining examples of bungalow courtyard and garden apartment architecture.

LU 18.7

Protect legacy businesses and cultural institutions from displacement.



LU GOAL 19

VIBRANT COMMERCIAL DISTRICTS AND PUBLIC PLACES THAT EXHIBIT A STRONG CULTURAL IDENTITY ARE REINFORCED THROUGH IMPROVED URBAN DESIGN AND ACTIVATION.

LU 19.1

Uphold the historic and cultural integrity of Cesar E. Chavez Avenue, also known as the historic “Brooklyn Avenue Neighborhood Corridor,” by promoting restoration and reuse of existing early 20th Century brick buildings.

LU 19.2

Ensure that new development along Cesar E. Chavez Avenue, also known as the historic “Brooklyn Avenue Neighborhood Corridor,” reinforces the visual rhythm and underlying historic development pattern of the overall street through narrow shopfront bays, recessed entrances, and storefront awnings.

LU 19.3

Ensure that the area surrounding Mariachi Plaza continues to function as a vibrant cultural and community hub where local music and art are strongly expressed in the public realm and by local businesses.

LU 19.4

Support contextual infill development around Mariachi Plaza that reinforces the site’s status as an important social and cultural resource for the community of Boyle Heights.

LU 19.5

Expand on the important role that El Mercado has played in fostering local commerce and culture by encouraging market related activity to extend along First Street and Lorena Street.

LU 19.6

Encourage future projects to build upon the commercial and cultural activity centered at El Mercado by incorporating additional space for market activities to take place.

LU 19.7

Promote greater integration and improved permeability between the indoor marketplace of El Mercado and surrounding streets.

LU 19.8

Pursue opportunities for the development of centralized parking structures to relieve individual uses from providing on-site parking, and prioritize excess surface parking lots for public space.



LU GOAL 20

DISTINCTIVE INDUSTRIAL ARCHITECTURE THAT IS REPRESENTATIVE OF EARLY INDUSTRIAL DEVELOPMENT IN BOYLE HEIGHTS IS PRESERVED AND RESTORED FOR CONTINUED PRODUCTIVE USE.

LU 20.1

Maintain the visual rhythm and underlying historic lot pattern of historic industrial streets, such as Anderson Street, 11th Street, and 12th Street.

LU 20.2

Encourage the restoration and adaptive reuse of distinctive industrial architecture dating from the first half of the 20th century.

LU 20.3

Support the adaptive reuse of the historic Sears building in a manner that preserves the architectural integrity of the structure as a landmark while incorporating uses that provide employment and economic benefits to Boyle Heights.

LU 20.4

Ensure that the redevelopment of surface parking areas surrounding the Sears building occurs in a manner that provides active frontages along Olympic Boulevard and Soto Street.

LU 20.5

Encourage buildings along Olympic Boulevard and Soto Street to include pathways that break up large blocks and serve to integrate the Sears site into the surrounding urban fabric.

LU 20.6

Ensure that future infill development around the Sears building reinforces its physical status as a popular landmark.

LU GOAL 21

EVERGREEN CEMETERY IS VALUED AND EXPERIENCED AS AN EDUCATIONAL MEMORIAL THAT CONTEXTUALIZES LOS ANGELES' MULTICULTURAL HISTORY.

LU 21.1

Improve the pedestrian accessibility of Evergreen Cemetery through additional public gateways, streetscape landscaping, designated pathways, seating alcoves, and wayfinding signage designed in a manner that is compatible with the cemetery's historic significance.

LU GOAL 22

ART ENRICHES THE PUBLIC REALM BY INVITING PEOPLE TO CONNECT WITH THE CULTURAL, HISTORICAL, SPIRITUAL, AND SOCIAL CONTEXT OF THE COMMUNITY.

LU 22.1

Support efforts to preserve and restore the rich inventory of murals found throughout Boyle Heights.

LU 22.2

Encourage mural work by local artists along blank building surfaces along alleyways and side streets.

LU 22.3

Encourage new development to incorporate public art along building facades and in outdoor areas.

LU 22.4

Grant opportunities to local artists from Boyle Heights when commissioning artwork for both the public realm and private projects.

LU 22.5

Consider opportunities for multiple forms of public art, including but not limited to seating, lighting, landscaping, shade structures, sculptures, and imagery incorporated into outdoor installations.

PUBLIC HEALTH, WELLNESS AND SUSTAINABILITY

Land use, urban form, and building design should be considered from the perspective of the health of residents and the environment. Issues of public health, wellness, and sustainability are especially salient because residents in Boyle Heights experience some of the worst air pollution in the state. The pollution resulting from land use planning and freeway construction during the second half of the 20th Century, has led to high rates of asthma, among other negative health outcomes. These public health inequities have been exacerbated in Boyle Heights during the COVID-19 pandemic, resulting in higher mortality rates. The Plan reinforces ongoing efforts to redress past practices and encourages development that is flexible and adaptable to the health and wellness needs of the community.

Despite the challenges presented by land use conflicts in Boyle Heights, the Plan establishes a direction for sustainable urban development to minimize impacts to the environment and improve health outcomes for Boyle Heights residents. The Plan reinforces ongoing efforts to rectify past land use planning that enabled polluting industrial uses to operate in close proximity to residential areas through sensitive zoning and more robust industrial development standards. The Plan also includes policies for building design and landscaping based on the local environment.

By directing new housing and commercial development around transit, the Plan will enable more residents to access commercial uses, fresh food, jobs, and schools as pedestrians and transit riders. This will also help reduce vehicle miles traveled and the resulting emissions, positively affecting overall air quality in Boyle Heights and the greater region.

LU GOAL 23

INDUSTRIAL LAND USES ARE SITED AND DESIGNED IN A MANNER THAT PRIORITIZES THE HEALTH AND SAFETY OF LOCAL RESIDENTS.

LU 23.1

Ensure that industrial land uses are safe for human health and the environment through proper containment of pollutants and mitigation of potential health risks.

LU 23.2

Promote the phasing out or relocation of facilities used for the handling of potentially hazardous chemicals or toxic substances near residential uses and schools, and discourage any further expansion of existing facilities.

LU 23.3

Encourage upgrades to street and alleys in industrial areas to include features that help infiltrate and treat contaminated runoff through the application of Best Management Practices for stormwater treatment.

LU 23.4

Promote efforts that ensure businesses in Boyle Heights have access to the City's Clean-Up Green-Up implementation programs, such as financial incentives and technical support programs.

LU 23.5

Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods.

LU 23.6

Ensure that all new or rehabilitated industrial facilities permitted near a residential use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

LU GOAL 24

IMPROVED SITE PLANNING, BUILDING DESIGN, AND LANDSCAPE BUFFERING ALONG FREEWAYS AND ARTERIAL ROADS WITH HIGH TRAFFIC HELP REDUCE NEGATIVE HEALTH IMPACTS OF VULNERABLE RESIDENTS.

LU 24.1

Ensure that residential buildings constructed or rehabilitated in close proximity to a freeway incorporate features that help protect residents from pollutants, such as air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution.

LU 24.2

Discourage the siting of outdoor recreational areas intended for children adjacent to freeways, such as yards and playgrounds in schools, daycares, and community facilities.

LU 24.3

Increase landscape buffering and enhance noise barriers along freeways throughout Boyle Heights using soundwall design and densely planted vegetation proven to filter particulate matter pollution.

LU 24.4

Discourage freeway widening or the expansion or enlargement of the freeway network through Boyle Heights.

LU 24.5

Ensure that freeway on and off-ramp intersections are safe for all users through signalized and painted crossings, pedestrian lighting, and a well-maintained sidewalk clear of debris and visual obstructions.

LU GOAL 25

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.

LU 25.1

Promote the siting and design of commercial development in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodations for single occupancy vehicles.

LU 25.2

Concentrate new housing around transit where residents can benefit from greater access to commercial uses, jobs, and schools without the need for an automobile.

LU 25.3

Expand opportunities for small, locally serving businesses to properly locate within neighborhoods in order to place the daily needs of residents within comfortable walking distance of their homes and schools.

LU 25.4

Encourage front yard design that enables residents to socialize and engage with the surrounding neighborhood.

LU 25.5

Enhance circulation around and within buildings through prominent entryways, open floor plans, visible stairwells, natural light, and interior communal areas that can be seamlessly integrated with the public realm.

LU GOAL 26

NEW DEVELOPMENT IS DESIGNED TO MINIMIZE IMPACTS TO THE ENVIRONMENT AND ENHANCE THE HEALTH AND WELLBEING OF RESIDENTS.

LU 26.1

Design and orient buildings around passive heating and cooling techniques that provide comfortable living environments year-round with minimal energy consumption.

LU 26.2

Encourage residential projects to orient buildings around outdoor living spaces such as a courtyard, patio, terrace, or garden that provides a connection to nature for the health and wellbeing of residents.

LU 26.3

Encourage building designs that minimize exposure to air pollution by incorporating air filtration systems, double-paned windows, and landscaping with densely planted vegetation proven to filter particulate matter pollution, especially when located adjacent to a freeway and high traffic arterial roads.

LU 26.4

Encourage paved areas such as driveways, walkways, and outdoor spaces to be designed with permeable surfaces in order to increase water infiltration and reduce runoff.

LU 26.5

Strive for the use of native, drought-tolerant plants that support biodiversity in all landscaping.

LU 26.6

Incentivize and lower barriers for indoor recreation facilities like gyms, and community centers that are accessible to the general public.

LU GOAL 27

RESIDENTS ARE EMPOWERED TO ACCESS, GROW, AND ENJOY FRESH AND LOCALLY SOURCED NUTRITIOUS FOOD.

LU 27.1

Encourage neighborhood corner shops and grocery stores to maintain a well-stocked selection of fresh produce and nutritious foods, and stock and display nutritious products in a visible location.

LU 27.2

Attract new full-service grocery stores to Boyle Heights that base sales primarily on perishable items, such as fresh produce.

LU 27.3

Establish procedures that streamline the development review and permitting process for grocery stores.

LU 27.4

Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary

street closures in order to provide neighborhoods with access to fresh and nutritious foods on a regular basis.

LU 27.5

Pursue opportunities to provide permanent community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.

LU 27.6

Encourage new developments to provide community gardens.

LU 27.7

Promote the use of front yards, parkways and open space for urban agriculture.

LU 27.8

Support sidewalk vendors that provide fresh food in convenient locations for residents, employees, and students.

LU GOAL 28

A HEALTHY AND GROWING URBAN FOREST PROVIDES THE COMMUNITY WITH CLEANER AIR, COOLER STREETS, AND A MORE PEDESTRIAN-FRIENDLY PUBLIC REALM.

LU 28.1

Encourage the planting of shade trees in the public right-of-way and on private property in order to mitigate urban heat island effects and contribute to the health of the community's urban forest.

LU 28.2

Preserve and nurture mature trees and when projects call for the removal of mature trees on private property pursue creative strategies to integrate them into the layout and design of new development. (Also see: PO Goal 4, Chapter 4)

LU GOAL 29

ACCESSIBLE AND CULTURALLY RELEVANT SPACES AND HEALTHCARE FACILITIES THAT ENHANCE AND SUPPORT THE OVERALL WELLNESS OF LOCAL RESIDENTS.

LU 29.1

Encourage the development of healthcare facilities and spaces throughout the plan area that are tailored to meet the needs of local residents.

LU 29.2

Support the development of more open and public space opportunities that facilitate space for multiple activities, including those at a safe distance from other users, and an overall more active lifestyle.

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Metro

Mariachi Plaza



Bailey St



Chapter 3

MOBILITY & CONNECTIVITY

Boyle Heights' layout of compact neighborhood blocks enables most residents to conveniently access commercial uses and transit services located along the community's major streets. Boyle Heights is well served by transit, with four Metro Rail stations and three Rapid Bus lines. This transit network provides the framework for the Plan's land use strategy of focusing development around transit.

This chapter provides policies aimed at leveraging Boyle Heights' compact neighborhood grid and existing transit services to enhance pedestrian, bicycle and transit connections throughout the community. The Plan intends to improve access for all residents to transit and local neighborhood amenities, enhance the social atmosphere along streets, and reduce noise and pollution from vehicular traffic with a focus on physical safety from vehicle related collisions.

While the Plan prioritizes pedestrian, transit, and bicycle mobility, the plan also includes policies that address goods movement and parking. It is the Plan's objective to ensure that goods movement and automobile parking safely and efficiently serves the needs of residents and businesses without compromising mobility for pedestrians, bicyclists, and transit users.

GOALS AND POLICIES

MC GOAL 1

AN INTEGRATED STREET AND TRANSIT NETWORK THAT PROVIDES SAFE AND EFFICIENT MOBILITY OPTIONS FOR ALL USERS.

MC 1.1

Promote the establishment of Mobility Hubs at major transit stations and intersections in Boyle Heights to increase mobility options for residents and employees and to enhance first mile/last mile connections.

MC 1.2

Improve the function of Soto Street as the community's primary multimodal north-south corridor and promote establishment of Mobility Hubs at intersections with major east-west corridors.

MC 1.3

Ensure that major destinations, including public facilities and open spaces, within the community are sufficiently equipped with bus shelters, safe pedestrian crossings, bicycle parking, and wayfinding signage.

MC 1.4

Enhance connectivity around major transit stations and intersections by pursuing opportunities to provide efficient and intuitive pathways through large blocks that follow desired pedestrian routes.

MC 1.5

Improve the travel experience for bus riders by ensuring bus stops provide sufficient shelter and seating, and are equipped with real-time passenger information display systems.

MC 1.6

Encourage the development of dedicated bus lanes on Soto Street and Whittier Boulevard in order to improve transit reliability and efficiency.

MC 1.7

Redesign and improve streets in Boyle Heights with the primary objective of improving pedestrian and bicycle safety and mobility.

MC 1.8

Prioritize locations on the High Injury Network, as designated by LADOT, for safety improvements to reduce injuries and fatalities.

MC 1.9

Maximize safety around schools for all users of the public realm.

MC 1.10

Employ traffic calming measures along Collector and Modified Collector Streets passing through neighborhoods to discourage vehicle traffic from traveling at unsafe speeds in predominantly residential areas.

MC 1.11

Refer development projects within 100 feet of a Metro facility to Metro for their review and approval, including compliance with the Metro Adjacent Development Handbook.

MC GOAL 2

A STREET NETWORK THAT OFFERS A SAFE AND PLEASANT ENVIRONMENT FOR ALL USERS OF SIDEWALKS AND THE PUBLIC RIGHT OF WAY.

MC 2.1

Prioritize safe and comfortable pedestrian crossings at major intersections and along corridors by implementing improvements such as:

- leading pedestrian intervals
- scramble crosswalks
- right turn limitations for vehicles at red lights
- raised pedestrian crossings
- pedestrian crossing facilities at midblock locations

MC 2.2

Accommodate sidewalk widening through the reduction of vehicular lanes along street segments with high user volumes, as feasible.

MC 2.3

Improve landscaping along sidewalks with low maintenance shade trees and varied drought-tolerant planting in parkways to create a pleasant and interesting walking environment.

MC 2.4

Improve the pedestrian experience under freeway overpasses and bridges by incorporating pedestrian lighting, landscaping, and public art.

MC 2.5

Improve City response times to address illegal dumping, sidewalk and street cleaning, and pavement repair.

MC GOAL 3

ALLEYWAYS ARE RECONCEIVED AS ATTRACTIVE AND CONVENIENT ROUTES FOR PEDESTRIANS AND CYCLISTS TO MOVE SAFELY AND LEISURELY THROUGH BLOCKS.

MC 3.1

Prioritize improvements to alleyways that provide convenient linkages between neighborhoods, corridors, schools, and parks.

MC 3.2

Improve prioritized alleyways with permeable walking surfaces and streetscape amenities such as pedestrian lighting, landscaping, and public art while maintaining functionality for goods movement.

MC GOAL 4

A COMPREHENSIVE BICYCLE NETWORK THAT ALLOWS RIDERS TO TRAVEL SAFELY AND COMFORTABLY THROUGHOUT BOYLE HEIGHTS AND TO ADJACENT COMMUNITIES.

MC 4.1

Prioritize the completion of a comprehensive bicycle lane network that enables all riders to safely and comfortably reach the community's schools, job centers, and transit stations by bike from any neighborhood in Boyle Heights.

MC 4.2

Promote implementation of dedicated bicycle signals at key intersections as a component of a comprehensive bicycle lane network.

MC 4.3

Ensure that bicycle parking and storage facilities are provided at public facilities and transit centers.

MC 4.4

Encourage residential uses and employers to provide bicycle amenities such as storage, repair stations, and showers to encourage cycling as a convenient and desirable form of transportation.

MC GOAL 5

A PARKING STRATEGY THAT EFFICIENTLY MANAGES PARKING RESOURCES AND SERVES THE NEEDS OF BUSINESSES AND RESIDENTS WHILE ENCOURAGING NON-VEHICULAR TRAVEL.

MC 5.1

In consultation with local businesses, support the creation of parking management districts in areas of high demand to coordinate the use of shared parking facilities among multiple uses.

MC 5.2

Adjust parking meter pricing and time limits in response to demand to encourage efficient turnover of parking spaces.

MC 5.3

Prioritize people over cars and allow flexibility in parking requirements to allow for al fresco outdoor dining and parklets to better serve the local business community.



MC GOAL 6

AN EFFICIENT GOODS MOVEMENT SYSTEM THAT ACCOMMODATES THE NEEDS OF RESIDENTS AND LOCAL BUSINESSES WITHOUT IMPACTING QUALITY OF LIFE.

MC 6.1

Ensure that loading zones are provided in commercial districts to reduce conflicts between other users of the street.

MC 6.2

Preserve truck access in industrial areas and along the Metro Countywide Significant Truck Arterial Network when not in direct conflict with the safety of pedestrians and cyclists.

MC 6.3

Discourage the use of Lorena Street and Soto Street north of 8th Street by freight vehicles in compliance with the Metro Countywide Significant Truck Arterial Network.

MC 6.4

Encourage the preservation and maintenance of alleys for loading and truck traffic.

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Chapter 4

PUBLIC REALM & OPEN SPACE

Boyle Heights is home to several of the City’s great public spaces. Hollenbeck Park provides residents with a scenic natural landscape that invites recreation and relaxation. Mariachi Plaza serves as the community’s outdoor living room, where informal gatherings, music, art, and civic events showcase the rich culture of Boyle Heights. Some of the most important public spaces in a neighborhood are the streets, sidewalks, and bicycle infrastructure. These not only facilitate the movement of vehicles, cyclists, and pedestrians, but also serve as paths of travel that have the potential to support residents in building a sense of community through social interaction. Beyond providing infrastructure, the public realm serves as a space for civic engagement, demonstrations, protest, and public participation, and serves as a gathering space that has proven essential during the course of the COVID-19 pandemic.

The Plan provides policies that seek to enhance the quality of the public realm throughout Boyle Heights through design and landscaping and identifies opportunities to expand access to high quality public spaces for people with an array of ability and mobility needs.

By broadening the application of public realm and open space strategies to include major streets, the Los Angeles River, and local cemeteries, the Plan envisions a diverse and integrated network of pedestrian pathways, paseos, plazas, green spaces, and landscaped streets that foster social life and support community identity.

GOALS AND POLICIES

PO GOAL 1

PARKS AND GREEN SPACES PROVIDE EACH NEIGHBORHOOD WITH SCENIC NATURAL SETTINGS FOR RECREATION, RELAXATION AND SOCIAL GATHERING.

PO 1.1

Encourage parks to incorporate active and passive recreational features, including landscaped circuit paths for walking and exercise, play areas for children, open fields for sports, shaded tree groves for relaxation, and picnic areas for gathering.

PO 1.2

Encourage new development to create public and semi-public open space.

PO 1.3

Improve the safety, visibility and accessibility of parks and open spaces through enhanced wayfinding, handrails, pedestrian ramps, lighting at night, mobility network connections, and by ensuring that perimeters are free of obstructions like overgrown landscaping and fencing.

PO 1.4

Coordinate with local residents to provide culturally relevant and engaging recreational programming at public parks and open space facilities.

PO 1.5

Ensure that parks and open spaces are adequately equipped with public amenities such as drinking fountains and well maintained restrooms.

PO 1.6

Pursue opportunities to establish new public parks through partnerships with state and local agencies, and community-based organizations.

PO 1.7

Advance opportunities to repurpose vacant or underutilized lots, including publicly owned sites, for parks and open space.

PO 1.8

Explore ways to connect neighborhoods divided by freeways through the development of freeway cap parks and pedestrian improvements to freeway underpasses, as feasible.

PO 1.9

Enforce park codes. Provide adequate staffing to supervise park activities and promote enforcement of codes restricting illegal activity.

PO 1.10

Maintain and improve existing facilities. Ensure the preservation, maintenance, and enhancement of current park spaces and recreational facilities.

PO GOAL 2

STREETS AND PLAZAS PLAY A CENTRAL ROLE IN COMMUNITY LIFE BY PROVIDING SAFE, FLEXIBLE, AND DESIRABLE PUBLIC SPACES FOR SOCIALIZING AND GATHERING.

PO 2.1

Enhance the pedestrian experience along corridors by expanding sidewalk space and incorporating seating, landscaping, and opportunities for street vending and outdoor dining into the streetscape.

PO 2.2

Provide more opportunities for accessible public spaces along streets in the form of plazas and paseos that are designed to encourage social activity.

PO 2.3

Prioritize space at major intersections for civic plazas that function as highly accessible focal points in the community.

PO 2.4

Design plazas as communal gathering places that provide opportunities for markets, music, art and community events.

PO 2.5

Encourage new development to provide publicly accessible outdoor amenity space that is designed to transition seamlessly into the public realm.

PO GOAL 3

THE LOS ANGELES RIVER SERVES AS A NATURAL AND RECREATIONAL PUBLIC AMENITY THAT IS WELL-CONNECTED TO SURROUNDING NEIGHBORHOODS.

PO 3.1

Create a network of linked public spaces along the rail-River corridor that provide safe and attractive public access to the Los Angeles River through gateways, plazas, paseos, and pedestrian paths by repurposing underutilized alleys and decommissioned rail spurs.

PO 3.2

Design urban trails and paths that connect the eastside to the river adjacent areas using pervious paving and native, drought-tolerant, and watershed friendly landscaping to encourage biodiversity and maximize water recapture.

PO 3.3

Utilize bridges spanning the Los Angeles River as opportunities for placemaking that highlight the history of the community’s relationship to the River.

PO 3.4

Provide convenient and visually interesting paths of travel for pedestrians from nearby neighborhoods and transit stations to destinations along the River.

PO GOAL 4

A STREETSCAPE THAT CONTRIBUTES TO BOYLE HEIGHTS’ OVERALL URBAN FOREST THAT HELPS REDUCE THE HEAT ISLAND EFFECT, IMPROVES AIR QUALITY, AND ENHANCES AESTHETICS.

PO 4.1

Encourage and promote the retention of trees through education, outreach and incentives offered by the Bureau of Street Services.

PO 4.2

Support the Bureau of Street Services in reducing conflicts between trees and infrastructure through proper tree selection.

PO 4.3

Increase planting of thick canopy trees and dense vegetation near and along freeways using species proven to filter particulate matter pollution.

PO 4.4

Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods.

PO 4.5

Enhance tree planting and landscaping in parkways, medians, and neighborhood gateways as a placemaking strategy.

PO GOAL 5

CEMETERIES SERVE AS SAFE AND ACCESSIBLE PLACES WITHIN NEIGHBORHOODS.

PO 5.1

Improve the accessibility of cemeteries as part of the community’s open spaces network where the public can visit and appreciate a peaceful park-like setting.

PO 5.2

Support the use of cemeteries for cultural events and holiday celebrations.

PO 5.3

Enhance the recreational path around Evergreen Cemetery with improved lighting and consider extending the path along the access roads within the cemetery grounds.



PO GOAL 6

PARKS AND PUBLIC SPACES ARE ESSENTIAL
IN FACILITATING SPACE FOR CHANGING
PUBLIC HEALTH NEEDS

PO 6.1

Promote open and public spaces that are flexible and adaptable to serve the health and wellness needs of the community during disasters and other local emergencies.

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Chapter 5 IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of Boyle Heights. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City’s school districts.

The Community Plan is implemented through a variety of tools and methods, which include: zoning and other City ordinances; and Community Plan programs. The zoning ordinances adopted along with the Community Plan represent implementation tools that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. The implementation of these programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision-makers, and is expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision-making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

THE IMPLEMENTATION PROCESS

The goals and policies in the Boyle Heights Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City’s “police power” to protect the public health, safety, and welfare of its citizens. Some zoning ordinances may also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Other programs are implemented at the time of Community Plan adoption, such as zone changes to regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transportation Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making.

Among others, the Plan is implemented in the following ways: goals and policies are used as guidance for discretionary decisions requiring land use consistency findings; zoning of land to apply the desired land use regulations to property throughout Boyle Heights; adoption of development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights. The following section provides a description of each of the Community Plan’s implementation features, followed by a brief explanation of the process for amending the Community Plan.

GOALS AND POLICIES

The Community Plan’s goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff and ultimately decision-makers to guide and inform the land use decision making process. City actions on discretionary projects involving land use may require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations, requiring variances or zone changes.

GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens, and implement the plan. The Plan Land Use Designations are designated on the General Plan Land Use Map and establish the permitted range of intensities, uses, and densities, where applicable in the Plan Area. Each General Plan Land Use Designation identifies corresponding form, use, and density districts in the City's Zoning Ordinances. The Land Use Designations are implemented through these form and use districts applied at the parcel level.

ZONING REGULATIONS

The Community Plan's primary implementation tool is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Boyle Heights. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity that each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code, or as specific plans and overlay districts adopted under LAMC procedures. The parameters of each zone assigned in Boyle Heights have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Boyle Heights is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that do not require discretionary review under any zoning ordinance are ministerial if they comply with all zoning regulations. In most cases non-discretionary or "by-right" projects are reviewed solely by the Los Angeles Department of Building and Safety, where the majority

of the development regulations enacted by the Plan are enforced. Generally, projects that surpass a specified size or scope require discretionary review under Project Review and will require adoption of the discretionary findings by the designated decision maker to ensure that the project is in conformance with the General and Community Plans and compatible with adjacent properties.

COMMUNITY BENEFITS SYSTEM

The zoning assigns allowable development ranges through base and maximum Floor Area Ratio (FAR), and sometimes includes base and maximum height. Maximum FAR and height may be achieved through participation in the Community Benefits Program described in Article 9 of the LAMC. Development exceeding base development rights may be permitted in accordance with the Community Benefits Program to meet the primary objectives of this Plan by providing affordable housing.

COMMUNITY PLAN AMENDMENTS

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the land use designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transportation Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision making. This section provides a series of tables describing future programs.

SOURCES OF FUNDING

It is important to note that program implementation is contingent, among other policy and resources considerations, on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

READER'S GUIDE TO THE FUTURE IMPLEMENTATION ACTIONS' TABLE

The tables provided in this section organize programs into two broad categories: existing programs and resources, and future programs. Existing programs and resources are currently in effect and may already be playing an important role in addressing one or more of the plan's objectives. The list identifies opportunities to expand or continue existing programs in the Plan Area. Future programs are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Boyle Heights. Future programs described in the tables are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Plan. The tables identify each program with a distinct reference number (i.e. P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the tables identify the agency primarily responsible for implementing the program, as well as any agencies necessary for supporting the program's implementation

ACRONYMS FOR AGENCIES

BSL - Bureau of Street Lighting	LA-DLA - Los Angeles Designated Local Authority
BOE - Bureau of Engineering	LADBS - Los Angeles Department of Building and Safety
BOS - Bureau of Sanitation	LADOA - Los Angeles Department of Aging
BSS - Bureau of Street Services	LADOT - Los Angeles Department of Transportation
CAO - City Administrative Officer	LADWP - Los Angeles Department of Water and Power
CalHFA - California Housing Finance Agency	LAFD - Los Angeles Fire Department
CalTrans - California Department of Transportation	LAFPC - Los Angeles Food Policy Council
CD - Council District	LAHD - Los Angeles Housing Department
CDD - Community Development Department	LAPD - Los Angeles Police Department
CoDRP - County Department of Recreation and Parks	LAPL - Los Angeles Public Library Development Department
DGP - Department of City Planning	LAUSD - Los Angeles Unified School District
DOD - Department on Disability	METRO - Metropolitan Transit Authority
DPW - Department of Public Works	NC - Neighborhood Council
DPSS - Department of Public Social Services	OHR - Office of Historic Resources
DTSC - Department of Toxic Substance Control	RAP - Recreation and Parks
EMD - Emergency Management Department	SAN - Bureau of Sanitation
EWDD - Employment and Workforce Development Department	SCAG - Southern California Association of Governments

**Please visit www.lacity.org for the most recent and updated City departments.*

FUTURE IMPLEMENTATION ACTIONS

ESTABLISHED PROGRAMS

*(see explanation on p. 53)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use: Housing and Complete Neighborhoods			
P1.	State Housing Laws: Coordinate with the Los Angeles Housing Department (LAHD) to respond to new requirements from state laws for housing and affordable housing, as needed.	LU 1.3; LU 1.4; LU 2.1; LU 2.3; LU 2.4; LU 2.7; LU 3.6; LU 3.7	LAHD
Land Use: Cultural and Historic Resources			
P2.	Survey LA Findings - Eligible Historic Resources: Support local efforts to protect and restore historic resources, including efforts to establish Historic Preservation Overlay Zones (HPOZs) or other conservation district overlays for eligible areas of Boyle Heights identified in the findings of the Los Angeles Historic Resources Survey.	LU 18.1; LU 18.2; LU 18.3; LU 18.4; LU 18.5; LU 18.6	DCP (OHR)
Land Use: Wellness and Sustainability			
P3.	Healthy Neighborhood Markets: Coordinate with the Los Angeles Food Policy Council to expand the Healthy Neighborhood Market Network (HNMN) to existing neighborhood markets in Boyle Heights and promote investment in new grocery locations via the FreshWorks fund.	LU 5.3; LU 5.4; LU 27.1; LU 27.2; LU 27.3	LAFPC, California FreshWorks
Mobility and Connectivity			
P4.	Mobility Hubs: Prioritize the development of Soto Station as a Central Mobility Hub with multi-modal supportive infrastructure such as bicycle facilities, bus shelters, wayfinding signage, safe pedestrian connections, comfortable outdoor seating areas, and active commercial uses that together enhance the transit user experience. Consider Mobility Hub improvements to other major transit stations in Boyle Heights, such as Mariachi Plaza Station, Pico/Aliso Station, and Indiana Station.	MC 1.1; MC 1.2; MC 1.3; MC 1.4; MC 1.5; MC 2.1; PO 2.1; PO 2.3; PO 2.4	Metro, LADOT

Program Number	Description	Policy Reference	Coordinating Agency
P5.	First/Last-mile: Collaborate with Metro to develop First/Last Mile Strategic Plans for key transit station areas in Boyle Heights with the objective of improving the experience of using transit by establishing safe and recognizable routes to and from transit stations.	MC 1.1; MC 1.2; MC 1.3; MC 1.4; MC 1.5; MC 1.7; MC 1.8; MC 1.9; MC 1.10; MC 1.11; MC 2.1; MC 2.2; MC 2.4; MC 3.1; MC 3.2; MC 4.1; MC 4.2; MC 4.3; PO 2.1	Metro, LADOT
P6.	DASH Service: Encourage the ongoing assessment and revision of DASH services to reach areas of Boyle Heights with public transportation service gaps, and expansion of DASH service hours to nights and weekends throughout all of Boyle Heights.	MC 1.1; MC 1.5; MC 1.6	LADOT
P7.	Cycle Tracks: Prioritize the installation of protected cycle tracks on the following street segments: - Mission Road between Marengo Street and 1st Street - 1st Street from the 1st Street Bridge over the Los Angeles River to Indiana Street - 4th Street from the 4th Street Bridge over the Los Angeles River to Velasco Street - 3rd Place between Velasco Street and Indiana Street - Olympic Boulevard between Soto Street and Lorena Street	MC 1.7; MC 4.1; MC 4.2	LADOT
P8.	Bike Lanes: Prioritize the installation of bicycle lanes or buffered bicycle lanes on the following street segments: - Mission Road between Cesar E. Chavez Avenue and Jesse Street - Echandia Street between Cesar E. Chavez Avenue and Pleasant Avenue - Boyle Avenue between 1st Street and 8th Street - Lorena Street between Indiana Street and Grande Vista Avenue - Forest Avenue between Wabash Avenue and Cesar E. Chavez Avenue - 7th Street between the 7th Street Bridge over the Los Angeles River and Soto Street - Whittier Boulevard from the 6th Street Bridge over the Los Angeles River to Indiana Street - Soto Street between Marengo Street and the City boundary with the City of Vernon	MC 1.7; MC 4.1; MC 4.2	LADOT
P9.	Freight Truck Network: Ensure that the Countywide Strategic Truck Arterial Network (CSTAN) is adhered to by truck drivers through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.	LU 12.8; MC 6.2; MC 6.3	Metro, LADOT, Caltrans, LAPD

Program Number	Description	Policy Reference	Coordinating Agency
P10.	Safe Routes to School: Prioritize additional Safe Routes to School interventions around schools located near the High Injury Network in Boyle Heights.	LU 24.5; MC 1.7; MC 1.8; MC 1.9; MC 1.10; MC 2.1; MC 2.2; MC 2.4; MC 3.1	LADOT, LAUSD, Caltrans, Metro
P11.	Metro Review: Inform future development in close proximity to Metro facilities that may impact Metro bus operations of notification procedures and considerations of projects.	LU 4.3; LU 6.1; LU 6.2; LU 6.3; LU9.4; LU 9.5; LU 25.2; MC 1.1; MC 1.4; MC 1.11	Metro
Public Realm and Open Space			
P12.	People Street Pedestrian Plazas and Parklets: Encourage partnerships between LADOT and community groups in Boyle Heights to apply for Plaza or Parklet projects that enhance social life and strengthen community identity.	PO 1.6; PO 1.7; PO 2.1; PO 2.2; PO 2.3; PO 2.4	LADOT
P13.	LA River Revitalization: Consistent with the LA River Revitalization Master Plan and associated design and implementation plans, restore and revitalize an 11-mile stretch of the Los Angeles River, while prioritizing public access to this public resource in densely populated communities such as Boyle Heights.	LU 13.1; PO 1.2; PO 1.4; PO 1.6; PO 1.7; PO 3.1; PO 3.2; PO 3.3; PO 3.4	LACDPW, BOE, RAP, Arts Parks, and River Committee, LA River Cooperation Committee US Army Corps of Engineers
P14.	Financing LA River Improvements: Explore opportunities to direct funds for capital projects along the Los Angeles River in Boyle Heights through revenue generated from existing or proposed Enhanced Infrastructure Financing Districts (EIFD) established to help implement the Los Angeles River Revitalization Masterplan.	PO 1.2; PO 1.4; PO 1.6; PO 1.7; PO 3.1; PO 3.2; PO 3.3; PO 3.4	EWDD, CAO, BOE, Council Office, Arts, Parks, and River Committee

FUTURE IMPLEMENTATION ACTIONS

PROPOSED PROGRAMS

*(see explanation on p. 53)

Program Number	Description	Policy Reference	Coordinating Agency
Land Use: Housing and Complete Neighborhoods			
P15.	Right to Return: Explore the creation of a right to return program to ensure tenants of any residential unit subject to the Rent Stabilization Ordinance (RSO) or an On-Site Restricted Affordable Unit that is demolished or vacated for purposes of a proposed development project shall be granted First Right to Return for the replacement units.	LU 1.3; LU 1.4; LU 2.1; LU 2.8	LAHD
P16.	No Net Loss Program: Explore the creation of a no net loss program to minimize the displacement of residents and ensure that there is no loss of affordable rental housing, covenanted or not, including affordable rent-stabilized units. This can be achieved through the preservation of existing affordable housing, covenanted or not, or the production of new affordable housing.	LU 1.1; LU 1.3; LU 1.4; LU 2.1; LU 2.2; LU 2.6; LU 2.9	LAHD City Attorney
P17.	Community Land Trusts: A Community Land Trust is a community-based non-profit organization designed to ensure community stewardship of land by purchasing or holding land and removing it from the speculative real estate market. Encourage partnerships that seek to implement community land trust projects in Boyle Heights. Work with the community to develop programs and provisions that advantage efforts by local organizations to acquire land for the development of affordable housing and open space, or the protection of small businesses and renters.	LU 1.5; LU 3.7; LU 3.10; LU 10.3; LU 10.4; LU 10.5	Council Office, CAO, DCP
P18.	Inventory of Affordable Housing: Monitor the inventory of units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Lower or Very Low-Income; subject to the Rent Stabilization Ordinance; and/or occupied by Lower-Income or Very Low-Income households.	LU 1.1; LU 1.3; LU 1.4; LU 2.1; LU 2.2; LU 2.4; LU 2.7; LU 2.9	LAHD

Program Number	Description	Policy Reference	Coordinating Agency
Land Use: Jobs and Economic Development			
P19.	Small Business Assistance and Retention: Continue to develop and promote agency programs that assist small business owners and entrepreneurs in the form of low-interest loan programs, management assistance, business retention efforts, and the establishment of incubation centers. Develop a process to offer right of return for small businesses displaced due to new development at similar rents prior to displacement.	LU 5.3; LU 10.2; LU 10.3; LU 10.4; LU 10.5; LU 10.6; LU 10.7; LU 11.2; LU 11.3; LU 13.2; LU 13.4; LU 13.5	CAO, EWDD
P20.	Business Outreach and Mentorship Programs: Develop partnerships to create business outreach programs targeting local schools for student and adult participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs.	LU 13.2; LU 14.1; LU 14.2; LU 14.3; LU 14.4	LAUSD, EWDD
P21.	LA River Land Use Study: Conduct a study of land use trends and land use alternatives along the Los Angeles River, including an assessment of the impacts that new residential development could have on local housing and employment markets, to inform future planning efforts.	LU 13.1; LU 13.4; LU 13.5	DCP
P22.	Food Hub Study: Conduct a study of the local food industry in Boyle Heights as the basis of a future economic development strategy designed to support and grow local businesses involved in the wholesale, processing, cultivation, preparation, and serving of food.	LU 11.1; LU 11.3; LU 12.1; LU 12.2; LU 12.3; LU 12.5; LU 13.3; LU 27.1; LU 27.2; LU 27.3; LU 27.4; LU 27.5; LU 27.6; LU 27.7; LU 27.8	DCP, LAFPC, EWDD, Mayor's Office
Land Use: Wellness and Sustainability			
P23.	Incentives for Healthy Food: Develop a land use incentive strategy that increases the availability of fresh and nutritious produce in neighborhood markets and grocery stores throughout Boyle Heights.	LU 5.3; LU 5.4; LU 27.1; LU 27.2; LU 27.3; LU 27.4; LU 27.5	DCP, LAFPC
P24.	Air-Quality Monitoring: Create an air quality monitoring program that uses metrics such as PM10 and ozone to identify ambient level pollutants and their location on a neighborhood level.	LU 23.1; LU 23.6; LU 24.1; LU 24.2; LU 24.4	AQMD
P25.	Street Tree Tracking: Create a publicly accessible database that displays the tree types within the City's public rights-of-way. Ensure that this database is utilized to significantly increase the tree canopy in Boyle Heights to improve air quality and reduce the urban heat island effect locally.	LU 24.3; LU 28.1; PO 4.1; PO 4.2; PO 4.3; PO 4.4; PO 4.5; MC 2.3	BSS

Program Number	Description	Policy Reference	Coordinating Agency
P26.	Tree Planting and Maintenance Partnerships: Develop partnerships between public agencies, community groups, local businesses, and private developers to increase trees in the public right-of-way, resulting in tree planting and maintenance programs for specified parkways, landscaped medians, and community gateways.	LU 24.1; LU 24.3; LU 28.1; LU 28.2; PO 4.1; PO 4.2; PO 4.3; PO 4.4; PO 4.5; MC 2.3	BSS
P27.	Street Tree Planting: Coordinate with the Bureau of Street Services to develop regulations to require the planting of 36" box trees in the public right of way when the sidewalk and parkway width is 8' or greater.	LU 28.1; LU 28.2; MC 2.3; PO 4.1; PO 4.4; PO 4.5	BOE, BSS
P28.	Cool Pavement Application: Coordinate with the Bureau of Street Services to identify areas where "Cool Pavement" can be applied to a whole street grid to reduce temperatures across a large area.	LU 26.1; LU 28.1	BSS
Mobility and Connectivity			
P29.	Bus Rapid Transit Study: Bus Rapid Transit (BRT) is a high-quality bus service that provides faster, more reliable and convenient service through the use of several key attributes, including, dedicated bus lanes, branded vehicles and stations, higher frequency, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. Study the feasibility of upgrading bus routes on Soto Street and Whittier Boulevard to BRT.	MC 1.5; MC 1.6	Metro
P30.	Pedestrian Priority District: Conduct a study for a potential pedestrian priority district in Boyle Heights where enhanced pedestrian safety improvements and innovative treatments are implemented. These treatments include scramble crosswalks, raised crosswalks, and right turn on red light prohibitions in order to reinforce pedestrian safety and comfort.	LU 24.5; MC 1.1; MC 1.2; MC 1.3; MC 1.4; MC 1.5; MC 1.7; MC 1.8; MC 1.9; MC 1.10; MC 1.11; MC 2.1; MC 2.2; MC 2.3; MC 2.4; MC 3.1; MC 3.2; PO 2.1; PO 2.2; PO 2.3; PO 2.4; PO 2.5	LADOT
P31.	Traffic Calming Study: Conduct a study of driver behavior and pedestrian safety on Collector Streets throughout Boyle Heights and prioritize traffic calming measures on streets where potential pedestrian/vehicle conflicts are found to be the greatest.	MC 1.8; MC 1.9; MC 1.10	LADOT, BOE

Program Number	Description	Policy Reference	Coordinating Agency
P32.	Demand Responsive Parking: Support the implementation of parking meter demand pricing and time limits in commercial areas of high parking demand in order to increase turnover, enabling more customers to visit local businesses.	MC 5.2	LADOT
P33.	Vehicular Speed Reduction: Coordinate with the Department of Transportation to identify streets, particularly Boulevards, Avenues, or Collectors, that can be downgraded in order to reduce posted speed limits and targeted operating speeds.	MC 1.8; MC 1.9; MC 1.10	LADOT, BOE, BSS
P34.	Improved Pedestrian Crosswalks: Coordinate with the Department of Transportation to develop policy recommendations to require projects to upgrade existing marked crosswalks with traffic control devices if the crosswalk is located on the same block as the development. The recommendations should consider how developers can be required to install new marked crosswalks with traffic control devices on their block if the development is within one-quarter mile of a school or park.	MC 1.9; MC 1.10; MC 2.1	LADOT, BOE, BSS

Public Realm and Open Space

P35.	Streetscape Improvements: Identify specific pedestrian friendly streetscape improvements to prioritize along and around Boyle Heights' major mixed-use corridors; consider improvements such as mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, and pedestrian lighting.	MC 1.3; MC 1.4; MC 1.7; MC 2.1; MC 2.2; MC 2.3; MC 2.4; MC 3.1; MC 3.2; PO 2.1; PO 2.2; PO 2.3; PO 2.4; PO 4.4; PO 4.5	LADOT, BOE, BSS
P36.	Alley Improvement Program Study: Conduct a study of existing alleyways throughout Boyle Heights as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development. Prioritize improvements based on proximity to public transit stations, opportunities to create flexible recreation spaces, and connections to parks, schools, the Los Angeles River and other public resources.	LU 15.6; LU 22.2; LU 27.5; MC 2.5; MC 3.1; MC 3.2; PO 2.5; PO 3.1; PO 3.2; PO 3.3; PO 3.4	BSS, DWP
P37.	Neighborhood Green Streets: Develop a network of well-landscaped pedestrian routes along Boyle Heights' less trafficked neighborhood streets. Such a network would feature high quality landscaping, shade trees, streetscaping, and wayfinding that provides pedestrians with safe and attractive routes linking the community's open spaces, recreational centers, cemeteries, and the Los Angeles River.	LU28.1; MC 2.3; MC 2.4; PO 3.1; PO 3.2; PO 3.4; PO 4.4; PO 4.5; PO 5.1; PO 5.3	LADOT, BOE, BSS, BOS

Program Number	Description	Policy Reference	Coordinating Agency
P38.	Pedestrian Street Lighting Improvements: Coordinate with the Bureau of Street Lighting to develop regulations to require that new projects provide pedestrian and street lighting.	MC 2.4; MC 3.2; PO 1.3; LU 24.5	BSL
P39.	Identify Public Land for Park Space Development: Coordinate with the Department of Recreation and Parks, to identify all areas of Boyle Heights with high or very high need of a park as identified in the 2016 LA County Park Needs Assessment and identify government-owned properties and right-of-ways of at least 5,000 square feet that could be used for public park space.	PO 1.2; PO 1.6; PO 1.7; PO 1.8; PO 5.1; LU 5.7	RAP
P40.	Green Alleyways Construction: Coordinate with the Bureau of Engineering, Bureau of Sanitation, and Bureau of Street Services to develop policies and standards that require, whenever a development abuts an alleyway, the construction of green alleyways adjacent to all developments that are not 100% affordable housing projects or single family residences.	LU 15.6; LU 23.3; 27.5; MC. 3.1; MC.3.2; PO 3.1	BOE, BOS, BSS



CPC Recommended Draft August 2023



Boyle Ave

SPEED
LIMIT
30

ROAD
CLOSED

CUMM
BLOCK
1885

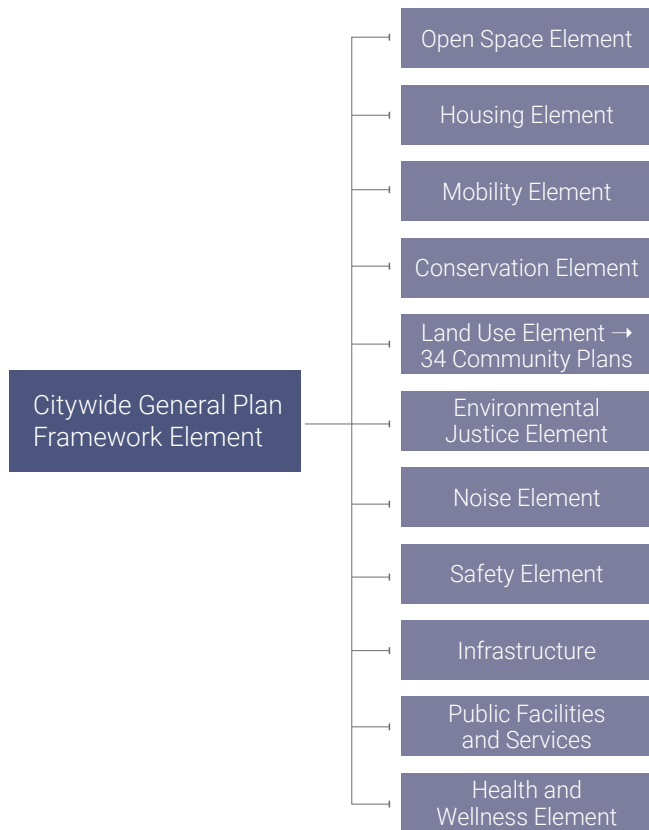
Appendix:
**RELATIONSHIP
TO OTHER
PLANS**

RELATIONSHIP TO THE GENERAL PLAN

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and human-caused hazards are guided by the General Plan.

State law requires that the General Plan contain eight elements: land use, transportation, housing, conservation, open space, noise, safety and environmental justice. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-four Community Plans, comprise the City's land use element. In addition, the City has adopted additional non mandated elements in "Framework Element," discussed below.

CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT



The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

FRAMEWORK ELEMENT GUIDING PRINCIPLES

Grow strategically. Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

Conserve existing residential neighborhoods. By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

Enhance neighborhood character through better development standards. Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes and users of all ages and abilities, including walking, bicycling, public transit, and driving.

Identify a hierarchy of commercial districts and centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

* The above summary of the 'Guiding Principles of the Framework Element' is edited for the purposes of this document. Refer to the Framework Element for the exact language

RELATIONSHIP TO MOBILITY PLAN 2035

In 2008, the California State Legislature adopted AB1358, The Complete Streets Act, which requires local jurisdictions to “a plan for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context.”

Mobility Plan 2035 provides the citywide policy foundation for achieving a transportation system that balances the needs of all road users. As a 2015 update to the City’s General Plan Circulation Element, Mobility Plan 2035 incorporates “complete streets” principles and lays the policy foundation for how future generations of Angelenos interact with their streets.

The City’s transportation system will continue to evolve to fit the context of the time and situation. Today we are faced with environmental constraints, public health issues, regional inequity, and some of the longest traffic delays in the nation. The way Mobility Plan 2035 addresses these issues through policy initiatives today will set the stage for the way we move in the future.

Mobility Plan 2035 includes goals that are equal in weight and define the City’s high-level mobility priorities. Each of the goals and objectives are targets used to help measure the progress of the Mobility Plan 2035, and the policies are broad strategies that guide the City’s achievement of the Plan’s five goals:

- Safety First
- World Class Infrastructure
- Access for All Angelenos
- Collaboration, Communication, and Informed Choices
- Clean Environments & Healthy Communities

These goals represent a confluence of transportation and public health policy that can create opportunities to address the historic inequities in the City that have starkly limited quality of life in low income communities. By placing a citywide emphasis on safety, access, and health, the City can begin to equalize the playing field and first address socioeconomically disadvantaged areas with the highest need to connect people to more prospects of success through mobility.

While the Mobility Plan 2035 provides a citywide approach to enhancing safe, accessible transportation options, the Boyle Heights Community Plan provides the opportunity for more focused and nuanced transportation discussion at the community level. Localized recommendations that complement the citywide policies and address community-specific transportation conditions are described in Chapter 3 of the Boyle Heights Community Plan.

RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Boyle Heights Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Boyle Heights Community Plan area include but are not limited to the Redevelopment Project Area that was established by the former CRA.

Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the state-chartered regional transportation planning and public transportation operating agency for the County of Los Angeles, and is the successor agency to the former Southern California Rapid Transit District. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Boyle Heights Community Plan Area is home to the E (formally Gold) Line light rail transit line. Under the Regional Connector project, the E Line from East LA and Boyle Heights now connects to the existing E Line, creating a through transit line from East LA to Santa Monica. Metro's Connect US Plan, which aims to improve historical and cultural connections in downtown Los Angeles will enhance pedestrian and bicycle travel through and between communities, including Boyle Heights. The Eastside Access Improvement Project, which is part of the Connect US Plan, includes enhancements to improve pedestrian and bicycle access at the E Line stations in Boyle Heights. Metro operates the five Metro transit stations in the Boyle Heights Community Plan Area.

Community Redevelopment Agency of Los Angeles, A Designated Local Authority

The Community Redevelopment Agency (CRA/LA) was established in 1948 pursuant to California State Law (Code Section 33000) to attract private investment into economically depressed communities. Although Assembly Bill ABx1-26 dissolved the Agency in 2012, the land use authorities granted in the Redevelopment Project Area Plans (Redevelopment Plans) remain effective and will continue to be administered by Los Angeles City Planning, consistent with the City Council's September 2019 action to assume the land use authority related to all unexpired Redevelopment Plans. At the time of adoption, the Boyle Heights Community Plan Area includes one unexpired Redevelopment Plan, the Adelante Eastside Redevelopment Plan, which will remain in effect until its expiration in March, 2031.

The Redevelopment Plan for the Project Area was adopted by the Los Angeles City Council on March 24, 1999, in part to preserve the industrial and commercial uses within the community through rehabilitation efforts and new construction of buildings. The approximately 2,200 acre industrial and commercial redevelopment project contains the areas south of Olympic Boulevard to the city limits of Vernon from the Los Angeles River to Indiana Street; North Main Street east to Valley Boulevard and Alhambra Avenue to the city limits of Alhambra; and all east - west commercial streets in Boyle Heights such as Cesar Chavez Avenue, First Street, Fourth Street and Whittier Boulevard from the Los Angeles River to Indiana Street. The purpose of the project is the preservation of industrial and commercial uses within the community to promote a stable industrial base to provide jobs for the community, and enhance the existing shopping areas to provide commercial options for residents. The purpose of the Redevelopment Plan's regulations was generally to encourage economic development and a broad range of employment opportunities,

promote the rehabilitation and preservation of historic structures, facilitate a built environment founded in strong urban design principles, provide for various housing needs, and promote the provision of public and social services.

Redevelopment Plans were historically implemented by the Community Redevelopment Agency of the City of Los Angeles (Agency). In 2012, the Dissolution Act (Assembly Bill x1 26) dissolved the Agency, along with all other redevelopment agencies in the State, and the CRA/LA, a Designated Local Authority (DLA), became the successor to the Agency. The DLA's role under the Dissolution Act is to wind down the enforceable financial obligations of the Agency. The DLA also assumed responsibility for administering the still active Redevelopment Plans, including those provisions related to the use and development of land in the Redevelopment Plans area. In November 2019, at the request of the City Council under a provision in State law, all "land use related plans and functions" of the Redevelopment Plans transferred to the City of Los Angeles.

Section 1100 of the Adelante-Eastside Redevelopment Plan states that in the event that an applicable Community Plan is amended so as to change the land uses permitted within the Project Area, the land uses specified for the Project Area in the applicable Community Plan as so amended, shall supersede the land use designations in this Redevelopment Plan.

The Boyle Heights Community Plan, comprehensively updated on _____, with its implementing zoning ordinances, includes contemporary land use and zoning strategies to address economic development and a broad range of employment opportunities, promote the rehabilitation and preservation of historic structures, facilitate a built environment founded in strong urban design principles, provide for various housing needs, and promote the provision of public and social services. The Boyle Heights Community Plan, with its implementing ordinances, provides a complete vision and regulatory scheme for the land uses in the Project Area. The provisions of the Redevelopment Plan intended to regulate, control, or shape the use and development of land in the Redevelopment Plan area, including without limitation, Sections 400 through 410, 500 through 522, and 700 as well as related implementing plans that are in conflict with the Boyle Heights Community Plan and its implementing ordinances because they, (1) prohibit what is allowed under the Boyle Heights Community Plan and its implementing ordinances; or (2) allow what is prohibited under the Boyle Heights Community Plan or its implementing zoning ordinances; or (3) add undesirable additional regulations, processes, costs, and burdens on the City, property owners, and developers that impede or prevent beneficial and urgently needed housing and other desirable uses in the Redevelopment Plan area. As such, any provision in the Redevelopment Plan that purports to regulate, control, or shape the development of land in the Project Area, is in conflict with, and does not conform to, the allowed land uses in the Boyle Heights Community Plan.

Los Angeles Unified School District (LAUSD)

Public schools in the City of Los Angeles are under the jurisdiction of the Los Angeles Unified School District (LAUSD). The LAUSD provides public education for over 900,000 students at 557 schools in eight local districts. The LAUSD is subject to the overview of the State of California Legislature and is entirely independent of the City of Los Angeles' governance. Decision-making and budgeting are done by elected governing boards, and site and construction standards are established by the State Department of Education (Section 39000 of the Government Code).

The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, pursuant to State laws, the LAUSD is not required to obtain review of their public school projects from the Department of City Planning prior to

obtaining any necessary permits. The LAUSD’s estimate of future enrollment levels and school needs is determined through the evaluation of the capacity of each LAUSD school to accommodate the projected future population, and the analysis of school-by-school enrollment trends. In 2000, the LAUSD began a \$20 billion building and modernization program. By 2008, the school district had completed 180 new schools.

The Los Angeles Unified School District currently operates 25 schools in the Boyle Heights Community Plan Area. Of these schools, 20 are elementary, three are middle, and three are high schools. Additionally, since the Charter School legislation was established in 1992, approximately 8 new charter schools have opened in Boyle Heights. While these are privately operated schools, they receive public funds and are considered to be under the jurisdiction of the LAUSD.

County of Los Angeles

2016 LAEDC Bioscience Implementation Plan. Los Angeles County Economic Development Corporation (LAEDC) was founded in 1981 as a nonprofit, public-benefit organization to harness the power of the private sector in collaboration with L.A. County, to guide economic development and create more widely shared prosperity. LAEDC collaborates with all stakeholders in the region including education, business, and government. In 2016, LAEDC completed a biosciences industry growth implementation plan as a commissioned project by the County of Los Angeles. The research, recommendations, and action items contained in the implementation plan facilitate the infrastructure and relationships that are essential to growth of the industry cluster, with the goal of creating greater economic opportunity for residents of L.A. County and Southern California..

University of Southern California

The 2016 USC Health Science Campus Master Plan. serves as the guiding vision for the future of the campus over the next 25 years. It also considers the potential needs for future academic, research and clinical space to properly grow and develop the academic medical center, which includes a medical school, hospitals, clinics, school of pharmacy, and other allied health divisions. The master plan boundaries include Valley Boulevard to the north, Soto Street to the east, Zonal Avenue to the south and Mission Road to the east. Though most of the master plan’s geographical boundary overlaps with the Northeast Los Angeles Community Plan, the USC Health Science Campus is immediately adjacent to the Boyle Heights Community Plan and residents actively participate in the outreach process for this master plan as it moves forward.

Army Corps of Engineers

The Los Angeles River Ecosystem Restoration Project, led by the Army Corps of Engineers, includes ecosystem restoration along 11 miles of the Los Angeles River from approximately Griffith Park to downtown Los Angeles while maintaining existing levels of flood risk management. Though the Boyle Heights Community Plan Area boundary stops at the railroad tracks adjacent to the Los Angeles River, the Army Corps of Engineers efforts include outreach and implementation on both sides of the Los Angeles River. One of those plans is the “Los Angeles River Ecosystem Restoration Project - Alternative 20”, which is currently an active plan that includes overlap with the Boyle Heights Community Plan boundary. The project will include riparian planting in the channels as habitat corridors, diverting flow into channels, widening tributaries, and possibly removing concrete. The Project focuses on Union Pacific’s LA Trailer and Container Intermodal Facility (Also known as “Piggyback Yard”), the last active rail yard spanning 120 acres on the east bank of the river. It seeks to construct a channel through the parcel as a means to divert the main channel flows, wetlands restoration, parkland restoration, and flood detention.

EXHIBIT B.2:

Existing General Plan Land Use Map

CPC-2016-2905-CPU-M1

For reference by the City Planning Commission

January 11, 2024

EXHIBIT B.3:

Boyle Heights Community Plan Implementation Overlay (CPIO) District

CPC-2016-2905-CPU-M1

For reference by the City Planning Commission

January 11, 2024

Boyle Heights
Community Plan Implementation Overlay District
(Boyle Heights CPIO District)

Ordinance No. _____
Effective Date XXXXX

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City Planning Commission Recommended Draft – Summer 2023

CHAPTER I – FUNCTION OF THE CPIO DISTRICT

Section I-1. BOYLE HEIGHTS CPIO DISTRICT AUTHORITY AND BOUNDARIES

Pursuant to Los Angeles Municipal Code (LAMC) Chapter 1A Section 8.2.2, the City Council establishes the Boyle Heights Community Plan Implementation Overlay District (Boyle Heights CPIO District). The boundaries of the Boyle Heights CPIO District are contained within the boundaries of the Boyle Heights Community Plan Area (Community Plan Area) as adopted on _____ (Council File No. _____) and shown on Figures 1-4.

Figure 1. Subarea A - Community Benefits Program



Figure 2. Subarea B – Historic Resources Subarea

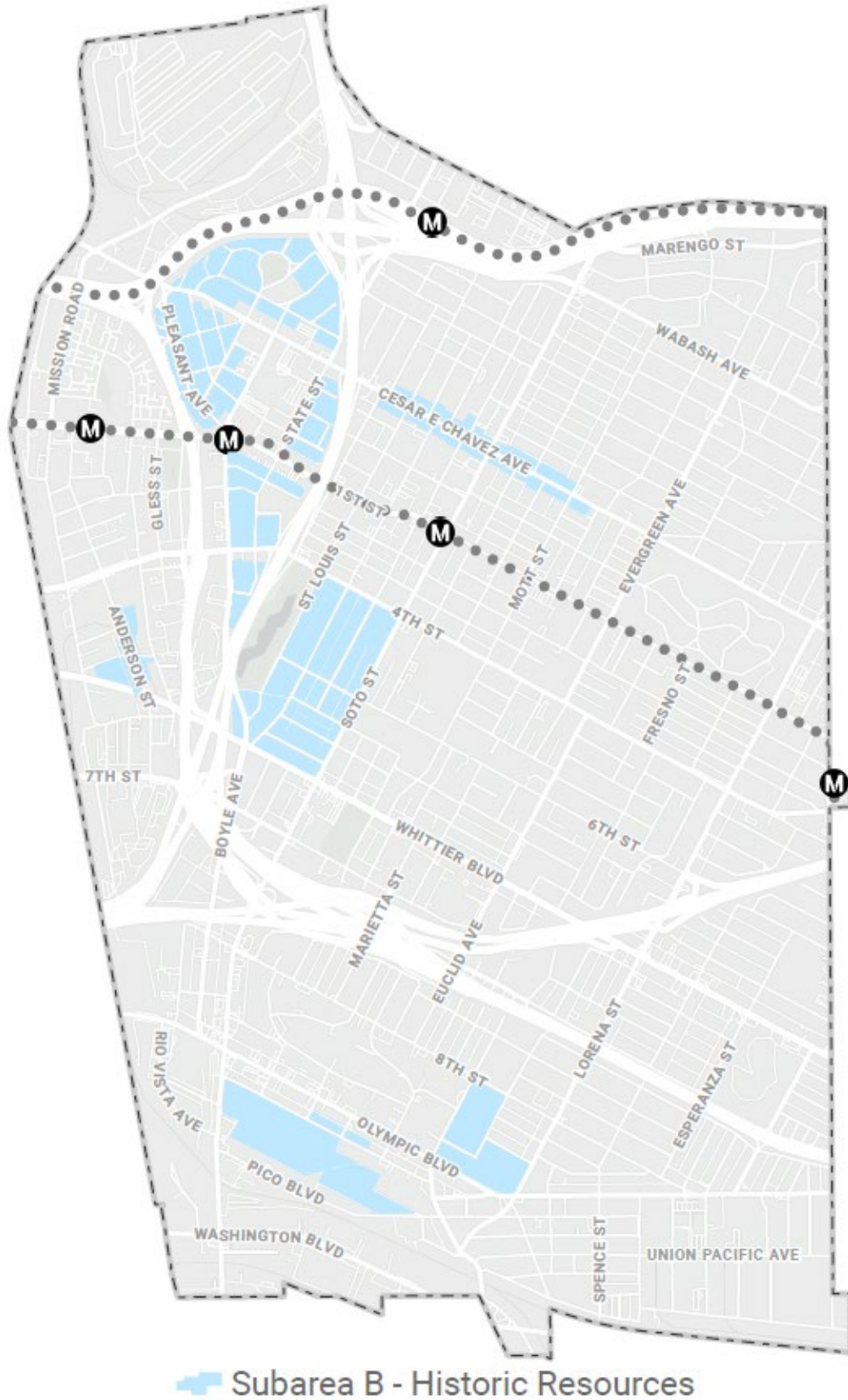


Figure 3. Subarea C – Soil Sampling Subarea

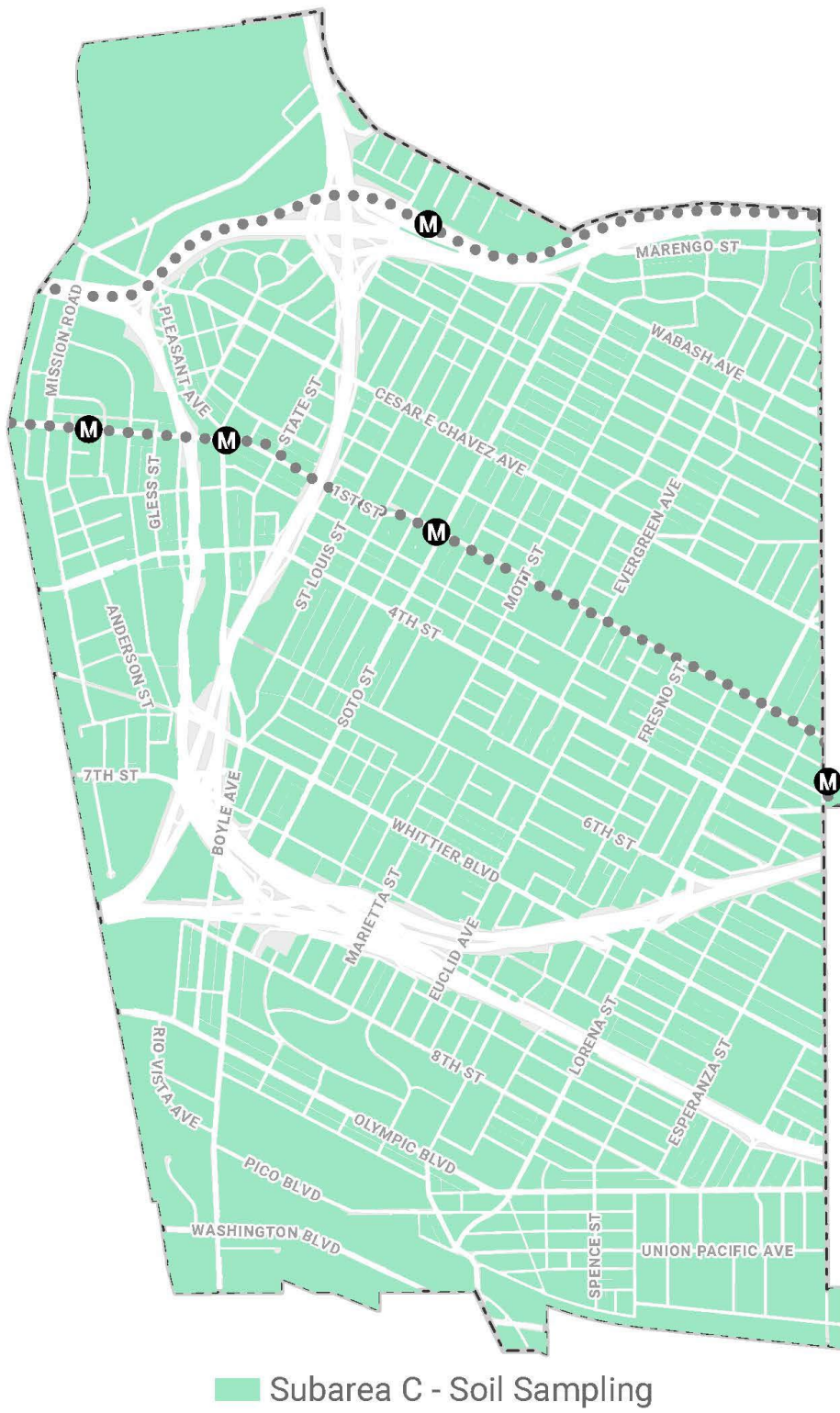


Figure 4. Subarea D – Public Lands



Approved by the City Planning Commission April 20, 2023
CPC-2016-2905-CPU; ENV-2016-2906-EIR

Section I-2. PURPOSE

The purposes of the Boyle Heights CPIO District are as follows:

- I. To implement the goals and policies of the Boyle Heights Community Plan.
- II. To create development incentives that facilitate the production of affordable housing and are tailored to the neighborhood context.
- III. To encourage mixed-income and affordable housing development and minimize potential residential displacement.
- IV. To create approval processes, including a ministerial administrative clearance process, which enables mixed-income housing infill development that will positively impact communities in conformance with these regulations.
- V. To preserve and protect neighborhood identity, including protecting cultural and historic resources and distinctive character defining elements of existing urban form.
- VI. To ensure safe ground disturbance practices in areas where soil contaminants may exist.

Section I-3. SUBAREAS

The Boyle Heights CPIO District contains four Subareas as shown on Figures 1-4 and as precisely delineated by solid boundary lines on the CPIO District Boundary Maps, attached to the ordinance establishing the Boyle Heights CPIO District. The Subareas consist of contiguous or non-contiguous parcels characterized by common overarching Community Plan themes, goals, and policies, and are grouped by a common boundary. The Subareas are described below.

Community Benefits Program Subarea A

The Community Benefits Program (CBP) Subarea A applies to areas within Boyle Heights that allow multi-unit residential development. Subarea A strives to introduce more affordable housing development wherever multi-unit residential development is allowed. This Subarea includes an incentive structure that prioritizes mixed-income and 100 percent affordable housing. Within the Subarea, unique zones tailor the incentives to the surrounding context, offering greater intensities of height, FAR, and density around fixed rail transit stations and bus corridors.

Historic Resources Subarea B

The purpose of this subarea, which includes neighborhoods that have an abundance of historically and architecturally significant buildings, is to guide the ongoing maintenance and rehabilitation of these structures through an additional level of review.

Soil Sampling Subarea C

The purpose of this subarea, which includes the entirety of the Community Plan Area, is to ensure that soil contaminants are identified and mitigated prior to ground disturbance.

Public Lands Subarea D

The purpose of Subarea D is to support development of community serving uses and affordable housing on publicly owned land.

Section I-4. DEFINITIONS

100 Percent Affordable Housing. A project in which 100 percent of the residential dwelling units, excluding any manager unit(s), are Restricted Affordable Units as defined by the LAMC Chapter 1A.

Demolition. Throughout the CPIO, site activities that constitute Demolition are defined and determined by the Department of Building and Safety. For the purpose of implementing Chapter III, site activities that include the removal of building components, such that only exterior walls remain is considered Demolition.

Eligible Historic Resources. A building, structure, object, site, landscape, or natural feature identified as an individual resource or as a contributor to a historic district under a local, state or federal designation program; or identified as a contributor to an eligible historic district through SurveyLA (The Los Angeles Historic Resources Survey), or another historical resource survey, completed subsequent to the effective date of the CPIO, and completed by a person meeting the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and accepted as complete by the Director, in consultation with the Office of Historic Resources (OHR). This term does not include a non-contributor to an eligible historic district.

Mixed-income Housing. A project comprising a mix of market-rate and Restricted Affordable Units.

Project. Within Subarea A, a “Project” shall mean any construction, erection, alteration of, or addition to a structure that would exceed the Base Floor Area and/or Base Height allowances authorized under the subject site’s Form District.

Within Subarea B, a “Project” shall mean any activity that requires the issuance of a building, grading, demolition, or change of use permit on any site that is an Eligible Historic Resource, unless the work consists solely of interior work such as tenant improvements or interior rehabilitation/repair.

Within Subarea C, a “Project” shall mean any activity that involves ground disturbance or requires a grading or excavation permit.

Within Subarea D, a “Project” shall mean any new construction located on a publicly owned lot that requests a transfer of floor area to transfer unused permitted floor area to another legally defined lot located within Subarea D.

Within all Subareas, a “Project” shall also mean the demolition of any habitable structure pursuant to Section I-6.B.4 of this CPIO.

Rehabilitation. The act or process of returning a property to a state of utility, through repair or Alteration, which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its Historical, architectural and Cultural values.

Restoration. The act or process of accurately recovering the form, features and details of a property as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

Restricted Affordable Unit. A Dwelling Unit for which rental amounts are restricted so as to be affordable to and occupied by Acutely-Low, Extremely-Low, Very-Low, or Lower income households, as determined by the Los Angeles Housing Department or its successor agency.

Section I-5. RELATIONSHIP TO OTHER ZONING REGULATIONS

- A. For properties within the boundaries of the Boyle Heights Community Plan, the Citywide Transit Oriented Communities Guidelines (TOC) shall be superseded by the provisions and requirements contained within this ordinance. The incentives contained within this ordinance and LAMC Ch. 1A Sec. 9.3.1 shall act as the TOC Area for those properties located within a one-half mile radius of a Major Transit Stop, as defined in subsection (b) of Section 21195 of the California Public Resources Code. For properties beyond the one-half mile radius of a Major Transit Stop and outlined in the Subarea map below, the Community Benefits Program is available as an optional incentive program for Eligible Housing Developments.

- B. Nothing in the Boyle Heights CPIO District is intended to override or conflict with any regulations in the LAMC or other ordinance establishing a park or Quimby fee or park or open space dedication requirement, including any provisions related to credits or fee and dedication calculations.
- C. Projects providing Restricted Affordable Units to fully utilize the Affordable Housing Local Incentive Program shall be considered exempt from the Affordable Housing Linkage Fee.
- D. Nothing in this Boyle Heights CPIO District is intended to override or conflict with any regulations in the LAMC that would otherwise require a conditional use permit.
- E. Nothing in this Boyle Heights CPIO District is intended to override or conflict with any bicycle parking regulations.
- F. Nothing in this Boyle Heights CPIO District is intended to override or conflict with the regulations set forth in LAMC Chapter 1A 9.2.1 that provide bonuses, waivers, and incentives for certain affordable housing projects. Projects that utilize bonuses, waivers, and incentives under LAMC Chapter 1A 9.2.1 shall not be eligible for the provisions contained within this ordinance.

Section I-6. REVIEW PROCEDURES

- A. **Prohibition of Issuance of DBS Permits Prior to CPIO Approval.** The Department of Building and Safety (DBS) shall not issue a permit for any Eligible Housing Development within a Boyle Heights CPIO subarea (in whole, or in part), that seeks to utilize the bonuses, waivers, and incentives contained herein, unless the Project has been reviewed and approved in accordance with this Section I-6.
- B. **CPIO Approval.** All Projects within a Boyle Heights CPIO District Subarea (in whole or in part) shall obtain an Administrative Clearance to demonstrate compliance with the Boyle Heights CPIO District. Projects within the Boyle Heights CPIO District Subarea A that request only Base Incentives pursuant to LAMC Ch. 1A Sec. 9.3.2.C. shall be considered ministerial and shall not be required to file an application with the Department of City Planning. All Projects within Boyle Heights CPIO District Subarea A that request Additional Incentives under LAMC Ch. 1A Sec. 9.3.2.D shall follow the Procedures in Sec. 9.2.1.1.G.2. An application for a CPIO Approval shall be reviewed and approved pursuant to LAMC Section 13B.3.1(Administrative Review), including as its requirements are modified and supplemented below:
 - 1. **Content of Application for a CPIO Approval.** An applicant shall provide, at a minimum, two sets of detailed permit drawings and any other exhibits deemed necessary to demonstrate compliance with all applicable provisions of the CPIO District.

2. **Administrative Clearance.**

- a. **Director Approval.** The Director shall grant an Administrative Clearance after reviewing the Project and finding that it is in compliance with all applicable provisions of the Boyle Heights CPIO District as indicated by a plan stamped by the Department of City Planning.
- b. **Non-Appealable Ministerial Approval.** The approval of an Administrative Clearance is not subject to appeal and is not discretionary for purposes of CEQA Guidelines Sections 15060(c)(1) and 15268.

3. **Director's Determination.** In addition to the requirements in Section I-6 C.2 above, and LAMC Chapter 1A Section 13.4.5, Projects subject to Subarea B shall file for a Director's Determination. The Director or the Director's designee shall have initial decision-making authority to grant a CPIO Director's Determination, with an appeal to the Area Planning Commission in accordance with the procedures set forth in LAMC Chapter 1A Section 13.4.5.

4. **CPIO Approval Compliance.** 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.

Section I-7. ENVIRONMENTAL STANDARDS PROCEDURES

The Environmental Standards in Appendix A are included in the Boyle Heights CPIO District to implement the Mitigation & Monitoring Program included as part of the Boyle Heights Community Plan update and reviewed in the City of Los Angeles Boyle Heights Community Plan Environmental Impact Report (Case No. ENV-2016-2906-EIR), certified on XX, XX, XXXX.

Any Project subject to discretionary review within the CPIO Boundaries shall comply with all applicable Environmental Standards as set forth in Appendix A, subject to the following rules.

- A. **Applicability of Environmental Standards.** A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor façade alterations and no grading shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The decision maker, in his or her reasonable discretion, shall determine those Environmental Standards that apply to a particular Project.
- B. **Plans.** Compliance with all applicable Environmental Standards listed in Appendix A shall be demonstrated on the plans as project features (that is, features that are physically built into the Project such as an air filtration system) or as operational features on a sheet within the plans (that is, features that are carried out either during the construction of the Project, or over the life of the project, such as the use of paints, sealants, and other building materials that yield low air pollutants).
- C. **Modification of Environmental Standards.** Modifications of Environmental Standards do not require the processing of a CPIO Adjustment or CPIO Exception. The Director (or appeal body on appeal) may modify or not require an Environmental Standard listed in Appendix A for any Project when: (1) the Director finds in writing, based upon substantial evidence, the Environmental Standard is not necessary to mitigate an impact, including because of the existence of a similar or more effective regulation that applies to the Project; (2) the City complies with CEQA Guidelines, Section 15162, including by preparing an addendum or subsequent environmental clearance to the Boyle Heights Community Plan EIR to analyze the impacts from the modifications to the Environmental Standards; or (3) the City prepares a new CEQA clearance for the Project. No CPIO Approval shall be issued for a Project with a modified Environmental Standard until this subsection has been complied with. The modification of an Environmental Standard is not independently appealable unless an appeal of an entitlement or CEQA determination is otherwise available through this CPIO District, the LAMC, or CEQA.

Section I-8. CEQA CLEARANCE

For purposes of CEQA compliance for subsequent projects approved with a CPIO Approval, including, but not limited to, consideration of a CEQA clearance pursuant to Government Code Section 65457, Public Resources Code Section 21155.4; or CEQA Guidelines, Sections 15183 or 15183.3, the Boyle Heights CPIO District shall operate and be treated as a specific plan, zoning ordinance, and a prior plan level decision for which and EIR was certified.

Section I-9. SEVERABILITY

If any portion, subsection, sentence, clause or phrase of this ordinance 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 ordinance. The City Council hereby declares that it would have passed this ordinance 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 be declared invalid.

CHAPTER II – COMMUNITY BENEFITS PROGRAM SUBAREA

COMMUNITY BENEFITS PROGRAM SUBAREA

A – BOYLE HEIGHTS COMMUNITY BENEFITS PROGRAM SUBAREA A

OVERVIEW

The Community Benefits Program (CBP) Subarea, shown on Figure I, introduces more affordable housing development throughout the Plan Area. This Subarea includes a tiered incentive structure that prioritizes mixed-income and 100 percent affordable housing and seeks to ensure replacement units on the project site. Within the Subarea, unique zones tailor the incentives to the surrounding context, offering greater height, FAR, and density incentives around fixed rail transit stations and bus corridors.

Section II. LOCAL AFFORDABLE HOUSING INCENTIVE PROGRAM

II – 1. For properties within the boundaries of the Boyle Heights Community Plan, where this CPIO District applies, optional development incentives are available for Eligible Housing Developments that meet the requirements outlined in LAMC Ch. 1A Sec. 9.3.1. Within the boundaries of the Boyle Heights Community Plan, the Citywide Transit Oriented Communities (TOC) Guidelines shall be superseded by the provisions and requirements contained within this ordinance.

II – 2. ELIGIBILITY. An Eligible Housing Development shall be eligible for Local Affordable Housing Incentives Pursuant to LAMC Chapter 1A Sec. 9.3.2. within Subarea A of the CPIO if it meets all of the following requirements:

1. **On-Site Restricted Affordable Units.** On-Site Restricted Affordable Units shall be provided at levels outlined in **Set B** of LAMC Ch. 1A 9.3.2. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.
2. **Dwelling Unit Mix and Location.** A minimum of 30% of the dwelling units for an Eligible Housing Development shall be two bedrooms or larger, and LAHD shall determine the location of the restricted affordable units within the development. Projects that provide 100% of the units in the development as deed-restricted affordable units, except for a manager’s unit, are exempt from this requirement.
3. **Dwelling Units.** All units in an Eligible Housing Development shall meet the definition of a “Household Dwelling Unit” as defined in LAMC Ch.1A Div. 14.2.

II – 3. Base Incentives. An Eligible Housing Development that meets the requirements outlined in Section II-2 above shall be eligible for the Base Incentives for **Set B** established in LAMC Ch. 1A 9.3.2.C. Projects utilizing Base Incentives only shall follow the procedures in Section I-6.C. of this ordinance.

1. For properties located within Subarea A, a Housing Development shall be eligible for a 75% decrease in the required parking for residential uses, as outlined in Ch. 1A 9.3.2.C.4.a.

II – 4. Additional Incentives. In addition to the applicable Base Incentives, an Eligible Housing Development that meets the requirements outlined in Section II. above may be granted up to three (3) of the additional incentives listed in LAMC Ch. 1A 9.3.2.D by following the procedures in LAMC Ch. 1A 9.3.3.D

CHAPTER III – HISTORIC PRESERVATION SUBAREA

HISTORIC PRESERVATION SUBAREA

B – HISTORIC PRESERVATION SUBAREA B

OVERVIEW

The purpose of this subarea, which includes neighborhoods that have an abundance of historically and architecturally significant buildings, is to maintain the eligibility of individual historic resources and historic districts, and guide the ongoing maintenance and rehabilitation of these structures.

III – 1. Eligible Historic Resource Evaluation. Prior to any other CPIO Approval being issued, a Project in this subarea that involves an Eligible Historic Resource shall comply with the following review procedures:

A. Non-Demolitions. For any Project that does not involve the demolition of an Eligible Historic Resource, no CPIO Approval shall be issued until one of the following occurs:

- i. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Eligible Historic Resource is not an historical resource, as defined by Public Resources Code Section 21084.1; or,
- ii. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Project is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or,
- iii. A Director's Determination pursuant to Section I-6.C.3 of this CPIO, and Environmental review in compliance with CEQA was completed for the Project, including if necessary, the adoption of a statement of overriding considerations.

B. Demolitions. For any Project that involves the demolition of an Eligible Historic Resource, no CPIO Approval shall be issued until one of the following occurs:

- i. The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Eligible

Historic Resource is not an historical resource, as defined by Public Resources Code Section 21084.1; or

- ii. A Director's Determination pursuant to Section I-6.C.3 of this CPIO, and, Environmental review in compliance with CEQA was completed on the Project, including if necessary, the adoption of a statement of overriding considerations.
 - a. No Director's Determination shall be issued for Demolition or removal of any building or structure, within a National Register Historic District, within Subarea B, that is designated as a Contributing Element, and the application shall be denied unless the Owner can demonstrate to the Director that the owner would be deprived of all economically viable use of the property. In making its determination, the Director shall consider any evidence presented concerning the following:
 - 1. An opinion regarding the structural soundness of the structure and its suitability for continued use, renovation, Restoration or Rehabilitation from a licensed engineer or architect who meets the Secretary of the Interior's Professional Qualification Standards as established by the Code of Federal Regulation, 36 CFR Part 61. This opinion shall be based on the Secretary of the Interior's Standards for Architectural and Engineering Documentation with Guidelines;
 - 2. An estimate of the cost of the proposed, demolition, and replacement project and an estimate of the cost that would be incurred to execute a Secretary of the Interior's Standards for Rehabilitation alternative to the project, as identified in a Project Environmental Impact Report (EIR), or in the absence of an EIR, when appropriate under CEQA, as identified by the Director of Planning in consultation with the Cultural Heritage Commission or its designee;
 - 3. An estimate of the market value of the property in its current condition; after completion of the proposed Demolition and replacement project; and after any expenditure necessary to execute a Secretary of the Interior's Standards for

Rehabilitation alternative to the project, as identified in a Project Environmental Impact Report (EIR), or in the absence of an EIR, when appropriate under CEQA, as identified by the Director of Planning in consultation with the Cultural Heritage Commission or its designee;

4. An estimate from architects, developers, real estate consultants, appraisers, or other real estate professionals experienced in Rehabilitation as to the economic feasibility of Restoration, renovation or Rehabilitation of any existing structure or objects. This shall include tax incentives and any special funding sources, or government incentives which may be available.

C. CEQA Review for Eligible Historic Resources. In complying with this Section III-I, if at any time the Director, in consultation with the Office of Historic Resources, determines the Eligible Historic Resource is not a historical resource as defined by Public Resources Code Section 21084.1, approval of the Project (involving no other discretionary approvals) shall be a ministerial approval for purposes of CEQA, including CEQA Guidelines, Section 15268.

CHAPTER IV – SOIL SAMPLING SUBAREA

SOIL SAMPLING SUBAREA

C – Soil Sampling Subarea C

OVERVIEW

The purpose of Subarea C is to facilitate cleanup of contaminated soils and minimize public health risk by requiring soil sampling for projects that include ground disturbance. Any project within this Subarea is subject to soil sampling prior to ground disturbance to reduce health impacts to Boyle Heights residents.

IV – 1. Eligibility. Any project conducting excavation, grading, or other types of ground or soil disturbance must conduct a soil test to determine if elevated levels of lead or arsenic are present.

IV – 2. Clearance. Prior to grading, excavation, or building permit issuance, soil test results must be provided to Building & Safety demonstrating that elevated levels of lead or arsenic are not present.

IV – 3. If elevated levels of lead or arsenic are present, the project must comply with any requirements from LADBS and coordinate with other agencies as necessary. An abatement plan prepared by a qualified expert may be required and the project shall comply with all federal, state, and local hazard material laws. Prior to issuance of any permits, the qualified expert shall certify compliance with the abatement plan and shall certify that it is safe to issue and act under the sought permit, including providing a no further action letter by the enforcing agency if applicable. The qualified expert shall be subject to City approval and all records submitted to the City by expert shall be signed under penalty of perjury.

[Soil Sampling Subarea C may become an Environmental Protection Measure through the adoption process]

CHAPTER V – PUBLIC LANDS SUBAREA

PUBLIC LANDS DEVELOPMENT STANDARDS SUBAREA

D – Public Lands Development Standards Subarea D

OVERVIEW

The purpose of **Subarea D** is to regulate development on publicly owned lands and allow for floor area to be transferred between publicly-owned properties in the Community Plan Area, to support and facilitate public serving uses and affordable housing.

V – 1. Transfer of Floor Area. Any owner(s) of a legally defined lot located within Subarea D may transfer unused permitted floor area to another legally defined lot within Subarea D, pursuant to the procedures of this section.

- A. Floor Area.** Total floor area in the Public Lands Subarea D shall not exceed 3.0:1 FAR and no individual site shall exceed 4.0:1 FAR through a transfer of floor area.
- B. Limitation.** Any project constructed with transferred floor area must comply with all regulations set forth in this Subarea.
- C. Procedures.** Projects seeking the transfer of unused permitted floor area, within the floor area cap, shall apply for an Administrative Clearance pursuant to the provisions of Section I-6 C.2 of this CPIO.

APPENDIX A – ENVIRONMENTAL STANDARDS

OVERVIEW

As described in Section I-7 of the CPIO District, these Environmental Standards are included to implement the Mitigation & Monitoring Program included as part of the Boyle Heights Community Plan update and reviewed in the Boyle Heights Environmental Impact Report (Case No. ENV-2016-2906-EIR), certified by the City Council.

In addition to Projects in Subareas that are required to comply with these Environmental Standards, any other discretionary project in the boundaries of the Boyle Heights Community Plan Area that seeks to rely on the Boyle Heights EIR for its CEQA clearance (including through tiering, preparing an addendum, supplemental EIR or a statutory infill exemption), may incorporate or impose the following Environmental Standards on the project. Compliance may be achieved through covenant, conditions, plan notations, or other means determined reasonably effective by the Director of Planning or the decision-maker.

[MITIGATION MEASURES / ADDITIONAL ENVIRONMENTAL STANDARDS FORTHCOMING]

EXHIBIT B.4:

Director of Planning Technical Memo to PLUM Committee for Consideration of Amendments to the Recommended Boyle Heights Community Plan

CPC-2016-2905-CPU-M1

For reference by the City Planning Commission

January 11, 2024

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
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November 28, 2023

Los Angeles City Council
c/ o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

**DIRECTOR OF PLANNING TECHNICAL MEMO TO PLUM COMMITTEE FOR
CONSIDERATION OF AMENDMENTS TO THE RECOMMENDED BOYLE HEIGHTS
COMMUNITY PLAN; CF 23-0861; CASE NO. CPC-2016-2905-CPU; ENV-2016-2906-EIR**

This report includes a discussion of topics that were elevated by the City Planning Commission (CPC) during its April 20, 2023 meeting to consider the Boyle Heights Community Plan, with a request by CPC to provide further study and recommendations to the Planning and Land Use Management (PLUM) Committee. This report also includes for City Council consideration of optional modifications (Council Modifications) to CPC's recommendations on the proposed ordinances of the Boyle Heights Community Plan Update, including the New Zoning Code, which were transmitted to the City Council in August 2023. Optional Council Modifications are provided by topic in the subsections of this report and are indicated under the sub-heading "Optional Council Modifications-[Subject Matter]." Additions to a proposed ordinance are indicated by underlined text and deletions to a proposed ordinance are indicated by ~~strikethrough~~.

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I. CPC Directed Items

The City Planning Commission (CPC) at its meeting on April 20, 2023 voted 6-0 to recommend approval of the Boyle Heights Community Plan (Proposed Plan), with a few modifications. The CPC also recommended that Los Angeles City Planning provide additional study for the following topics for City Council's consideration:

- Study the feasibility of increasing the CPIO Subarea A requirement to provide units with 2 or more bedrooms from 30% to 40%.
- Study the feasibility of the CPIO Subarea A requirement to provide units with 2 or more bedrooms for housing for veterans, housing for seniors, and supportive housing, and possibilities to exempt certain housing types.
- Study the feasibility using LAHD Land Use Rent Schedule 6 (HCD) compared to LAHD Land Use Rent Schedule 1 (HUD) for the Boyle Heights Community Benefits Program and the impact each would have on applicants choosing to use the Community Benefits Program versus Density Bonus.
- Study the possibility of a local hire requirement for projects and developments adjacent to the Los Angeles River.
- Study the possibility of a local preference program for affordable housing units in Boyle Heights.

The following section describes the findings from additional studies that were requested by the CPC.

A. Minimum Two-Bedroom Set Aside Feasibility and Exemption for Specific Housing Types

Background

At the April 20, 2023 City Planning Commission (CPC) meeting, Commissioners directed the Department of City Planning to study two additional considerations regarding family-sized units before the Proposed Plan is presented to the City Council's Planning & Land Use Management Committee. The Proposed Plan requires housing projects seeking to use the incentives in the Boyle Heights Community Benefits Program (e.g. FAR and height bonus, density bonus, parking reductions, etc.) to include 30% of the total units with two or more bedrooms. The CPC requested that City Planning evaluate the possibility of increasing the 30% requirement to 40% of total units. In addition, the Proposed Plan provides an exemption from this requirement for 100% affordable housing projects, therefore these types of projects can access incentives without having to meet the two or more-bedroom requirement. Based on public comment heard during the CPC hearing, the Commission requested that City Planning evaluate the possibility of narrowing this exemption to only include certain types of 100% affordable projects, such as Permanent Supportive Housing, Veteran Housing, and Senior Housing, as these types of housing are known to have higher demand for smaller unit types such as studios and one-bedroom units.

City Planning retained the economic consulting services of AECOM to assess the economic feasibility of these additional considerations for the proposed Boyle Heights Community Benefits Program; and provide feedback for City Council's consideration to determine whether to adjust the program requirements.

Topic: Number of Family Sized Units Required

A market analysis and interviews with developers revealed initial findings that reinforced the need for larger housing units in Boyle Heights, as well as developer's concerns over adding additional requirements that may have an impact on the feasibility of housing developments. Demographic patterns in Boyle Heights indicate that residents of the CPA continue to live in household sizes that are larger than the citywide average, yet at the same time, housing units are smaller than the citywide average, resulting in a large portion of overcrowded households in Boyle Heights (30%) compared to citywide (13%). The study also found that about 44% of existing multifamily housing stock in Boyle Heights consists of 2-bedroom units or larger (family sized), highlighting the historical market trend towards larger housing units. The proportion of family sized units was found to be greater for affordable housing (45%), than for market rate housing (35%).

AECOM completed a pro-forma financial analysis to test the development feasibility of 40% compared to 30% of total units with two or more bedroom units, for three prototypes which simulate the economic conditions a developer would consider in deciding whether to pursue a project. The results of the pro-forma analysis indicate that an increase in the requirement for family-sized units from 30% to 40% of the total would have an adverse impact on the potential feasibility of residential and mixed-use projects, and of mixed-income development in Boyle Heights. Studio and one bedroom apartments command a higher market rate rent than two and three bedroom units, with the latter having a notable discount in achievable rent per square foot. Increasing the requirement for larger unit sizes may result in fewer studio and one bedroom units as that floor area is instead used to accommodate additional larger units. The result of substituting studios for three bedroom units results in fewer total units and a lower average rent for the combined residential uses. Therefore, reducing monthly revenue by substituting smaller units for larger units negatively impacts the capitalized value and pushes many prototype scenarios to be infeasible. The most likely scenario in Boyle Heights in the near future is one with higher market rents and construction costs. By increasing the family sized unit requirement from 30% to 40%, the feasibility and ability to develop a variety of affordable housing on a range of development types, is generally reduced to only those with the highest density and the lowest affordable set-asides (10% and Acutely Low and 11% Extremely Low).

The net impact on the number of affordable and family sized affordable units was also analyzed through this study. The table below demonstrates the net increase or decrease in overall units as well as affordable units when the requirement is raised from 30% to 40%. Table A.1 below demonstrates a 45 unit project with five units set aside as restricted Extremely-Low Income units. With a 30% two bedroom requirement, 14 units would be required to have two or more bedrooms;

with a 40% two bedroom requirement, that number increases to 18 units. Because of existing requirements that restricted units be distributed throughout a development and be similar in size to market rate units, a proportional number of two bedroom units would likely be set aside for the restricted affordable units and the market rate units. With a 30% requirement, this yields two affordable two bedroom units and 12 market rate two bedroom units; a 40% requirement yields two affordable two bedroom units and 16 market rate two bedroom units.

Table I.A.1: Comparison of 30% vs. 40% 2 bedroom requirement		
	2 bedroom requirement set at 30%	2 bedroom requirement set at 40%
Total Units in Project	45	45
Total Affordable Units (11% ELI)	5	5
Total 2 BR Units	14	18
Total 2 BR Affordable Units	2	2
Total 2 BR Market Rate Units	12	16

While the overall number of family-sized units may increase in a project, because the percentage of affordable units typically seen in a mixed-income development is the lowest set-aside, at 10-11%, the additional family-sized units at the development scale typically seen in Boyle Heights may only yield zero or one additional affordable family-sized unit.

Recommendation on Topic: Number of Family Sized Units Required

It is recommended that the Proposed Plan’s requirement for mixed-income housing projects to provide 30% of housing units as two-bedroom or greater be sustained as an economically viable approach to bolstering family-sized housing units in Boyle Heights. While considering the impact that the family sized housing unit requirement has on the production of overall units, it is important to take into account the balance between maximizing the production of overall market rate and affordable housing units, while meeting the specific needs of varying household sizes. When the requirement is raised to 40%, the total number of housing units in a project may be reduced to accommodate the higher number of larger sized units within the same building envelope. However, in general more family-sized units are produced, though not all of the family-sized units will be affordable units.

One of the City’s overarching policy objectives is to increase housing production and incentivize the production of affordable housing. Based on the analysis and demonstrated above, increasing

the two bedroom requirement from 30% to 40% will further limit project feasibility and decrease the overall potential number of housing units, to accommodate the larger unit sizes, thus undermining citywide housing goals. In addition, the yield of affordable family-sized units is not likely to substantially increase due to the scale of development seen in Boyle Heights. These impacts must be fully considered if the required percentage of family sized units is increased. Therefore, it is recommended that the Proposed Plan's requirement for 30% of the units to be two-bedroom, or greater be sustained.

Topic: Revisions to the Exemption for 100% Affordable Housing Projects

While larger affordable units are desirable for families, there appears to be less demand for larger units among certain subcategories of affordable housing, specifically Permanent Supportive Housing (PSH), and housing for Seniors, Veterans, and Transitional Age Youth. Amongst these types of housing, most projects studied did not have at least 30% of units with 2 or more bedrooms. In addition, organizations whose business model differs from standard income based and family affordable housing types can find it more difficult to meet a family-sized unit requirement, oftentimes due to different funding and financing models. Additional requirements to qualify for incentives are also unpopular with market rate and some affordable housing developers, further challenging the development of housing developments in Boyle Heights.

It is important to consider that there are housing projects and public funding models that target specific populations, where a family-sized unit requirement would hinder their feasibility. In particular, housing projects that are funded and designated for special populations such as Permanent Supportive Housing, and housing for Veterans, Seniors, and Transitional Age Youth. Many developers for these types of projects utilize modular housing, and may have difficulty making projects with a wider range of unit types work with their business model, which rely on off-site assembly of standardized unit types in order to reduce costs and maintain affordability. Developers expressed that such an onerous requirement for all types of affordable housing models would only make these specialty types of affordable housing projects more challenging, time consuming, and costly to develop.

While the need for larger family sized units is still prevalent in Boyle Heights, there is less of a demand for larger units among certain subcategories of housing, specifically Permanent Supportive Housing, housing for Veterans, Seniors and Transitional Age Youth. The vast majority of these households have only one member, and could be considered for an exemption from the family size unit requirement. Further, interviews with developers and analysis shows that the 2 bedroom requirement may add barriers that make these subcategories of affordable housing infeasible.

Recommendation on Topic: Revisions to the Exemption for 100% Affordable Housing Projects

It is recommended that the two-bedroom requirement be applied to 100% affordable projects, with the exception of Permanent Supportive Housing, housing for Veterans, Seniors and Transitional

Age Youth. The technical edits to the Boyle Heights CPIO necessary to effectuate this change provided below, with additions to the ordinance indicated by underlined text and deletions are indicated by ~~strikethrough~~.

Technical Amendment I.A: Two-bedroom Set Aside Exemption

Amend the Boyle Heights Community Plan Implementation Overlay (CPIO) Chapter II (*Community Benefits Program Subarea*) Section II-2. (*Eligibility*) to read as follows:

2. Dwelling Unit Mix and Location. A minimum of 30% of the dwelling units for an Eligible Housing Development shall be two bedrooms or larger, and LAHD shall determine the location of the restricted affordable units within the development. Projects that provide 100% of the units as deed-restricted housing for Veterans, housing for Seniors, housing for Transitional Age Youth, or Permanent Supportive Housing, ~~in the development as deed-restricted affordable units,~~ except for a manager's unit, are exempt from this requirement.

B. Rent Schedules

Background

At the CPC meeting, the Commissioners also requested that City Planning study the feasibility of using Los Angeles Housing Department's Rent Schedule 6 compared to Rent Schedule 1 for the Boyle Heights Community Benefits Program, and present some considerations to City Council's PLUM Committee. The Boyle Heights CPIO District includes a permanent affordable housing incentive program that replaces the currently in-effect Transit Oriented Communities (TOC) Guidelines for properties within the Boyle Heights CPIO District per Measure JJJ. Although the Boyle Heights CPIO does not include language to prescribe a specific rent schedule, it does state that projects that use the CPIO Incentive Program set rents as determined by the Los Angeles Housing Department (LAHD). As LAHD now uses HUD's Schedule 1 for projects with incentives, projects that use the Boyle Heights CPIO's affordable housing incentives would also default to using Schedule 1.

The Transit Oriented Communities Guidelines (TOC Guidelines), went into effect in 2017 as part of the voter-approved Measure JJJ. Since it went into effect in 2017 the TOC Guidelines has incentivized housing production at deeper levels of affordability than any other planning entitlement, including Density Bonus. The program's combination of incentives and requirements has proven successful at increasing housing production, while also producing a higher percentage of affordable units year after year.

When implementing affordable housing covenants that are established for individual mixed-income housing projects, the Housing Department, per Measure JJJ and the definition of On-Site Affordable Units per Section 12.22 A.31(g) of the Los Angeles Municipal Code, has the authority

to establish the rent levels that will be required for onsite affordable housing units. Since the establishment of the TOC Guidelines, the Housing Department has used “Schedule 6,” and “Schedule 7” developed pursuant to regulations by the California Housing Department (HCD). These schedules are similarly used for Density Bonus projects, as mandated by State Law. In October 2022, the Housing Department began to use “Schedule 1” developed pursuant to regulations by the U.S. Department of Housing and Urban Development (HUD). Maximum allowable rents under Schedule 1 are higher than those provided under Schedules 6 and 7.

There is a growing concern that the change in rent schedule for TOC projects would have a significant impact on lower-income households because of the increase in maximum allowable rent levels. The issue was also raised when the Downtown Los Angeles Community Plan and Hollywood Community Plan went through the City Council adoption process in May 2023, as both community plans include a permanent affordable housing incentive program that replaces the TOC Guidelines. As noted in the tables below, the HUD rents (Schedule 1) are notably higher than the HCD rents (Schedule 6).

Table I.B.1 Schedule 1 (HUD schedule) - Maximum Allowable Rent Levels

Rent Level	Bedroom Size					
	Single	1-BR	2-BR	3-BR	4-BR	5-BR
Extremely Low (30%)	\$626	\$715	\$805	\$894	\$966	\$1,038
Very Low (50%)	\$1,043	\$1,191	\$1,340	\$1,489	\$1,609	\$1,728
Low (80%)	\$1,669	\$1,906	\$2,145	\$2,383	\$2,574	\$2,764
Moderate (120%)	\$2,503	\$2,859	\$3,216	\$3,573	\$3,861	\$4,146
Workforce (150%)	\$3,128	\$3,574	\$4,020	\$4,466	\$4,826	\$5,183

Table I.B.2 Schedule 6 (HCD schedule) - Maximum Allowable Rent Levels

Rent Level	Bedroom Size					
	Single	1-BR	2-BR	3-BR	4-BR	5-BR
Extremely Low (30%)	\$461	\$527	\$592	\$658	\$711	\$763
Very Low (50%)	\$768	\$878	\$987	\$1,097	\$1,185	\$1,272
Low (60%)	\$921	\$1,053	\$1,185	\$1,316	\$1,422	\$1,527
Moderate (110%)	\$1,689	\$1,931	\$2,172	\$2,413	\$2,606	\$2,799

Similarly, if the projects under the Boyle Heights CPIO were to use Schedule 1, the rents for participating affordable housing units would be notably higher than they would be using Schedule 6. Stakeholders and Council Members have expressed concern that the use of Schedule 1 will result in lower-income households being priced out of being able to rent these new affordable housing units, and particularly from projects that use unsubsidized (privately-financed) affordable units.

The table below further highlights the difference in maximum allowable rent between Schedule 6 to Schedule 1.

Table I.B.3 Rent Schedule Established Rents Comparison

Low Income Households	Maximum Income Level for 1-person household	Maximum Rent Level for Studio	Maximum Income Level for 3-person Household	Maximum Rent for a 2 bedroom Unit
Schedule 6 (HCD)	\$66,750	\$921	\$85,800	\$1,185
Schedule 1 (HUD)	\$66,750	\$1,669	\$85,800	\$2,145

For low-income households, the change from Schedule 6 to Schedule 1 represents an 81% rent increase for renting a studio (for a 1-person household) or renting a two-bedroom apartment for a three-person household.

There is also interest in further discussing the change in the rent schedule for TOC projects at a broader citywide level than just as it applies to the affordable housing incentives in the Boyle Heights Community Plan and the recently adopted Downtown Los Angeles Community Plan and Hollywood Community Plan. On May 10, 2023, Councilmember Raman introduced a motion (CF-23-0490), which was seconded by Councilmember Hernandez, that instructed the Los Angeles Housing Department, with support from the City Attorney, to report back with a plan for changing the TOC Guidelines back to Schedule 6 or 7, and to also include additional options to minimize rent amounts for lower-income tenants of 100% affordable housing projects, while ensuring that those projects meet funding source requirements. Council’s Housing and Homelessness Committee considered and approved the motion at their June 21, 2023 meeting, and City Council subsequently approved the motion at its June 30, 2023 meeting.

Recommendation on Topic: Rent Schedules

At the time of drafting this report the Housing Department’s report back to the Council’s Housing and Homelessness Committee is still pending. If the City Council seeks to establish that the Boyle Heights affordable housing incentive system uses HCD Rent Schedule 6, ahead of resolving the citywide process currently underway, it can incorporate the technical language provided below. The Council may also request that the City Attorney work with City Planning staff to incorporate any recommended changes to the final ordinances to address any consistency issues with the ongoing citywide reports and recommendations under CF-23-0490, or with Measure JJJ.

If the City Council chooses to address rent schedules in the Boyle Heights CPIO, an option for City Council’s consideration is to make the following modifications to Exhibit D1 of the PLUM Transmittal (Boyle Heights CPIO District), which is presented below for Council’s consideration. Additions to the ordinance are indicated by underlined text and deletions are indicated by ~~strikethrough~~. In addition, the City Council should request that the City Attorney provide a report to the Council, at the time the final Boyle Heights ordinances are presented to Council for adoption, that addresses any legal or consistency concerns with respect to prescribing Rent Schedule 6 in Boyle Heights.

Technical Amendment I.B: Affordable Housing Rent Schedules

Amend the Boyle Heights Community Plan Implementation Overlay (CPIO) Chapter I (*Function of the CPIO District*) Section I-4. (*Definitions*) to read as follows:

Restricted Affordable Unit. A Dwelling Unit for which rental amounts are restricted so as to be affordable to and occupied by Acutely-Low, Extremely-Low, Very-Low, or Lower-income households, ~~as determined by the Los Angeles Housing and Community Investment Department or its successor agency~~ and Mixed-Income projects shall comply with income ranges as defined by the California Health and Safety Code Sec. 50052.5 or California Health and Safety Code Sec. 50053.

C. Local Hire Requirement

Background

At the April 20, 2023 CPC meeting, the City Planning Commission also directed City Planning to evaluate the possibility of a local hire requirement for projects and developments in the industrial district adjacent to the Los Angeles River. The area is currently designated for light and heavy industrial uses, and developed predominantly with lower-scale warehouse-type buildings with uses such as offices, textile manufacturing, and food processing. As proposed by City Planning and as recommended by the CPC, this area would be designated for light industrial land uses, promoting a range of employment opportunities, similar to uses that exist today. In an effort to improve the environmental quality for nearby residents, the Proposed Plan prohibits new heavier industrial and noxious uses from opening in the area. In addition, similar to today, the only housing that would be allowed would be through the adaptive reuse of existing buildings, through a Conditional Use Permit process.

In tandem, the Proposed Plan includes several policies and programs that support local employment opportunities, in particular Land Use Goal 13, which calls for “Industrial land located adjacent to the Los Angeles River Rail areas provides a dynamic concentration of ‘High Road Career Ladder’ and local jobs and small businesses.” Proposed Program 20 also points to the desire to “Develop partnerships to create business outreach programs targeting local schools for student and adult participation in business apprenticeship and internship programs...” highlighting the need heard from the community in building pathways to employment, and the potential of land use policy as a tool to achieve this end.

These antecedents led to the CPC’s request for City Planning to explore the possibility of targeting Boyle Heights residents for the potential jobs created in the construction and operation of new projects and businesses near the Los Angeles River. In order to better understand how a local hire requirement could work at a neighborhood level, such as in Boyle Heights, a preliminary

investigation was conducted that examined existing programs within the City of Los Angeles, as well as in other jurisdictions.

Findings

Several public entities, including the City of Los Angeles, use various types of policies, programs and incentives to encourage local resident hiring. Many of these local hiring programs are established through ordinances or statutes, while others may be incorporated into development agreements, financing requirements, construction contracts, or project labor agreements. Consequences for non-compliance or violation of local hiring laws vary by jurisdiction, while in others, compliance is optional, and incentive based. The following is a summary of the research and potential considerations.

City of Los Angeles

In 2016, City of Los Angeles voters approved Measure JJJ, also known as the “Build Better LA Initiative,” to address the homeless and affordable housing crisis, which added a provision to the City’s municipal code to require developers of certain residential projects to either provide on-site affordable units or pay an in-lieu fee, into the City’s Affordable Housing Trust Fund. The Measure also requires projects that seek certain zone changes or General Plan Amendments comply with Labor Standards including using licensed contractors, paying prevailing wages, and hiring trained workers and apprentices from local and disadvantaged areas. It also requires a good faith effort to ensure that 30% of construction worker hours are performed by permanent residents of Los Angeles, and 10% are performed by Transitional Workers, as defined by LAMC 11.5.11(j), whose primary place of residence is within a 5-mile radius of the covered project.

Employment and Workforce Development Department (EWDD)

The City of Los Angeles’ Employment and Workforce Development Department (EWDD) serves the Boyle Heights CPA through its WorkSource and YouthSource Centers, and through programs that offer employment services and broad support in building businesses and careers. The EWDD currently operates 16 WorkSource Centers throughout the City, including one located within the Boyle Heights CPA a block from the Metro E Line Pico/Aliso Station. The Center offers local residents job training; skills workshops such as for resume building and interview preparation; career guidance, job referrals, and employment matching services; as well as access to computers and phones. The Center also supports local businesses with job advertisements, referrals, customized recruitment services, interview facilities, and on-the-job and pre-employment training. Similarly, EWDD’s YouthSource Centers, which includes the local Boyle Heights Technology Youth Center, provides residents between the ages of 14 to 24 with support and resources designed to help those that are not in school and not working. This includes help finding the classes they need to graduate, pathways to pursue higher education, as well as opportunities for paid internships, occupational skills training, and job readiness programs. The center also provides access to computers, tutoring, mentoring, and counseling.

In addition to these centers, Boyle Heights residents and local businesses are supported by the various targeted workforce development programs and services such as Hire LA's Youth Program, LA: RISE, and the Veteran's Initiative Program (VIP). In Hire LA's Youth Program, the City partners with the City's business community, local schools, community colleges and community organizations to prepare young adults for the modern workplace, and develop long-term employment opportunities for LA's emerging workforce. LA: RISE is a partnership between the City and County's workforce development system with nonprofit and for-profit employers to help those with high barriers to employment, such as those experiencing homelessness, to get jobs and stay employed. VIP is a veteran's employment program designed to help veterans secure employment and or education through community partnerships with employers and colleges.

The Boyle Heights Community Plan also identifies future programs to enhance the role of EWDD in building greater access to employment opportunities for Boyle Heights residents. One such program is a future Business Outreach and Mentorship Program to develop partnerships with businesses to create outreach programs that target local schools for adult and student participation in apprenticeship and internship programs.

Other Jurisdictions and Local Hire for Construction Projects

Washington DC

The First Source Employment Program in the District of Columbia provides that 51% of new jobs created with public funding go to DC residents where the projects are between \$300,000 and \$5 million. The program applies to both government-assisted construction and non-construction projects, as well as retail or commercial tenants that are beneficiaries of government assistance. For construction projects monitoring and reporting is required until the final certificate of occupancy is issued, for non-construction projects it is required as long as the benefit is being received, and for retail and commercial tenants, for five years following the commencement of the tenant's initial lease date.

San Francisco

Established in 2011, the San Francisco Local Hiring Policy requires that public works or improvement construction projects worth an estimated \$600,000 or more include San Francisco resident participation levels of 50% for total work hours within each trade. Contractors and developers who exceed the 50% threshold, may be provided with financial and non-financial incentives or entitlements. Those who fall short of meeting these requirements must pay the city an amount equal to the prevailing wage for journey persons or apprentices, at a rate that equates to the number of hours below the threshold.

Seattle

Enacted in 2015, the Priority Hire Ordinance applies to city construction projects in excess of \$5 million. Project specific goals are set at no less than 20% and will adjust annually to increase to

40% by 2025. The ordinance gives priority to residents of economically disadvantaged neighborhoods within Seattle by zip code.

Boston

The Boston Residents Construction Employment Standards, established by Mayoral Executive Order in 1983, and amended with new employment standards, requires private development projects over 50,000 square feet and any public development project use good faith efforts to ensure that at least 51% of total work hours of journey people and apprentices in each trade go to Boston residents. The ordinance is monitored by the Boston Residents Jobs Policy office and the Boston Planning and Development Agency.

St. Louis

St. Louis established a local resident project labor hour goal of 20% to be performed by City residents, for the City's public works contracts that are worth an estimated base value of one million dollars or more. This ordinance also establishes apprenticeship training for groups under-represented in the skilled workforce in the construction industry and requires 25% of all labor hours include women and targeted minorities. If St. Louis residents are also minorities and or women, their labor hours can count for both requirements, which is administered and monitored by the St. Louis Agency for Training and Employment.

New Orleans

The "Hire NOLA" Ordinance was passed by New Orleans City Council in 2015, which requires contractors on public city projects with an estimated value above \$150,000 make a good faith effort to ensure that 30% of total work hours go to New Orleans residents. There was a gradual increase in this percentage and it currently stands at its goal of 50% by the year 2020. The ordinance provides support for non-compliant contractors, but eventual failure to meet the local hiring standards constitutes a breach of contract.

Baltimore

The Local Hiring Law provides that 51% of all new hires used to complete a project must be residents of Baltimore. In effect since 2013, the law applies to all city contracts exceeding \$300,000, and any private entities involved in a project that benefits from more than \$5 million in city subsidized assistance.

Recommendation on Topic: Local Hire

No action is recommended with respect to addressing local hire provisions within the Boyle Heights Community Plan. There are some considerations that need to be further explored to determine whether a local hiring policy would fall primarily under the purview of City Planning, and within the scope of an industrial district within Boyle Heights Community Plan. As seen by these examples, local hiring programs enacted by public entities are generally focused on ensuring that local residents at the citywide level (with the exception of Seattle) are the primary labor pool drawn from during the construction phase (with the exception of Washington DC) of

larger, and typically publicly funded projects. Access to public works contracts, grant funding, and other types of public subsidies are linked to compliance with local hiring policies, and enforced through tools such as in lieu fees and penalties; and or contract terminations.

The Community Plan's ordinances are contained within Chapter 1A of the Municipal Code and are chiefly oriented around land use and zoning. Thus, while the zoning regulations can establish what the allowed uses or building activities will be, employment activities are generally regulated under local, state and federal employment laws; and implemented outside of the planning and development process. Research conducted by City Planning did not yield a viable example to build upon that embeds local hiring requirements into base zoning and land use regulations at either a citywide or neighborhood level. Furthermore, in almost all the aforementioned examples, local hire preference was only during the construction phase of a development project, and not for the operation of a particular future business housed in a development. Good faith efforts in local recruitment can be included in and enabled through development agreements between municipalities, developers, and businesses, but as previously stated, incorporating local hire requirements into zoning and land use is not common practice. Further research should be conducted to better understand how this practice would be implemented as well as the legal and practical implications of requiring businesses to hire from a local labor force as a zoning and land use requirement, and to consider whether such a requirement should be applied more broadly across the City.

Should City Council choose to implement a local hire requirement within Boyle Heights, City Planning recommends that this be done as a future study and potential program at a Citywide level in collaboration with the Economic and Workforce Development Department, and any relevant City Departments and local agency partners to ensure adequate enforcement and implementation of the program.

D. Local Preference Program for Affordable Housing Units

Background

At the April 20, 2023 meeting, the City Planning Commission also directed City Planning to further research the possibility of a Local Preference Program for Affordable Housing Units, so when new restricted affordable units become available within Boyle Heights, Boyle Heights residents are given priority for those units.

In early 2023, the Los Angeles Housing Department (LAHD) provided a report to City Council ([CF 22-0651](#)) outlining a proposed policy for a City of Los Angeles Local Preference Policy ("City Local Preference"). This program would require developers to prioritize applicants that live or work in the City of Los Angeles for restricted affordable housing units.

Several other cities in the Los Angeles region and California maintain a local preference or priority program for applicants who work or live in the respective jurisdiction. These programs often prioritize tenants displaced by no-fault evictions or displaced by government actions. In other cases, priority is given to applicants who either live or work in the City currently, or live in areas that are at high risk of gentrification or displacement. Where geographical preference is given, it is often within a specific political district or within Census tracts high on a Displacement Risk Index or done at a jurisdiction-wide scale. For example, the City of Santa Monica¹ created a waitlist for applicants who wish to be selected for affordable housing units in private developments. The process gives priority to current households in Santa Monica who have been or will be displaced, due to natural disasters, building demolition, or Ellis Act evictions, among other circumstances. Second priority is given to households that currently live in Santa Monica or work in Santa Monica at least 25 hours a week. Third priority is given based on order of application.

Similar to programs in other jurisdictions and as discussed in the LAHD report-back previously mentioned, a Los Angeles local preference policy would likely apply Citywide to prioritize residents that currently live and/or work within the City of Los Angeles, rather than in specific neighborhoods. In pursuing the establishment of a local preference system, the City has to consider whether a neighborhood-specific local preference program could be inconsistent with the federal Fair Housing Act by potentially reinforcing historic segregation patterns that are tied to the legacy of redlining that limited financial investment and opportunities to purchase housing, as well as how a local preference system relates to the City's Affirmatively Furthering Fair Housing (AFFH) obligations established under the Housing Element, and under State Law.

The fundamental goal of a local preference system for Boyle Heights would be to ensure that local residents who may be priced-out or evicted from housing under a variety of circumstances have access to new affordable housing within their community, and are thus able to remain close to employment, community institutions such as schools and churches, etc. However, since the demographic make-up of the Boyle Heights CPA is predominantly Latino/a/e residents, a neighborhood-specific program could be considered to have a discriminatory effect because it could result in a disparate impact on a group of individuals, or could create, increase, reinforce, or perpetuate segregated housing patterns, based on membership in a protected class. Additionally, in order to move forward with a neighborhood-specific local preference program, the City would need to demonstrate that a local preference program is the only tool that could prevent displacement, and that all other options that are less discriminatory do not address displacement.

The Boyle Heights Community Plan includes several strategies that address displacement, including a requirement for projects that use the proposed Community Benefits Program or another incentive program to replace demolished units subject to the Rent Stabilization Ordinance (RSO) with Lower Income units at a 1:1 ratio, with a covenant for a term of 99 years. The Plan also includes a future implementation program, in collaboration with the Los Angeles Housing Department (LAHD), to explore the creation of a right to return program. This program would

¹ City of Santa Monica Housing Division (<https://santamonicahousing.org/>), accessed July 20, 2023.

ensure that tenants of any RSO units or an On-Site Restricted Affordable Unit that is demolished or vacated for purposes of a proposed development project would be granted first right to return for the replacement units. This is currently a requirement under SB 330 and SB 8, but as it is set to expire in 2030 the Boyle Heights Community Plan identifies a future program to establish a permanent First Right to Return program.

Recommendation on Topic: Local Preference

No additional action is recommended with respect to establishing a local preference system, however some technical amendments are recommended to the Boyle Heights CPIO to bolster the manner in which new affordable housing units will be advertised within their respective neighborhoods.

Currently the Housing Department is pursuing a Citywide local preference system. At this time, it is not envisioned that the citywide system would provide local preference at the neighborhood-level. As previously noted, careful consideration should be given as to how neighborhood-level local preference program relates with the Fair Housing Act. In addition, the Council may continue to work with the Housing Department to develop and refine the local preference ordinance that is already underway.

In the absence of a neighborhood-specific local preference policy, City Council may still take steps to prioritize Boyle Heights residents for vacated and new restricted affordable units. City Council may amend the Boyle Heights Community Plan Implementation Overlay (CPIO) District to include a requirement in CPIO Subarea A that developers and project owners make a good faith effort to advertise the available units within a specified distance of the housing development. Further, City Council may specify the type and number of locations where the housing units must be advertised, such as libraries, recreation centers, public schools, or other businesses. This would help ensure that developers and project owners are adequately advertising the available units at locations frequented by residents and those who work in Boyle Heights.

Technical Amendment I.D: Local Advertisement of Affordable Housing Units

Request that the City Attorney work with City Planning to incorporate regulations within the Boyle Heights CPIO Subarea A that developers and project owners make a good faith effort to advertise the available units within a specified distance of the housing development, and require that advertisement in English and Spanish occur at the development location, and at locations such as libraries, community or recreation centers, at public schools, relevant online platforms, and at other locations frequented by local residents or workers.

Amend the Boyle Heights Community Plan Implementation Overlay (CPIO) Chapter II (*Community Benefits Program Subarea A*) Section II-2. (*Eligibility*) to add the following:

3. Advertisements. In order to demonstrate a good-faith advertising effort, the developer or owner of an Eligible Housing Development shall advertise the available deed-restricted affordable housing units to meet the following criteria:

- a. Advertisements shall be posted in both English and Spanish, at a minimum 12 point font and minimum 8.5x11 size;
- b. Advertisements shall be posted for a minimum of 60 days;
- c. Advertisements shall include a working phone number and email address for interested applicants to contact the developer, owner, or operator;
- d. Advertisements should include website information for the Los Angeles Housing Department (LAHD) and the development project, if applicable;
- e. Advertisements should include the number of available affordable units and the income limits for applicants to be eligible for those units;
- f. Advertisements shall be posted in the following locations:
 - i. All public libraries located within a 1.5 mile radius of the project site;
 - ii. At minimum two LAUSD schools or publicly operated recreation centers within a 1.5 mile radius of the project site;
 - iii. At the exterior fence or wall of the project site in a publicly visible and accessible location.

II. Additional Items for Consideration by the PLUM Committee

The following sections include discussions and optional Council Modifications to CPC's Recommendations for consideration by the PLUM Committee. The following sections represent emerging items that were raised to City Planning staff by staff members of Council District 14, or through various letters and discussions.

A. Land Use Mix Alternative (Los Angeles River-Adjacent Industrial Alternative)

Background

Throughout the Boyle Heights Community Plan update process, a wide range of input has been given on the area adjacent to the Los Angeles River and existing railroad tracks. The area is currently designated for Light and Heavy Industrial uses and is developed predominantly with lower-scale warehouse type buildings with uses such as offices, textile manufacturing, and food processing. This area has received increased attention during the planning and construction phases of the new Sixth Street Viaduct, and as efforts to complete a park beneath the viaduct continue. Over the past several years of outreach, feedback on the future vision for this area has been mixed. Some have affirmed the area's role in providing opportunities for future employment, while others were interested to see housing, including affordable housing developed in the future.

The Draft EIR for the Boyle Heights plan was published in July 2022, and included a Project Alternative (or scenario), called “Alternative 3 - Land Use Mix Alternative”, where the zoning for this area of the CPA would permit housing and more conventional commercial uses. Under Project Alternative 3 in the Draft EIR, the existing industrial area near the Los Angeles River would be changed to a combination of “Hybrid Industrial” and “Commercial-Mixed Use” zoning, both of which would allow for residential uses. This alternative was presented for public consideration at the Public Hearing for the Boyle Heights plan, as well as to the City Planning Commission. The City Planning Commission has recommended the continuation of light industrial activities within this area, citing the need to have space for employment activities, as well as concerns that housing development within this industrial area would create new public health and land use inconsistencies, noting in particular the high level of truck traffic experienced within the area.

In the weeks following the CPC’s determination, Council District 14 expressed an interest in pursuing Council consideration of changes to the Boyle Heights Community Plan that would allow for housing within the subject area, with various stipulations, including refinement of General Plan Land Use and zoning to allow for Hybrid Industrial/Industrial Mixed-use designations that allow for ongoing light industrial uses as well as new housing uses; the establishment of an inclusionary housing obligation; refinements to zoning districts to address building scale transitions; and an expanded set of public benefits for non-residential projects within the Community Benefits Program. Following is a discussion on each of these topics as well as a comprehensive set of amendments that can be made by the Council to effectuate these changes.

i. General Plan Goals and Policies

Several of the Goals and Policies enumerated within the Boyle Heights Community Plan text, as well as the Framework Element speak to the preservation and bolstering of industrial land, specifically within the subject river-adjacent area. Should the Council seek to amend the Community Plan to allow for housing uses within this context, the following Goals and Policies should be re-worded and/or removed:

Boyle Heights Community Plan

LU GOAL 12

~~INDUSTRIAL LAND SUPPORTING PRODUCTION AND DISTRIBUTION USES IS PRESERVED AND IMPROVED AS A LOCAL SOURCE OF EMPLOYMENT OPPORTUNITY AND ECONOMIC PROSPERITY, WHILE INTRODUCING OPPORTUNITIES FOR NEW HOUSING IN PROXIMITY TO REGIONAL JOBS CENTERS AND INFRASTRUCTURE.~~

~~LU 12.1 Maintain existing industrial land for both traditional and~~ Allow for housing to co-locate near emerging clean industries that provide sources of employment

for the local workforce as well as opportunities for small business creation and expansion.

LU 12.2 Maintain industrial land, facilities, and infrastructure necessary for warehousing and distribution centers to serve the region expeditiously and reliably.

LU 12.3 ~~Support the continued use and function of industrial districts for wholesale activities-~~ Establish the potential for vertical integration of industry and wholesale activities with commercial and residential uses to ensure that businesses in Boyle Heights and throughout Los Angeles have direct access to goods from around the world.

LU 12.4 Attract and sustain uses involved in textile manufacturing in support of the region's fashion industry and as a source of local jobs.

LU 12.5 Enhance the role food and beverage processors and distributors play locally by encouraging related businesses to cluster around a food hub that integrates growers, producers, wholesalers, retailers, and food markets within a publicly accessible setting.

LU 12.6 Ensure that industrial districts provide a balance of large facilities and small workplaces in order to accommodate a diverse set of industries and support businesses at all stages of growth.

LU 12.7 ~~Discourage uses that detract from the productive function of industrial districts, such as-~~ Encourage mixed-use development along the Los Angeles River, including residential in combination with commercial, light industrial, manufacturing, and creative uses, in-lieu of single-use residential development and large, free-standing retail establishments.

LU 12.8 Discourage new distribution centers and other uses that generate high volumes of truck traffic from locating in areas without direct access to the Metro Countywide Significant Truck Arterial Network or near residential uses.

Framework Element:

- a. In Chapter 3 of Framework Element under the Land Use section, Industrial policies, add the following language after policy 3.14.9 to read:
3.14.10 Within the Downtown Community Plan Area and in portions of the Boyle Heights Community Plan Area adjacent to the Los Angeles River, promote the development of a mix of uses to facilitate innovation, development of new markets, and accommodate evolving industries over time, including clean technology, creative office uses, and other emerging industries that create new jobs.

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

ii. General Plan Land Use and Zoning Designations

While the EIR analyzed a mix of Hybrid Industrial and Community Center land use designations, with corresponding zoning districts, a policy preference for designating the entirety of the subject area as Hybrid Industrial has emerged. This designation would allow for the continuation of long-standing light industrial uses within the area, while allowing for the incorporation of housing uses, both through the adaptive reuse of existing buildings, and through new construction development projects. In addition, the following amendments to zoning correspondence with the Hybrid Industrial land use designation should also be introduced:

The Industrial Mixed-use 6 (IX6) zoning Use District should be introduced to correspond to the Hybrid Industrial land use designation. The IX6 Use District allows for a broad range of light industrial, commercial, and residential activities, consistent with the light industrial zoning that would otherwise be established under the CPC's recommended Community Plan. The IX6 Use District also allows for housing uses both through the adaptive reuse of existing buildings, and through new construction. New housing structures would be required to provide 0.5 FAR toward either a Designated Production Space (i.e. light manufacturing, artisanal manufacturing, or office uses), or through the re-homing of a Legacy Small Business.

The LM3, LM4, LM6, and LM7 Form Districts should be introduced to correspond to the Hybrid Industrial land use designation. These Form Districts allow building scales that are compatible with potential future housing development within the subject area, including Base FARs of 1.5, and Maximum Bonus FARs of 3.0 and 4.0. LM3, would abut Clarence Street, a narrow local street across from a low-scale residential uses, and would include a maximum four-story height limit. LM4 and LM6 allow for 3.0 and 4.0 Bonus FAR respectively, and are widely used along many of Boyle Height's corridors. LM7 is a new Form District that includes "bulk plane" requirements that are intended to address how new buildings relate to the adjacent Sixth Street bridge and park.

The 4 and 8 Density Districts should be introduced to correspond to the Hybrid Industrial land use designation. These districts allow for residential densities that are compatible with future housing development within the subject area, at one unit per 400 square feet of lot area, and 800 square feet per lot area, respectively.

Recommendation

In whole, the following land use and zoning is recommended should the City Council elect to introduce housing uses:

Industrial Mixed-use 6 (IX6) District

Establish the IX6 Use District as a corresponding zone in the Hybrid Industrial land use designation, as shown in Appendix I - IX6 Use District I of this memo.

General Plan Land Use: Hybrid Industrial

Properties that were initially proposed to be designated Light Industrial between Aliso Street, Myers Street, Mission Road and between Willow St, 6th Street, Union Pacific right-of-way, and Mission Road:

Form District: LM4 (3:1 Max FAR)
Frontage District: GW1
Development Standards District: 4
Use District: IX6
Density District: 4

Properties that were initially proposed to be designated Light Industrial between Myers Street, Willow St, 6th Street, Union Pacific right-of-way, and Mission Road:

Form District: LM4 (3:1 Max FAR)
Frontage District: GW1
Development Standards District: 4
Use District: IX6
Density District: 8

Properties that were initially proposed to be designated Light Industrial between Whittier Boulevard, Jesse Street, Union Pacific right-of-way, and Mission Road:

Form District: LM6 (4:1 Max FAR)
Frontage District: GW1
Development Standards District: 4
Use District: IX6
Density District: 4

Properties that were initially proposed to be designated Light Industrial between 3rd Street, 6th Street, and Mission Road, and Clarence Street (excluding properties fronting Clarence Street and properties owned by the City of Los Angeles on Artemus Street between Mission Road and Anderson Street):

Form District: LM4 (3:1 Max FAR)
Frontage District: G2
Development Standards District: 4
Use District: IX6

Density District: 8

Properties that were initially proposed to be designated Light Industrial fronting Clarence Street between 3rd Street and Inez Streets:

Form District: LM3 (2.5:1 Max FAR)
Frontage District: G2
Development Standards District: 4
Use District: IX6
Density District: 8

Properties that were initially proposed to be designated Light Industrial between Jesse Street and 7th Street, 101 Freeway, and Myers Street, and three parcels located at the southeast corner of the intersection of 6th Street and Anderson Street:

Form District: LM6 (4:1 Max FAR)
Frontage District: G2
Development Standards District: 4
Use District: IX6
Density District: 4

Properties that were initially proposed to be designated Light Industrial between 6th Street and Jesse Street, 101 Freeway, and Mission Road (excluding properties fronting Whittier Boulevard that are owned by the City of Los Angeles):

Form District: LM6 (4:1 Max FAR)
Frontage District: GW1
Development Standards District: 4
Use District: IX6
Density District: 4

General Plan Land Use: Community Center

Properties that were initially proposed to be designated Light Industrial between Azusa Street, 3rd Street, Mission Road, and Anderson Street:

Form District: LM6 (4:1 Max FAR)
Frontage District: SH3
Development Standards District: 4
Use District: CX2
Density District: 4

General Plan Land Use: Public Facilities

Properties that were initially proposed to be designated Light Industrial that front Whittier Boulevard and owned by the City of Los Angeles between the 101 Freeway and Los Angeles River:

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Form District: LM6 (4:1 Max FAR)

Frontage District: WH1

Development Standards District: 4

Use District: P2

Density District: FA

Properties that were initially proposed to be designated Light Industrial between Union Pacific right-of-way, Mission Road, and Myers Street, and City of Los Angeles owned properties along Artemus Street between Mission Road and Anderson Street.

Form District: LM4 (3:1 Max FAR)

Frontage District: WH1

Development Standards District: 4

Use District: P2

Density District: FA

Map II.A.ii-1: General Plan Land Use Designations



A.1–A.2 - Technical Modifications

In addition, to support the changes listed above the following additional technical modifications are recommended:

A.1 Technical Modification: Framework Amendments

Amend the Framework Amendments (**Exhibit C5**) to introduce “4” and “8” Densities corresponding to the Hybrid Industrial Table 3-9a and amend the description of Hybrid Industrial to read “Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Low-Rise to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density ranges from 1 unit per 400 square feet of lot area to being generally is limited by floor area.”

A.2 LAMC Chapter 1A, Article 5 (Use), Sec. 5C.4. (Special Use Programs)

Add Sec. 5C.4.6. Legacy Small Business Special Use Program into Sec. 5C.4. of Article 5 (Use) of Chapter 1A of the LAMC to read as follows:

Sec. 5C.4.6. Legacy Small Business Special Use Program

A. Intent

To create long-lasting opportunities for existing commercial tenants to remain in the communities they serve.

B. Applicability

1. Applies when a legacy small business is utilized to meet the In Conjunction With requirements of a Use District, or
2. When another provision of this Zoning Code requires compliance with this Section.

C. Standards

1. The legacy small business shall have been within continuous operations 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 meet at least two of the following four standards:
 - a. Has no more than 100 employees/shareholders;
 - b. The business includes employees that can serve multi-lingual members of the community;
 - c. Accepts government issued assistance such as Electronics 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.
2. The floor area required to be dedicated to the legacy small business shall be occupied by a legacy small business for at least 10 years, or longer if stipulated in the lease agreement.
 - a. For the purposes of this provision, the time in which the minimum required FAR dedicated to the legacy small business space is vacant does not count towards the required minimum.

- b. After the 10 year minimum requirement has been satisfied, any use allowed in the applied Use District (Part 5B) is permitted.

D. Measurement

1. The minimum floor area ratio (FAR) required to be dedicated to a legacy small business is established under the In Conjunction With requirement of the applicable Use District per Sec. 5C.3.13. (In Conjunction With), where applicable.
2. Distance shall be measured pursuant to Sec. 14.1.3.A. (Distance)

E. Records & Agreements

1. Lease

- a. A minimum 10-year lease with a legacy small business, with a 5 year renewal option shall be required prior to a City Planning administrative sign-off or case condition clearance pursuant to Sec. 13B.3.1. (Administrative Review).
- b. 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 for the entirety of the 10-year term, the property owner or their representative shall find a new legacy small business to complete the 10-year term.
- c. Should the legacy small business decide to terminate the lease, the owner shall have up to 1 year from the date of the lease termination to establish a lease with a new legacy small business.

2. Covenant

- a. A covenant acceptable to the Department of City Planning must be recorded with the Los Angeles County Recorder, guaranteeing that the applicant, tenant, or property owner will dedicate floor area within the development for legacy small business for the periods outlined in this Section, and will submit annual reporting to the Department of City Planning in a manner consistent with Sec. 9.3.4.E.4. (Annual Reporting).

3. Annual Reporting

- Projects receiving a floor area exemption pursuant to this Section shall demonstrate compliance by submitting an annual report to the Department of City Planning.

- a. Annual Legacy Small Business Report
The Annual Legacy Small Business Report shall be provided by the property owner that delineates the following:
 - i. Occupancy status of the development.
 - ii. Occupancy status of the Legacy Small Business.
 - iii. Evidence as to compliance with any requirements of this Section
- b. Non-Compliance
Non-compliance with the requirements of this Section shall result in either renewal of the term of the lease or legal action taken against the owner to comply with the contract.
- c. Review
The Department of City Planning shall review the Annual Legacy Small Business Report pursuant to Sec. 13B.3.1. (Administrative Review).

iii. Inclusionary Housing

Council District 14 requested that City Planning present an economic analysis to determine the extent to which affordable housing units could be required as part of any prospective housing development within the subject industrial district, were the City to allow housing uses. The analysis is intended to support any further consideration by the City as to whether the subject area would remain zoned for light industrial uses, or to allow future housing development. An initial analysis has been completed that considered typical podium-style (seven stories) residential development within the area.

The initial economic analysis found that under a mixed-use project, the maximum set-aside percentages and AMI levels for an inclusionary housing obligation are: 13% Acutely Low, 15% Extremely Low, 17% Very Low, and 22% Low. Larger projects would be the most feasible and requiring additional affordable units beyond the aforementioned recommended percentages yield projects infeasible. As such, a 60% mandatory inclusionary housing requirement as had been requested by Council District 14 at the April 20, 2023 CPC meeting, would not be feasible.

Recommendation

A.3–A.4 - Technical Modifications to Chapter 1A of the LAMC

The following technical modifications to Chapter 1A of the LAMC are suggested should the City Council elect to introduce housing uses with an inclusionary housing obligation.

A.3 LAMC Chapter 1A, Article 5 (Use), Sec. 5C.4.5. (Inclusionary Housing Program)

Modify Section 5C.4.5.C.1. (Inclusionary Program Set Designations) of Article 5 (Use) of Chapter 1A of the LAMC to create a new affordability requirement set and incorporate the Acutely Low Income bracket into the affordability requirements, as shown below.

Sec. 5C.4.5.C. (Inclusionary Standards)

1. Inclusionary Program Set Designations

Unless otherwise established in an applied Community Plan Implementation Overlay, an inclusionary housing project shall provide the minimum percentage of on-site restricted affordable units required by the designated affordability requirement set as established below.

Table II.A.iii-1 Inclusionary Housing Affordability Requirements

AFFORDABILITY REQUIREMENT SETS					
Set	Affordability Requirements				
	<u>DEEPLY ACUTELY LOW INCOME</u>	EXTREMELY LOW INCOME	VERY LOW INCOME	LOWER INCOME	MODERATE INCOME
A	8%	8%	10%	12%	16%
B	12%	13%	15%	17%	28%
C	80%	80%	80%	80%	80%
<u>D</u>	<u>13%</u>	<u>15%</u>	<u>17%</u>	<u>22%</u>	<u>n/a</u>

* "n/a" means not applicable

a. Calculating Required Units

An inclusionary housing project shall provide at minimum the percentage of required restricted affordable units specified in at least one of the applicable income ranges specified in the applicable Affordability Requirement Set. The minimum percentage of required restricted affordable units shall be calculated based on the total number of dwelling units in the inclusionary housing project. Any number resulting in a fraction shall be rounded up to the next whole number, and not as specified in Sec. 6C.1.2. (Lot Area Per Household Dwelling Unit) or Sec. 6C.1.3. (Lot Area Per Efficiency Dwelling Unit). Restricted affordable units provided pursuant to this program may also count towards the affordable housing incentive programs established in Sec. 9.2.1. (Density Bonus) or Sec.9.3.2. (Local Affordable Housing Incentive Program).

b. For-Sale Units

Restricted affordable units which are offered on a for-sale bases shall be subject to an applicant agreement with the Los Angeles Housing Department that ensures that a for-sale unit that qualified the applicant for the affordable housing program and meets the following conditions:

- i. The unit is initially occupied by a person or family of moderate income, low income, very low income, or extremely low income, as required, and it is offered at an affordable housing cost, as that cost is defined in Section 50052.5 of the California Health and Safety Code and is subject to an equity sharing agreement.
- ii. The unit is purchased by a qualified nonprofit housing corporation pursuant to a recorded contract that satisfies all of the requirements specified in PLUM Committee CF 22-0617 Page 26 (10) of Subdivision (a) of Section 402.1 of the Revenue and Taxation Code and that includes all of the following:
 - a) A repurchase option that requires a subsequent purchaser of the property that desires to resell or convey the property to offer the qualified nonprofit housing corporation the right to repurchase the property prior to selling or conveying that property to any other purchaser.
 - b) An equity sharing agreement, as specified in Subdivision 6 (Equity Sharing Agreement) of Subsection E. (Records & Agreements) below.
 - c) Affordability restrictions on the sale and conveyance of the property that ensure that the property will be preserved for lower income housing for at least 45 years for owner-occupied housing units and will be sold or resold only to persons or families of moderate income, low income, very low income, or extremely low income, as defined in Section 50052.5 of the California Health and Safety Code.

A.4 LAMC Chapter 1A, Article 1 (Introductory Provisions), Zoning Code Map (Inclusionary Program Set Designations)

Modify the Zoning Code Maps (**Exhibit E2**) to include a new Inclusionary Housing Program Zoning Code Map to designate identified parcels, those to be designated within the Hybrid Industrial land use designation, and zoned within the IX6 Use District, within

the Boyle Heights Community Plan with mandatory inclusionary housing for rental housing with affordability requirement set D.

iv. Form District Modifications

Should housing uses be introduced into the subject industrial district, Council District 14 requested that City Planning present modifications to assigned Form Districts in this area that would be more consistent with the revised Zoning Use Districts (i.e. allowing housing uses), complement the Sixth Street Viaduct, Sixth Street PARC Project and Los Angeles River, and minimize the impact of any future development on existing adjacent housing uses.

Modify existing Form Districts LM4 and LM6

Areas adjacent to the Los Angeles River within the subject industrial district are assigned a Frontage District Greenway 1 (GW1), which provides standards that seek to address how new development interfaces with the adjacent river corridor. As housing uses are being introduced to this area, it has been necessary to recommend the LM4 and LM5 Form Districts here (see section i. above), in lieu of the originally proposed low-scale VM1 Form District. The LM4 and LM5 Form Districts are also used elsewhere in Boyle Heights, and do not have the necessary setback requirements needed to work in concert with the Greenway 1 Frontage District, which would require that buildings be setback 15 feet from the river-abutting property line.

Modifications to the existing Form Districts LM4 and LM6 are recommended to maintain the intent of Frontage District GW1. The modifications would include removing the existing rear building setback standard of 10 feet and adding a building setback of 15 feet along a “special lot line” (i.e. the river-abutting property line). This would ensure that any future development along the Los Angeles River would continue to the intent of creating open area along the side of properties fronting the Los Angeles River. To maintain the original intent of the existing rear building setback standard of 10 feet that would be removed from Form Districts LM4 and LM6, a new upper-story bulk standard would be introduced to regulate transitional height if an adjoining district has a maximum allowed height of 36 feet or 3 stories.

Three additional technical modifications to Form Districts LM4 and LM6 would provide consistency and clarity. The first modification would establish a lot area (min) of 1,000 square feet and lot width (min) of 20 feet and the second modification would increase the lot amenity space (min) from 15% to 20%, so as to both be consistent with the same standards as found in similar Form Districts. The third modification would simplify the height standard by removing the base height in feet (max) and bonus height in feet (max) fields currently both listed as “n/a” and replacing them with a single height (max) field listed as “none”.

Introduce new Form District LM7

Together the Sixth Street Viaduct and Sixth Street PARC Project create a unique sense of place and serve as valuable public and open space community assets. Should housing uses be introduced into the subject industrial district, in-lieu of originally planned low-scale light industrial uses, it would be important to ensure that development not visually overcrowd the bridge and park and that natural light can penetrate into public areas, in particular, the public park that is to be located beneath the bridge. The creation of a new Form District LM7, would introduce a bulk plane standard that would apply to “special lot lines” (i.e. property lines abutting the bridge and park). The standard regulates bulk by requiring that above an origin height of 36 feet or 3 stories, the height of new development cannot exceed past an angled plane of 45 degrees. In effect, the height of new buildings would angle away from the bridge and park in a uniform manner, preserving visibility to and from the bridge, and allowing for the penetration of natural light under the bridge, as demonstrated in the model below. The new Form District LM7 would apply only in this unique area.

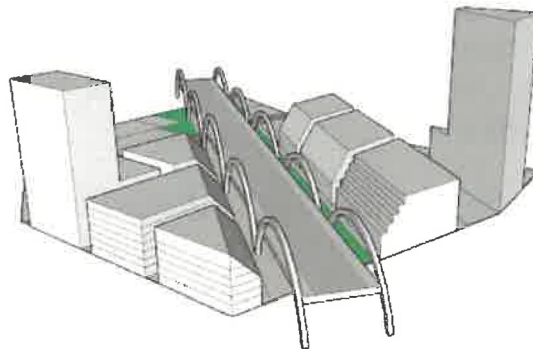


Figure II.A.iv-1: Sixth Street Bulk Plane (Note: This model for illustrative purposes only and does not represent real or proposed projects.)

Recommendation

In the event that the City Council determines housing uses should be introduced to this area, it is recommended that the following Form District modifications are implemented.

A.5–A.8 - Technical Modifications to Chapter 1A of the LAMC

The following technical modifications to Chapter 1A of the LAMC are suggested should the City Council elect to introduce housing uses and the recommended Form District modifications.

A.5 LAMC Chapter 1A, Article 2 (Form Districts), Sec. 2B.9.4. (Low-Rise Medium 4 (LM4))

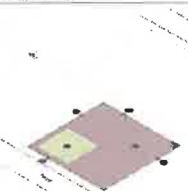
Modify the existing Lot Size, Coverage, Amenity, and FAR & Height standards, and introduce new Upper-Story Bulk standards in Section 2B.9.4. of Article 2 (Form Districts) of Chapter 1A of the LAMC as demonstrated by the following original and modified versions of Form District LM4:

Original Form District LM4

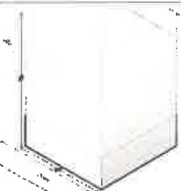
FORM - Low-Rise Medium Form Districts

SEC 2B.9.4 LOW-RISE MEDIUM 4 (LM4)

A. Lot Parameters



B. Bulk and Mass



Parameter	Value	Parameter	Value
Lot area (sq ft)	10,000	Max height (ft)	35
Lot width (ft)	100	Max height w/ roof (ft)	35
Building coverage (max)	100%	Max height to floor (ft)	35
Building setbacks		Max height to roof (ft)	35
Front setback (ft)	0	Max height to top (ft)	35
Side setback (ft)	0	Max height to top (ft)	35
Rear setback (ft)	0	Max height to top (ft)	35
Alley setback (ft)	0	Max height to top (ft)	35
Special: All level	0	Max height to top (ft)	35
Lot amenity space (max)	10%	Max height to top (ft)	35
Residential amenity space (max)	10%	Max height to top (ft)	35


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Modified Form District LM4


FORM - Low-Rise Medium Form Districts

SEC 2B.9.4 LOW-RISE MEDIUM 4 (LM4)

A. Lot Parameters



B. Bulk and Mass



Parameter	Value	Parameter	Value
Lot area (sq ft)	1,000	Max height (ft)	15
Lot width (sq ft)	20	Max height w/ roof (ft)	15
Building coverage (max)	100%	Max height to floor (ft)	15
Building setbacks		Max height to roof (ft)	15
Front setback (min)	0	Max height to top (ft)	15
Side setback (min)	0	Max height to top (ft)	15
Rear setback (min)	0	Max height to top (ft)	15
Alley setback (min)	0	Max height to top (ft)	15
Special: All level	0	Max height to top (ft)	15
Lot amenity space (max)	20%	Max height to top (ft)	15
Residential amenity space (min)	10%	Max height to top (ft)	15

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A.6 LAMC Chapter 1A, Article 2 (Form Districts), Sec. 2B.9.6. (Low-Rise Medium 6 (LM6))

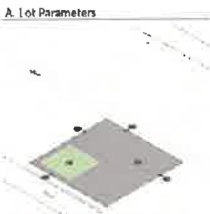
Modify the existing Lot Size, Coverage, Amenity, and FAR & Height standards, and introduce new Upper-Story Bulk standards in Section 2B.9.6. of Article 2 (Form Districts) of Chapter 1A of the LAMC as demonstrated by the following original and modified versions of Form District LM6:

Original Form District LM6

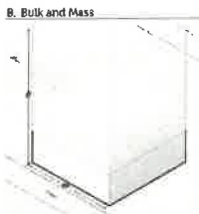
FORM
Low-Rise Medium Form Districts

SEC 2B.9.6 LOW-RISE MEDIUM 6 (LM6)

A. Lot Parameters



B. Bulk and Mass




Parameter	Value	Parameter	Value
Lot area (sq ft)	n/a	Base FAR (sq ft)	1.5
Lot width (ft)	n/a	Base height in feet	35
Building coverage (sq ft)	100%	Base lot depth	40
Front setback (ft)	5	Base height in feet (max)	n/a
Side setback (ft)	5	Building width (ft)	40
Rear setback (ft)	5	Building depth (ft)	40
Alley setback (ft)	0	Building height (ft)	35
Special ALP (ft)	0	Building height (ft) (max)	n/a
Lot amenity space (sq ft)	10%	Building height (ft) (min)	10
Residential amenity space (sq ft)	10%		

Modified Form District LM6

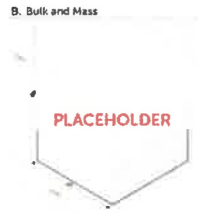
FORM
Low-Rise Medium Form Districts

SEC 2B.9.6 LOW-RISE MEDIUM 6 (LM6)

A. Lot Parameters



B. Bulk and Mass





Parameter	Value	Parameter	Value
Lot area (sq ft)	1,000 sf	Base FAR (sq ft)	1.5
Lot width (ft)	20	Base height in feet	n/a
Building coverage (sq ft)	100%	Base lot depth	40
Front setback (ft)	0	Base height in feet (max)	n/a
Side setback (ft)	0	Building width (ft)	40
Rear setback (ft)	0	Building depth (ft)	40
Alley setback (ft)	0	Building height (ft)	35
Special ALP (ft)	0	Building height (ft) (max)	n/a
Lot amenity space (sq ft)	20%	Building height (ft) (min)	10
Residential amenity space (sq ft)	10%		

A.7 LAMC Chapter 1A, Article 2 (Form Districts), Sec. 2B.9. (Low-Rise Medium Form Districts)

Introduce new Section 2B.9.7. Low-Rise Medium 7 (LM7) of Article 2 (Form Districts) of Chapter 1A of the LAMC to read as follows:

FORM - Low-Rise Medium Form Districts -

SEC. 2B.9.7. LOW-RISE MEDIUM 7 (LM7)

A. Lot Parameters		B. Bulk and Mass	
			
1. LOT SIZE (Sec. 2B.4)		1. FAR & HEIGHT (Sec. 2B.4)	
Lot area (min)	1,000 sf	FAR (max)	1.5
Lot width (min)	20'	Height (max)	none
2. COVERAGE (Sec. 2B.3)		Bonus FAR (max)	
Building coverage (max)	100%	Bonus FAR (max)	4.0
Building setbacks		2. UPPER-STORY MASS (Sec. 2B.4)	
1 Primary street (min)	0	Bulk plane	
2 Side street (min)	0	Applicable lot line	Special
3 Side (min)	0	Origin height	36 / 3 stories
4 Rear (min)	0	Angle	45°
5 Alley (min)	0	Transitional height	
6 Special AL (min)	15'	Applicability: max allowed height of adjoining district	36 / 3 stories
3. AMENITIES (Sec. 2B.3)		Street setback (min)	10'
1 Lot amenity space (min)	20%	Rear/side setback (min)	10'
Residential amenity space (min)	10%	3rd story setback (min)	20'
		6th story setback (min)	30'
		4. BUILDING MASS (Sec. 2B.4)	
		1 Building width (max)	140'
		2 Building break (min)	15'

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A.8 Technical Modification: Zoning Code Maps

Modify the Special Lot Line Map in Zoning Code Maps (**Exhibit E2**) to designate special lot lines identified along the side of properties adjacent to the Sixth Street PARC Project.

v. Sixth Street PARC Project Parcels

Council District 14 requested that City Planning identify all parcels associated with the Sixth Street PARC Project owned by the City of Los Angeles and modify their General Plan designation from Light Industrial to Public Facilities. This change would ensure that the existing use of a park and maintenance facilities on these parcels is consistent with the General Plan designation of Public Facilities.

Recommendation

It is recommended that the City Council accept the recommendation to designate City of Los Angeles owned parcels associated with the Sixth Street PARC Project as Public Facilities.

A.9–A.10 - Technical Modifications

The following technical modifications are suggested should the City Council elect to accept the recommended General Plan designation change.

A.9 Technical Modification: General Plan Land Use Map

Modify the General Plan Land Use Map (**Exhibit C3**) to include Form District LM6 corresponding to Public Facilities in the Correspondence Table.

A.10 Technical Modification: Boyle Heights Community Plan Implementation Overlay (CPIO) District

Add the identified parcels owned by the City of Los Angeles to the Boyle Heights Community Plan Implementation Overlay (CPIO) District (**Exhibit D1**) Subarea D – Public Lands.

vi. New CPIO Subarea for Non-residential Public Benefit Incentives

The designation of a Hybrid Industrial land use designation, in concert with the Use District IX6, and Form Districts LM3, LM4, LM6, and LM7 will allow for a range of moderately scaled non-residential, employment-focused uses to be developed in the future. This presents a need to adapt the Boyle Heights Community Benefits Program to include FAR incentives for non-residential projects that include specific community benefits. Using the Community Facilities enumerated under Article 9 of the newly established zoning code, non-residential projects may exceed the Base FAR of 1.5, up to 3.0 FAR or 4.0 FAR (depending on Form District designation), through a ministerial process, when the following Community Facilities are provided:

- Legacy Small Businesses: Re-homing an existing business that meets three of the following criteria: exists within two-miles of the project location, has fewer than 100 FTE employees, has been in business for at least 20 years, provides multi-lingual products or services, or accepts EBT.
- Daycare Facility: a licensed childcare facility
- Full-Service Grocery Store: a grocery store that is at least 10,000 square feet, accepts EBT, provides fresh produce and perishable items.
- Health Center: a Federally Qualified Health clinic that accepts MediCal and MediCare, and offers a sliding scale.

- Employment Center: a non-residential project that dedicates at least 50% of its floor area toward targeted non-residential uses.
- School and Library: Any LAUSD or LALD public school or library.
- Social Service: Non-profit services that include employment services, job training, business incubation, youth development, educational services, medical care, mental health care, substance abuse treatment, or food aid(social service centers).
- Civic Facility: cultural centers, museums, police stations, fire stations, community centers, indoor recreation, or other public facilities

Recommendation

It is recommended that the City Council accept the recommendation to adapt the Boyle Heights Community Benefits Program to include FAR incentives for non-residential projects that include specific community benefits.

A.11–A.13 - Technical Modifications

The following technical modifications are suggested should the City Council elect to modify the Boyle Heights Community Benefits Program to include FAR incentives for non-residential projects.

A.11 Technical Modification: Boyle Heights Community Plan Implementation Overlay (CPIO) District, Community Facilities Incentives

Add section II – 5. FAR Incentives for Non-residential Projects into Chapter II – Community Benefits Program Subarea of the Boyle Heights Community Plan Implementation Overlay (CPIO) District (**Exhibit D1**) to read as follows:

II – 5. FAR Incentives for Non-residential Projects. A non-residential project that meets the requirements outlined in LAMC Ch. 1A 9.3.4. shall be eligible for the maximum bonus FAR in the Form District.

1. For sites located in Subarea A.2 seeking to utilize the Community Facilities incentive must dedicate a minimum of 5,000 square feet to any of the eligible uses provided for within LAMC Chapter 1A Section 9.3.4.C.
2. For sites located in Subarea A.2 seeking to utilize the Employment Incentive Area, projects in which a minimum of 50% of the total Floor Area, inclusive of any bonus floor area, contains non-residential uses, excluding uses in the Eating and Drinking Establishments, Personal Services, and Retail Sales use groups, may obtain additional floor area above the base FAR and up to 4.0:1 FAR pursuant to the Employment Incentive Area, LAMC Chapter 1A Section 9.3.4.C.4. e.

- a. A Housing Development must fully utilize the Local Affordable Housing Incentive Program pursuant to LAMC Chapter 1A 9.3.2 before obtaining Floor Area through this incentive.

A.12 Technical Modification: Boyle Heights Community Plan Implementation Overlay (CPIO) District Subareas

Modify the Boyle Heights Community Plan Implementation Overlay (CPIO) District (**Exhibit D1**), Chapter II - Community Benefits Program Subarea to establish new Subarea A.1 and Subarea A.2 maps. Subarea A.1 would include the originally selected parcels for Subarea A, as well as the identified parcels where Use District IX6 is applied (pursuant to Section ii of this memo). Subarea A.2 would include the identified parcels where Use District IX6 is applied (pursuant to Section ii of this memo).

A.13 LAMC Chapter 1A, Article 9 (Public Benefit Systems), Sec. 9.3.4. (Community Facilities)

Add Sec. 9.3.4.C.9. Legacy Small Business Incentive Area to the Community Facility Options in Sec. 9.3.4.C. of Article 9 (Public Benefit Systems) of Chapter 1A of the LAMC to read as follows:

9. Legacy Small Business Incentive Area

A project within a Legacy Small Business Incentive Area in an applicable CPIO or Specific Plan may obtain additional floor area, subject to the following standards:

- a. The legacy small business shall meet at least three of the following five standards:
 - i. 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;
 - ii. Has no more than 100 employees/shareholders;
 - iii. The business includes employees that can serve multi-lingual members of the community;
 - iv. Accepts government issued assistance such as Electronics Benefits Transfer (EBT);

- v. 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.
- b. The floor area used as a legacy small business shall be used for such purposes for at least 10 years, or longer if stipulated in the lease agreement.
 - i. For the purposes of this provision, the time in which the minimum required FAR dedicated to the legacy small business space is vacant does not count towards the required minimum.
 - ii. After the 10 year minimum requirement has been satisfied, any use allowed in the applied Use District (Part 5B) is permitted.
- c. The floor area devoted to a legacy small business shall be located on-site.
- d. Lease
 - i. A minimum 10-year lease with a legacy small business, with a 5 year renewal option shall be required prior to a City Planning administrative sign-off or case condition clearance pursuant to Sec. 13B.3.1. (Administrative Review).
 - ii. 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 for the entirety of the 10-year term, the property owner or their representative shall find a new legacy small business to complete the 10-year term.
 - iii. Should the legacy small business decide to terminate the lease, the owner shall have up to 1 year from the date of the lease termination to establish a lease with a new legacy small business.

B. Legacy Small Business Incentives

Several strategies to provide incentives to include space for Legacy Small Businesses are being recommended for incorporation into the zoning regulations for Boyle Heights.

The zoning regulations for all Form Districts across Boyle Heights are being modified such that any new building that incorporates space to “re-home” a Legacy Small Business may exempt the floor area for that business from its overall floor area calculation.

Additional strategies that are incorporated under Item A above include:

- The recommended Industrial Mixed-use District 6 (IX6) will allow for the location of a Legacy Small Business to count toward the 0.5 FAR Designated Production Space requirement that is placed on any new residential development projects. This item is recommended for action under section ii.
- The Community Benefits Program is being expanded to allow for non-residential projects to achieve bonus floor area by providing space for Legacy Small Businesses, within the IX6 Zoning District. This Item is recommended for action under section vi.

Recommendation

It is recommended that the City Council accept the zoning regulation strategies to provide incentives to include space for Legacy Small Businesses in Boyle Heights.

B.1–B.2 - Technical Modifications to Chapter 1A of the LAMC

The following technical modifications to Chapter 1A of the LAMC are suggested should the City Council elect to introduce the recommended Legacy Small Business Program.

B.1 LAMC Chapter 1A, Article 9 (Public Benefit Systems), Sec. 9.4. (General Incentive Programs)

Add Sec. 9.4.8 Legacy Small Business Program into Div. 9.4. (General Incentive Programs) of Article 9 (Public Benefit Systems) of Chapter 1A of the LAMC to read as follows:

Sec. 9.4.8. Legacy Small Business Program

A. Purpose

To create long-lasting opportunities for existing commercial tenants to remain in the communities they serve.

B. Eligibility

1. When an existing on-site building possesses one or more legacy small businesses and involves new construction, or when a new development is proposing to incorporate a legacy small business from an off-site location as a part of its development, such a development may qualify for this incentive program, as long as it abides by the eligibility requirements and standards of this section.

2. In order for a legacy small business to be eligible for this incentive program, it shall meet at least three of the following five standards:
 - a. 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;
 - b. Has no more than 100 employees/shareholders;
 - c. The business includes employees that can serve multi-lingual members of the community;
 - d. Accepts government issued assistance such as Electronics Benefits Transfer (EBT);
 - e. 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.

C. Legacy Small Business Options

1. Preserving or Retaining a Legacy Small Business On-Site
 - a. When new construction retains a legacy small business or multiple legacy small businesses on the ground floor of a development, either by preservation of the tenant spaces or by the leasing of new tenant spaces to legacy small businesses, the floor area of those legacy small businesses may be exempted from the total floor area calculation of the new construction. Proof of retention may be provided by way of lease agreement, recorded covenant, and written confirmation and consent of the legacy small business owner.
2. Accommodating a Legacy Small Business On-Site From Another Location
 - a. When a new development can accommodate a legacy small business from another location, a developer may show proof of the accommodation of that legacy small business as a part of the new development by way of lease agreement, recorded covenant, and written confirmation and consent of the legacy small business owner. If such proof is provided, an exemption of floor area from the total floor area allowed may be granted to the development.

D. Incentives

1. Floor Area Exemption

a. Preserving

When preserving a legacy small business or businesses on-site, two times (2x) the existing total floor area of those tenant spaces may be exempted from the new construction's floor area calculation.

i. A legacy small business is considered preserved when its tenant space is not physically diminished nor demolished as a part of new construction.

ii. If an addition to a legacy small business' tenant space is proposed, only the existing floor area of the tenant space shall be used for the purpose of calculating this incentive.

b. Retaining

When leasing new tenant space to an existing legacy small business or businesses, two times (2x) the total floor area of those proposed tenant spaces may be exempted from the new construction's floor area calculation.

i. A legacy small business is considered retained when its tenant space existed at the address or site of the new construction, and proof of its continued existence at the site has been provided.

c. Accommodating

When accommodating a legacy small business or businesses on-site from an off-site location, two times (2x) the total floor area of the new, accommodated legacy small business may be exempted from the new construction's floor area calculation.

E. Measurement

1. Floor Area Exemption

For purposes of determining the total exempted floor area granted when preserving, retaining, or accommodating a legacy small business(s), the total floor area dedicated to the legacy small business(s), either on-site within the development, or off-site, shall be multiplied by two. This amount shall then be added to the total allowed floor area, based on the applied Form District FAR. This amount then becomes the total allowable floor area the project is entitled to.

F. Process

1. Administrative Review

Floor area exemption for legacy small businesses pursuant to this Section may be requested in accordance with Sec. 13B.3.1. (Administrative Review)

2. Annual Reporting

Projects receiving a floor area exemption pursuant to this Section shall demonstrate compliance by submitting an annual report to the Department of City Planning.

a. Annual Legacy Small Business Report

The Annual Legacy Small Business Report shall be provided by the property owner that delineates the following:

i. Occupancy status of the development.

ii. Occupancy status of the legacy small business.

iii. Evidence as to compliance with any requirements of this Section.

b. Non-Compliance

Non-compliance with the requirements of this Section shall result in either renewal of the term of the lease or legal action taken against the owner to comply with the contract.

c. Review

The Department of City Planning shall review the Annual Legacy Small Business Report pursuant to Sec. 13B.3.1. (Administrative Review).

G. Records and Agreements

1. Lease

a. A minimum 10-year lease with a small legacy business, with a 5 year renewal option shall be required prior to a City Planning administrative sign-off or case condition clearance pursuant to Sec. 13B.3.1. (Administrative Review).

b. 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 for the entirety of the 10-year term, the property owner or their representative shall find a new legacy small business to complete the 10-year term.

- c. Should the legacy small business decide to terminate the lease, the owner shall have up to 1 year from the date of the lease termination to establish a lease with a new legacy small business.

2. Covenant

A covenant acceptable to the Department of City Planning must be recorded with the Los Angeles County Recorder, guaranteeing that the applicant, tenant, or property owner will dedicate floor area within the development for a legacy small business for the periods outlined in this Section, and will submit annual reporting to the Department of City Planning in a manner consistent with Sec. 9.4.8.F.2. (Annual Reporting).

B.2 LAMC Chapter 1A, Article 14 (General Rules), Div. 14.2. (Glossary)

Add the term “Legacy Small Business” and its definition into Div. 14.2. (Glossary) of Article 14 (General Rules) of Chapter 1A of the LAMC to read as follows:

Legacy Small Business. Any business that is on the Citywide Legacy Business Registry, or a privately-owned corporation, cooperative, non-profit, social enterprise, or other entity that serves the neighborhood in which it is located, and is not franchised or affiliated with a national chain.

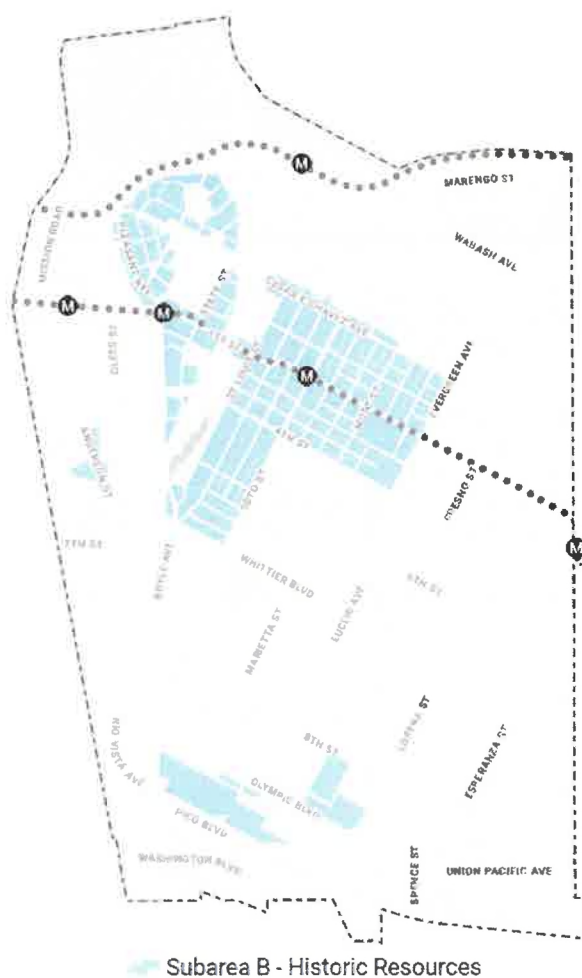
C. Expansion of CPIO Historic Resources Subarea B

The Boyle Heights CPIO, Subarea B applies a process by which rehabilitation and/or demolition activities pertaining to Eligible Historic Resources (i.e. properties that are eligible for designation as a local, State, or Federal historic resources, but are not currently designated) must be reviewed for consistency with the Secretary of the Interior’s Standard for Rehabilitation. Numerous stakeholders have requested that Subarea B be expanded to include numerous additional historic resources, primarily concentrated within the area bounded by Boyle Avenue, Cesar E Chavez Avenue, Evergreen Street, and 4th Street.

Recommendation

To incorporate an expansion of historic resource protections, Subarea B should be expanded as shown:

Map C-1: Subarea B - Historic Resources



C.1 - Technical Modification

The following technical modification is suggested should the City Council elect to expand Subarea B.

C.1 Technical Modification: Boyle Heights Community Plan Implementation Overlay (CPIO) District

Add the identified parcels to the Boyle Heights Community Plan Implementation Overlay (CPIO) District (**Exhibit D1**) Subarea B – Historic Resources, as shown in Map C-1.

D. Technical Modifications to Chapter 1A of the Los Angeles Municipal Code

The following optional technical modifications are offered for the PLUM Committee's consideration in order to provide clarity and consistency in Chapter 1A of the LAMC.

D.1–D.32 - Technical Modifications to Chapter 1A of the LAMC

D.1 LAMC Chapter 1A, Article 2 (*Form Districts*), Sec. 2A.1.4 (*Form District Naming Convention*)

Modify Section 2A.1.4.C.1. of Article 2 (Form Districts) of Chapter 1A of the LAMC to read as follows:

1. FAR Category the first component of each Form District name is a floor area ratio (FAR) category. FAR categories group all districts within a range of maximum allowed FAR. FAR categories are organized as follows:
 - a. Very Low-Rise (>0.65 - 1.5 FAR)
 - b. Low-Rise (>1.5 - 4.0 FAR)
 - c. Mid-Rise (>4.0 - 6.0 FAR)
 - d. Moderate-Rise (>6.0 - 8.5 FAR)
 - e. High-Rise (>8.5 -13.0 FAR)

D.2 LAMC Chapter 1A, Article 2 (*Form Districts*)

Modify Article 2 (*Form Districts*) of Chapter 1A of the LAMC to update the Very-Low FAR range within the graphic on the first page of the following divisions, to read "0.6-1.5 FAR": update the Very Low FAR range within the graphic on the first page of each of the following Divisions to state ".6-1.5 FAR":

Div. 2B.4. (*Very Low-Rise Narrow Form Districts*), Div. 2B.5. (*Very Low-Rise Medium Form Districts*), Div. 2B.7 (*Very Low-Rise Full Form Districts*), Div. 2B.8. (*Low-Rise Narrow Form Districts*), Div. 2B.9. (*Low-Rise Medium Form Districts*), Div. 2B.11. (*Low-Rise Full Form Districts*), Div. 2B.12. (*Mid-Rise Narrow Form Districts*), Div. 2B.13. (*Mid-Rise Medium Form Districts*), Div. 2B.14. (*Mid-Rise Broad Form Districts*), Div. 2B.15. (*Mid-Rise Full Form Districts*), Div. 2B.16. (*Moderate-Rise Medium Form Districts*), Div. 2B.17. (*Moderate-Rise Broad Form Districts*), Div. 2B.19. (*High-Rise Medium Form Districts*), and Div. 2B.20. (*High-Rise Broad Form Districts*).

D.3 LAMC Chapter 1A, Article 2 (Form), Sec. 2B.8.1 (Low-Rise Narrow 1(LN1))

Add “District Boundary Height Transition” standard to B.2 Upper-Story Bulk to include a 45’ adjoining district allowed height (max), 10’ adjoining lot set-back (min), and 4 stories without height transition (max).

D.4 LAMC Chapter 1A, Article 5 (Use), Sec.5B.3.2. (Residential 2 (RG2)), Sec.5B.4.2. (Residential-Mixed 2(RX2)), Sec.5B.5.5 (Commercial-Mixed 5 (CX5)), Sec. 5B.7.5. (Industrial-Mixed 5 (IX5)), Sec.5B.8.8. (Industrial 3 (I3))

Remove Motor Vehicle Services, Commercial use from all use district tables as this use has been incorporated into the Motor Vehicle Services, the Motor Vehicle Services, Commercial row in the following sections Sec. 5B.3.2.B., Sec. 5B.4.2.B., Sec. 5B.5.5.B., Sec. 5B.7.5.B., Sec. 5B.8.8.B. (Allowed Use & Use Limitations) shall be amended as follows:

Motor Vehicle Services:	
Commercial	—

D.5 LAMC Chapter 1A, Article 5 (Use), Sec. 5B.3.2. (Residential 2 (RG2))

To allow mobilehome park uses in use districts that also allow dwelling uses, the Mobilehome Park table row in Sec. 5B.3.2.B. (Allowed Use & Use Limitations) shall be amended as follows:

Mobilehome Park	<u>P*</u>	<u>Screening:</u>	
		Frontage screen	<u>F-Screen 3</u>
		Transition screen	<u>F-Screen 1</u>
		<u>Relief</u>	<u>C2</u>

D.6 LAMC Chapter 1A, Article 5 (Use), Sec. 5B.3.2. (Residential 2 (RG2))

To prohibit transitional shelter uses in use districts intended for Low Residential General Plan designations, the Supportive Housing, Transitional Shelter row in Sec. 5B.3.2.B. (Allowed Use & Use Limitations) shall be amended as follows:

Supportive Housing:	
Transitional Shelter	P --

D.7 LAMC Chapter 1A, Article 5 (Use), Sec. 5B.3.2. (Residential 2 (RG2))

To prohibit Equine, Non-commercial uses in use districts intended for Low Residential General Plan designations, the Agricultural Uses table, Animal Keeping, Equine, Non-commercial row in Sec. 5B.3.2.B. (Allowed Use & Use Limitations) shall be amended as follows:

Animal Keeping:	
Equine, Non-commercial	P* --

D.8 LAMC Chapter 1A, Article 5 (Use), Sec.5B.4.2. (Residential-Mixed 2 (RX2))

To allow mobilehome park uses in use districts that also allow dwelling uses, the Mobilehome Park table row in Sec. 5B.4.2.B. (Allowed Use & Use Limitations) shall be amended as follows:

Mobilehome Park	P*	Screening:	
		Frontage screen	F-Screen 3
		Transition screen	F-Screen 1
		Relief	C2

D.9 LAMC Chapter 1A, Article 5 (Use), Sec.5B.4.2. (Residential-Mixed 2 (RX2))

To allow commercial indoor recreation uses in the Residential-Mixed 2 use district to align with the intent of the use district by supporting residential communities with commercial uses, local civic and recreational uses, the Indoor Recreation, Commercial table row in Sec. 5B.4.2.B. (Allowed Use & Use Limitations) shall be amended as follows:

Indoor Recreation:			
Commercial	— <u>P*</u>	<u>In conjunction with:</u>	<u>Residential use</u>
		<u>Non-residential tenant size (max)</u>	<u>1,500 SF</u>
		<u>Relief</u>	<u>Prohibited</u>
		<u>Upper story location</u>	<u>Prohibited</u>
		<u>Hours of operation (early/late)</u>	<u>6AM/10PM</u>

D.10 LAMC Chapter 1A, Article 5 (Use), Sec.5B.4.2. (Residential-Mixed 2 (RX2))

To prohibit soundstage and backlot uses in use districts intended for Low Residential General Plan designations, the Soundstage & Backlot table row in Sec. 5B.4.2.B. (Allowed Use & Use Limitations) shall be amended as follows:

Soundstages & Backlots	C3 --
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D.11 LAMC Chapter 1A, Article 5 (Use), Sec.5B.5.5. (Commercial-Mixed 5 (CX5))

To allow mobilehome park uses in use districts that also allow dwelling uses, the Mobilehome Park table row in Sec. 5B.5.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Mobilehome Park	— <u>P*</u>	<u>Screening:</u>	
		<u>Frontage screen</u>	<u>F-Screen 3</u>
		<u>Transition screen</u>	<u>F-Screen 1</u>
		<u>Relief</u>	<u>C2</u>

D.12 LAMC Chapter 1A, Article 5 (Use), Sec.5B.5.5. (Commercial-Mixed 5 (CX5))

To allow post-secondary school uses through a conditional use permit with a hearing by the Zoning Administrator, the School, Post-secondary table row in Sec. 5B.5.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

School:	
Post-secondary	C3 <u>C2</u>

D.13 LAMC Chapter 1A, Article 5 (Use), Sec.5B.5.5. (Commercial-Mixed 5 (CX5))

School:			
Preschool/Daycare	P* --	Use separation	
		From Heavy Industrial	50'
		Relief	C2

To allow veterinary care uses in the Commercial-Mixed 5 use district to align with the intent of the use district by supporting the clustering of small-scale retail, dining, personal, service, office, entertainment, cultural and institutional uses catering to immediately surrounding neighborhoods, the Animal Services, Veterinary Care table row in Sec. 5B.5.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Animal Services:			
Veterinary Care	P*	<i>(see General Commercial)</i>	
		Use enclosure	Fully indoor

D.14 LAMC Chapter 1A, Article 5 (Use), Sec.5B.7.5. (Industrial-Mixed 5 (IX5))

To prohibit transitional shelter uses in use districts that prohibit dwelling uses, the Supportive Housing, General table row in Sec. 5B.7.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Supportive Housing:	
General	P* --

D.15 LAMC Chapter 1A, Article 5 (Use), Sec.5B.7.5. (Industrial-Mixed 5 (IX5))

To prohibit preschool/daycare uses in use districts that are primarily intended to accommodate light industrial uses, the School, Preschool/Daycare table row in Sec. 5B.7.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

D.16 LAMC Chapter 1A, Article 5 (Use), Sec.5B.7.5. (Industrial-Mixed 5 (IX5))

To prohibit heavy transportation uses, including freight terminal uses, in use districts that are primarily intended to accommodate light industrial uses, the Freight Terminal table row in Sec. 5B.7.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Freight Terminal	C3 --
-------------------------	------------------

D.17 LAMC Chapter 1A, Article 5 (Use), Sec.5B.7.5. (Industrial-Mixed 5 (IX5))

To prohibit heavy transportation uses, including railway facility uses, in use districts that are primarily intended to accommodate light industrial uses, the Railway Facility table row in Sec. 5B.7.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Railway Facility	C3 --
------------------	------------------

D.18 LAMC Chapter 1A, Article 5 (Use), Sec.5B.7.5. (Industrial-Mixed 5 (IX5))

To require regional entertainment venue uses to obtain a conditional use permit to consider regional impacts on land primarily intended to accommodate light industrial uses, the Entertainment Venue, Regional row in Sec. 5B.7.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Entertainment Venue:	
Regional (3,000 or more seats)	P <u>C3</u>

D.19 LAMC Chapter 1A, Article 5 (Use), Sec.5B.7.5. (Industrial-Mixed 5 (IX5))

To require alternative financial service uses to obtain a conditional use permit to consider local impacts on land primarily intended to accommodate light industrial uses, the Financial Services, Alternative row in Sec. 5B.7.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Financial Services:	
Alternative	P <u>C2</u>

D.20 LAMC Chapter 1A, Article 5 (Use), Sec.5B.7.5. (Industrial-Mixed 5 (IX5))

To allow postmortem service uses on land intended to accommodate light industrial uses, as well as commercial services that need to be accommodated away from residential use districts, the Postmortem Services row in Sec. 5B.7.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Postmortem Services	C2 <u>P</u>
---------------------	------------------------

D.21 LAMC Chapter 1A, Article 5 (Use), Sec.5B.7.5. (Industrial-Mixed 5 (IX5))

To update the permission level for alcohol retail sales to indicate that the Alcohol Sales Special Use Program applies, the Retail, Alcohol row in Sec. 5B.7.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Retail:			
Alcohol	S <u>S*</u>	Special use program Alcohol sales program	Sec. 5C.4.2.

D.22 LAMC Chapter 1A, Article 5 (Use), Sec.5B.7.5. (Industrial-Mixed 5 (IX5))

To require certified farmers’ market uses to obtain approval by the Zoning Administrator through a conditional use permit to consider local impacts, the Farmers’ Market, Certified row in Sec. 5B.7.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Retail:	
Farmers’ Market, Certified	P <u>C1*</u>

D.23 LAMC Chapter 1A, Article 5 (Use), Sec.5B.7.5. (Industrial-Mixed 5 (IX5))

To allow sexual encounter uses on land intended to accommodate light industrial uses, as well as commercial uses that need to be accommodated away from residential use districts, the Sexual Encounter row in Sec. 5B.7.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Sexually Oriented Business:	
Sexual Encounter	C2* <u>P*</u>

D.24 LAMC Chapter 1A, Article 5 (Use), Sec.5B.7.5. (Industrial-Mixed 5 (IX5))

To allow standard vehicle sales uses on land intended to accommodate light industrial uses, as well as commercial uses that need to be accommodated away from residential use districts, the Motor Vehicle Sales & Rental row in Sec. 5B.7.5.B. (Allowed Use & Use Limitations) shall be amended as follows:

Motor Vehicle Sales & Rental:			
Standard Vehicle	— <u>P*</u>	<u>Use separation (min)</u>	
		<u>Sensitive use</u>	<u>200'</u>
		<u>Agricultural, Residential, or Residential-Mixed Use District</u>	<u>200'</u>
		<u>Relief</u>	<u>C2</u>
		<u>Screening:</u>	
		<u>Frontage screen</u>	<u>F-Screen 4</u>

	Transition screen	F-Screen 1
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D.25 LAMC Chapter 1A, Article 7 (Alternate Typologies), SEC. 7B.3.1. (SMALL LOT 1)

Modify Section 7B.3.1.A.1. of Article 7 the new Zoning Code to read as follows, for the purpose of aligning the density districts to match where Small Lot projects are allowed in Sec 12.22 C.27(a) of the current Zoning Code (Chapter 1 of the LAMC). Small Lot projects in the current Zoning Code are allowed in multi-family, commercial and RD zones. The most restrictive RD zone is the RD6 zone. Therefore Small Lot projects shall be allowed in the density district range FA to 60.

1. Eligible Districts	FORM	FRONTAGE	STANDARD	USE	DENSITY
	V_ & L_	MU_, G_, LF_, & WH_	1, 2, 3, & 4	RG_, RX_, C_, CX_, & IX_	FA through 25 60

D.26 LAMC Chapter 1A, Article 7 (Alternate Typologies), SEC. 7B.3.1.D. (Form Standards)

Modify Lot Parameter Standards in Sec 7B.3.1.D.1. of Article 7 the new Zoning Code to read as follows, for the purpose of aligning standards to scale better with the applied districts, certain standards shall be set by the form district. The minimum lot area and minimum lot width shall be set by the form district.

LOT SIZE	Sec. 7C.1.1.	
A Lot area (min)	5,000 SF	Set by Form District
B Lot width (min)	50'	Set by Form District

D.27 LAMC Chapter 1A, Article 7 (Alternate Typologies), SEC. 7B.3.1.D. (Form Standards)

Modify Bulk and Mass Standards in Sec 7B.3.1.D.2. of Article 7 the new Zoning Code to read as follows, the building width of 180 feet can never be reached as the maximum allowed lot width in this alternate typology is 80 feet. The maximum building width shall be 75 feet to align better with the maximum allowed lot width.

BUILDING MASS	Sec. 7C.1.1.	
B Building width (max)	180'	75'

D.28 LAMC Chapter 1A, Article 7 (Alternate Typologies), SEC. 7B.3.1.F. (Development Standards)

Section 7B.3.1.F.1.a.i. of Article 7 of Chapter 1A of the Los Angeles Municipal Code shall be amended to read as follows, for the purpose of distinguishing the difference between the street facing entrance pedestrian accessway and the pedestrian accessway for internal circulation.

- a. Small lot subdivisions shall provide a shared pedestrian accessway meeting the following Standards:
 - i. The pedestrian accessway providing site access to any street facing entrance required by the applicable frontage district shall have a minimum width of 4 feet. All pedestrian accessways that are used for internal circulation, such as leading to other entrances or amenity spaces shall have a minimum width of 3 feet and shall be open to sky.

D.29 LAMC Chapter 1A, Article 7 (Alternate Typologies), SEC. 7B.3.1.F. (Development Standards)

Section 7B.3.1.F.2. of Article 7 Chapter 1A of the LAMC shall be amended to read as follows, for the purpose of aligning standards to match those of Small Lot projects allowed in Sec 12.22 C.27(a)(2) of the current Zoning Code. Certain wall designs are prohibited from being used as side and rear perimeter walls.

2. Side/rear yard Fence and wall

All fences and walls provided shall not include barbed wire, or concertina.

~~2. Additional Rules~~

~~For additional Development Standards rules, see the applied Development Standard District (Part 4B.) and Development Standards Rules (Part 4C).~~

3. Additional Rules

For additional Development Standards rules, see the applied Development Standard District (Part 4B.) and Development Standards Rules (Part 4C).

D.30 LAMC Chapter 1A, Article 9 (Public Benefit Systems), SEC. 9.3.2. (Local Affordable Housing Incentive Program)

Section 9.3.2.B.1.a of Chapter 1A of the LAMC shall be amended to read as follows:

LOCAL INCENTIVE PROGRAM SETS					
Set	Affordability Requirements				
	ACUTELY LOW INCOME	EXTREMELY LOW INCOME	VERY LOW INCOME	LOWER INCOME	MODERATE
A	n/a	11%	15%	25%	n/a
B	10%	11%	15%	25%	n/a
C	n/a	10%	14%	23%	n/a
D	n/a	10%	14%	23%	n/a
E	n/a	9%	12%	21%	n/a
F	n/a	8%	11%	20%	n/a
G	7%	8%	11%	20%	40%

D.31 LAMC Chapter 1A, Article 14 (Definitions), Sec. 14.1.7. (Floor Area)

Sub-subparagraph iii of Section 14.1.7.A.1.c. (Floor Area, Measurement, General) of Chapter 1A of the LAMC shall be amended to read as follows:

iii. All interior floor space dedicated to automobile parking except as specified in Sec. 14.1.7.A.2. (~~House Form Districts~~ Density Districts 1L and 2L) and Sec. 14.1.7.A.3. (Development Standards District 5).

D.32 LAMC Chapter 1A, Article 14 (Definitions), Sec. 14.1.7. (Floor Area)

The title of Section 14.1.7.A.2. (Floor Area, Measurement, House Form Districts) of Chapter 1A of the LAMC shall be amended to read as follows:

2. ~~House Form Districts~~ Density Districts 1L and 2L

E. Technical Modification to General Plan Designations

The following modifications are offered for the PLUM Committee's consideration in order to execute a technical name change in the Form District Naming Convention is required in the new zoning code. The update includes modifying the "Very Low Rise Narrow (VN1)" to "House (H3)" for consistency with how Form Districts will be named elsewhere throughout the City.

E.1–E.6 - Technical Modification

The following additional modifications would be required to execute the technical name change:

E.1 Technical Modification: Community Plan Text

Amend the description of the General Plan Land Use Designations for the Low Residential, Low Medium Residential, and Low Neighborhood Residential to replace the "Very Low Rise" references to "House" in the Boyle Heights Community Plan policy document identified as, "**Exhibit C1 Community Plan Text**," and

E.2 Technical Modification: General Plan Land Use Map

Amend the General Plan Land Use Map (**Exhibit C3**) to replace VN1 to H3 in the corresponding table, and

E.3 Technical Modification: General Plan Framework Amendments

Amend the descriptions for Low Residential, Low Medium Residential, and Low Neighborhood Residential designations by replacing "Very Low Rise" to "House" in the Citywide General Plan Framework Element identified as, "**Exhibit C5 General Plan Framework Amendments**," and

E.4 Technical Modification: General Plan Framework Amendments

Amend Table 3-3a and Table 3-2a by replacing "Very-Low Rise" with "House" in the Citywide General Plan Framework Element identified as, "**Exhibit C5 General Plan Framework Amendments**".

Effectuating these General Plan Amendments would also require modifications to the following ordinances:

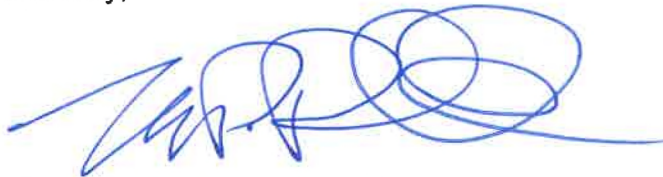
E.5 Technical Modification: Zone Change Map and Matrices

Amend the draft ordinance to amend the Zoning Map identified as, "**Exhibit D2 Zone Change Map and Matrices**" to replace "VN1" references to H3.

E.6 Technical Modification: Ordinance Amending Chapter 1A of the Los Angeles Municipal Code

Rename the Very Low-Rise 1 (VN1) Form District (found in Sec. 2B.4.1. of “**Exhibit E1 Ordinance Amending Chapter 1A of the Los Angeles Municipal Code**”) to House 3 and to include a description of the House Form District within Sec. 2A.1.4. (Form District Naming Convention) accordingly.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Vincent P. Bertoni', with a stylized, looping flourish at the end.

VINCENT P. BERTONI, AICP
Director of Planning

VPB:SMMB:cw:ug:ap

Appendix I - IX6 Use District

FRONTAGE - MEMBERS USE DENSITY
 - Industrial-Mixed Districts -

SEC. 5B.7.6. INDUSTRIAL-MIXED, TRANSITION (IX6)

A. Intent

Reserved.

B. Allowed Uses & Use Limitations

Use	Permission	Use Standard	Specification
RESIDENTIAL	*	Use Separation (min) Heavy Industrial Relief	50' C1
Dwelling	S*	(see Residential) In conjunction with: Floor Area (min) Inclusionary Housing Program	Manufacturing, Light: General, Artistic & Artisanal, and/or Garment & Accessory and/or Legacy Small Business (Sec.5C.4.6.) 0.5 FAR Sec. 5C.4.5.
Household Business: Family Child Care	P*	In conjunction with:	Dwelling
Home Occupation	P*	In conjunction with: Hours of operation (early/late) Client visits per hour (max) Supplemental standards	Dwelling 8AM/8PM 1 Sec. 5B.7.6.C.1.
Home Sharing	P*	In conjunction with: Special use program (see Residential)	Dwelling Sec. 5C.4.4.
Joint Living & Work Quarters	P*	Designated work space: Work space area (min/max)	
Live/Work	S*	(see Residential) Designated work space Work space dimensions (min) Location Inclusionary Housing Program	Depth: 20' Width: 15' (frontage) Height: 14' Ground floor Sec. 5C.4.5.
Mobilehome Park	--		
Supportive Housing:			
General	P*	(see Residential) Restricted affordable units	100%
Medical Care	P*	(see Residential)	

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

FRONTAGE - STANDARDS | **USE** DENSITY |
 - Industrial-Mixed Districts -

Use	Permission	Use Standard	Specification
Medical Care	P*	(see Residential)	
Transitional Shelter	P*	(see Residential)	
PUBLIC & INSTITUTIONAL			
Cemetery	P*	Building separation (min)	
		Street	300'
		Agricultural, Residential, or Residential Mixed Use District	300'
		Screening	
		Frontage screen	F-Screen 2
		Transition screen	T-Screen 1
Civic Facility:			
Local	P		
Regional	--		
Detention Facility	C3		
		Screening	
Fleet Services	P*	Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Medical:			
Local	C2		
Regional	C3		
Office, Government	P		
Parking	P		
Public Safety Facility	P		
Religious Assembly	C2		
School:			
Preschool/Daycare	P		
K-12	C3		
Post-secondary	C2		
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	Sec. 5B.76.C.2.
Wireless Facility, Rooftop	P*	Supplemental standards	Sec. 5B.76.C.2.
OPEN SPACE & RECREATION			
Indoor Recreation			

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Use	Permission	Use Standard	Specification
Public	P		
Commercial	P		
Nature Reserve	P		
Open Space, Public	P		
Outdoor Recreation			
Public	P		
Commercial	P		
Golf Course	--		
Amphitheater or Stadium			
Local	P*	Use separation (min) Agricultural, Residential or Residential Mixed Use District	500'
		Relief	C2
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	P*	Use enclosure	Fully indoor
		Use separation	
		Residential Use District (min)	500'
		Relief	C2
Veterinary Care	P*	Use enclosure	Fully indoor
Commissary Kitchen	P		
Eating & Drinking:			
Alcohol Service	C2*	In conjunction with:	Restaurant
		Supplemental procedures	Sec. 5B.76.D.1
Bar	C2*	Supplemental procedures	Sec. 5B.76.D.1
Counter Service	P		
Restaurant	P		
Entertainment Venue, Indoor:			
Local (<3,000 seats)	P		
Regional (3,000 or more seats)	C3		
Financial Services:			
General	P		
Alternative	C2		

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FROM (R/DA/C/S) STANDARDS USE - DENY
 - Industrial-Mixed Districts -

Use	Permission	Use Standard	Specification
Instructional Services	P		
Lodging	P*	Use separation	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Supplemental standards	Sec. 5B.76.C.3.
		Relief	C2
Medical Clinic	P		
Office	P		
Personal Services:			
General	P		
Massage, Licensed	P		
Massage, Unlicensed	C2		
Postmortem Services	P		
Retail:			
General	P		
Alcohol	C2*	Supplemental procedures	Sec. 5B.76.D.2.
Farmers' Market, Certified	C1*	Hours of operation (open/close)	7AM/9PM
		Service hours	6AM/10PM
		Operating days per week (max)	2
		Special use program	Sec. 5C.4.1
Firearms	C2	Use separation (min)	
		Agricultural, Residential, or Residential Mixed Use District	500'
		Supplemental procedures	Sec. 5B.76.D.3.
Food & Beverage	P		
Large Format	C3*	Supplemental procedures	Sec. 5B.76.D.4.
Merchant Market	P		
Pet Shop	P		
Temporary Outdoor	C2		
Smoke & Vape Shop	P*	Use separation (min)	
		School: K-12	500'
		Relief	C2
Sexually Oriented Business:			
General	P*	Use separation (min)	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District (min)	500'

KEY: "P" = Permitted Use; "S" = Special Use Program; "--" = Use 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
Sexual Encounter	C2*	Use separation (min)	
		Other Sexually Oriented Business Use	1,000'
		Sensitive Use	500'
		Agricultural, Residential, or Residential Mixed Use District	500'
HEAVY COMMERCIAL			
Motor Vehicle Services:			
Light	P*	Use separation (min)	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		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	Sec. 5B.76.C.4.		
Heavy	--		
Car Wash	C2*	Use separation (min)	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District (min)	200'
		Use enclosure	
		Car Wash, mechanized	Fully indoors
		Car Wash, self-service	Covered
		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	Sec. 5B.76.C.5.		
Fueling Station:			

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FORM - FRONTAGE STANDARDS | USE DENSITY |
 - Industrial-Mixed Districts -

Use	Permission	Use Standard	Specification
Gas Station, Standard	C2*	Use separation (min)	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District (min)	200'
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.76.C.6.
Gas Station, Commercial	P*	Use separation (min)	
		Sensitive use	200'
		Agricultural, Residential, or Residential Mixed Use District	200'
		Relief	C2
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
		Outdoor sound system	Prohibited
		Supplemental standards	Sec. 5B.76.C.6.
EV Charging Facility	P		
Motor Vehicle Sales & Rental:			
Commercial Vehicle	--		
Household Moving Truck Rental	C2*	Accessory to:	Self-Service Storage
		Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Standard Vehicle	C2*	Screening	
		Frontage screen	F-Screen 3
		Transition screen	T-Screen 1
Storage, Indoor:			
General	P*	Incidental to:	Other allowed use
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
		Supplemental procedures	Sec. 5B.76.D.5.
Storage, Outdoor:			
General	--		

KEY: "P" = Permitted Use; "S" = Special Use Program; "--" = Use 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
Cargo Container	--		
Commercial Vehicle	--		
Official Motor Vehicle Impound	--		
Standard Vehicle	--		
LIGHT INDUSTRIAL	*	Use standard applicability	
		Abutting	Sensitive Use, Agricultural Residential or Residential Mixed Use District
		Screening	
		Transition Screen	T-Screen 1
Use enclosure	Fully Indoor		
Electronics Assembly	P*	(see Light Industrial)	
Maintenance & Repair Services	P*	(see Light Industrial)	
Manufacturing, Light:			
General	P*	(see Light Industrial)	
Alcoholic Beverage	P*	(see Light Industrial)	
Artistic & Artisanal	P		
Cosmetic, Pharmaceutical	P*	(see Light Industrial)	
Food & Drink	P*	(see Light Industrial)	
Textile & Apparel	P*	(see Light Industrial)	
Research & Development	P*	(see Light Industrial)	
Soundstages & Backlots	P*	(see Light Industrial)	
Wholesale Trade & Warehousing	C3*	Supplemental procedures	Sec. 5B.76.D.6.
HEAVY INDUSTRIAL			
Animal Products Processing	--		
Manufacturing, Heavy:			
General	--		
Chemical Products	--		
Petroleum & Coal Products	--		
Salvage Yard	--		
Recycling Facility:			

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

FRONTAGE - SCREENING | USE | DENSITY
 - Industrial-Mixed Districts -

Use	Permission	Use Standard	Specification
Collection	P*	In conjunction with	Other allowed use
		Area (max)	600 SF
		Building separation (min)	
		Agricultural, Residential, or Residential Mixed Use District	150'
		Other buildings on site	10'
		Relief	C2
		Use enclosure	Covered and enclosed
		Screening	
		Outdoor storage screen	S-Screen 2
		Hours of operation (early/late)	7AM/7PM
		Supplemental standards	Sec. 5B.76.C.7.
		Supplemental procedures	Sec. 5B.76.D.7.
		Donation Bin	P*
Size	Height: 82' Depth: 50' Width: 60'		
Use setback			
Frontage lot line (min)	20'		
Common lot line (min)	10'		
Use enclosure	Covered and enclosed		
Supplemental standards	Sec. 5B.76.C.8.		
Supplemental procedures	Sec. 5B.76.D.7.		
Sorting & Processing	--		
Resource Extraction:			
General	--		
Exploratory Core Hole	C2*	Supplemental standards	Sec. 5B.76.C.9.
Off-Shore Drilling Servicing Installation	--		
Solid Waste Facility:			
Green Waste	--		
Hazardous Waste Facility	--		
Solid Waste	--		
AGRICULTURAL			
Animal Keeping:			

KEY: "P"= Permitted Use; "S"= Special Use Program; "--"= Use 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
Bees	P*	Lot Area (min)	
		Per beehive	2,500 SF
		Location	
		Frontage yard	Prohibited
		Setback (min)	
		Side, rear and alley lot lines	5'
		Screening	
		Transition screen	T-Screen 1
		Exception	Rooftop location
		Supplemental standards	Sec. 5B.76.C.10.
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; "S" = Special Use Program; "--" = Use Not Permitted; "*" = Use standard applies; "C1" = Approval by Zoning Administrator; "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission

C. Supplemental Standards

1. 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.

2. Wireless Facility, All

The wireless facility shall meet all applicable standards required by *Sec. 4C.12.A. (Wireless Telecommunication Facilities)*.

3. Lodging

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

4. Motor Vehicle Services, Light & Heavy

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 (*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 on-site.

5. Motor Vehicle Services, Car Wash

Bay doors and other building entrances and exits designed and intended for motor vehicles shall not face any residential use or school unless the residential use or school is located more than 100 feet from the car wash facility.

6. Fueling Station, All

An off-street loading area, in compliance with development standard requirements for loading areas (*Sec. 4C.2.2.3.*), shall be provided to adequately accommodate all loading and unloading of fuel, vehicles, goods, and any other activities requiring the use of commercial vehicles for transportation.

7 Recycling Facility, 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.

8. Recycling Facility, 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.

9 Resource Extraction, Exploratory Core Hole

The maximum duration of a permit for exploratory core holes shall not exceed 200 days. However, where the Zoning Administrator, pursuant to *Sec. 13B.2.2. (Class 2 Conditional Use*

HEIGHT FRONTAGE STANDARD(S) USE DENSITY
- Industrial-Mixed Districts -

Permit) finds that drilling, testing, and proper abandonment cannot reasonably be completed within 200 days due to depth, deviation, or quantity of temporary geological exploratory core holes, the maximum duration may be increased to a total of 365 days.

10. **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.

D. **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. 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

3. Retail, Firearms

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider the number of firearms available for sale at the lot.

4. 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:

FORM FRONTAGE STANDARDS | **USE** DENSITY |
- Industrial-Mixed Districts -

- 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.

5. Storage, Indoor: Self-Service Facility

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

- a. That the granting of the application will support the intent of the use district, including contributing to high quality employment and productive industries.
- b. That the granting of the application will support applicable Community Plan policies intended to generate active pedestrian oriented development and higher employment densities in the surrounding area.

6. Wholesale Trade & Warehousing

In addition to the findings otherwise required by *Sec. 13B.2.2. (Class 2 Conditional Use Permit)*, the Zoning Administrator shall also consider:

- a. Whether the project contributes to an over concentration of trucking related uses that may cumulatively impact the respiratory health of surrounding residents
- b. Whether freight traffic accessing the site adheres to the Countywide Strategic Truck Arterial Network (CSTAN) through traffic enforcement, road signage and signaling in order to minimize noise, vibration and air quality impacts on sensitive land uses.

7. Recycling Facility, All

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)*.

EXHIBIT B.5:
**Council Adopted Items (Planning and Land Use
Management Committee Approved Items and
Council Motion 67A)**

CPC-2016-2905-CPU-M1

For reference by the City Planning Commission

January 11, 2024

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR), ENV-2016-2906-EIR AND STATE CLEARINGHOUSE NO. 2016091010, AND RELATED EIR FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, MITIGATION MONITORING PROGRAM (MMP), RESOLUTION, and PLANNING AND LAND USE MANAGEMENT (PLUM) COMMITTEE REPORT relative to the Boyle Heights Community Plan Update and New Zoning Code.

Recommendations for Council action:

1. FIND that the LACPC has reviewed and considered the Draft Environmental Impact Report (City EIR No. ENV-2016-2906-EIR and State Clearinghouse No. 2016091010) (EIR), as shown in Exhibit C7.
2. INSTRUCT the Los Angeles Planning Commission (LACPC) to update Findings, as necessary.
3. INSTRUCT the DCP to review any modifications made since the final EIR was published, conduct any additional analysis and take any additional procedural steps, if necessary to comply with the California Environmental Quality Act and prepare any modifications, if necessary, to the recommended EIR Findings, the Statement of Overriding Considerations and the MMP.
4. CONSIDER the Resolution in Exhibit C to certify a Final EIR, and ADOPT the EIR Findings and a Statement of Overriding Considerations, and consider an MMP.
5. CONSIDER the Resolution to amend the General Plan Elements, in Exhibit C, dated April 20, 2023, attached to the Council file, to adopt the following:
 - a. Boyle Heights Community Plan Policy document
 - b. General Plan Land Use Map for the Boyle Heights Community Plan
 - c. Amend the Mobility Plan 2035 to reclassify selected streets and enhanced networks
 - d. Amend the Citywide General Plan Framework Element
6. REQUEST the City Attorney to prepare and present the following ordinances:
 - a. Boyle Heights Community Plan Implementation Overlay District Ordinance, as shown in Exhibit D1, dated April 20, 2023, attached to the Council file, with the modifications identified in the November 28, 2023 DCP Director of Planning Technical Memo to PLUM report attached to the Council file, and with the following changes:
 - i. In consultation with the DCP, prepare amendments to increase the requirement that 100 percent affordable housing developments provide a minimum of 30 percent of the total units as units with two-bedroom or more (excluding projects for veterans, seniors, transition age youth and permanent supportive housing) to 60 percent.
 - b. River Improvement Overlay District Amendment
 - c. Clean Up Green Up Overlay District Amendment
 - d. Adelante Eastside Redevelopment Plan Amendment
 - e. Ordinance Amending Chapter 1A of the Los Angeles Municipal Code (LAMC), including the modifications in the November 28, 2023 DCP Director of Planning Technical Memo to PLUM report

attached to the Council file with the additional technical clarification to the qualifying criteria of a “Legacy Small Business” to be more than 20 years in lieu of 10 years, and with the following changes:

- i. In consultation with the DCP, prepare an amendment to the zoning code to change the mandatory inclusionary housing set-aside requirements for Low Income Households from 22 percent to 50 percent in the River-Adjacent Area utilizing Los Angeles Housing Department’s (LAHD) Rent Schedule 6.
 - ii. In consultation with the DCP, prepare an amendment to the zoning code to create an incentive under Article 9’s Community Facilities that allows youth, social services, educational and similar facilities to be an eligible use to qualify for increased density or floor area in new development in the Industrial Mixed Use 6 (IX6) District.
 - iii. In consultation with the DCP, incorporate amendments to LAMC Chapter 1A, Article 5 (Use), Sec. 5C.4.6 Legacy Small Business Special Use Program adding language relative to intent, standards and lease agreements identified in the letter dated December 4, 2023, from the Los Angeles Conservancy.
7. INSTRUCT THE DCP to prepare and transmit an ordinance for Council consideration to amend the City Zoning Map, as provided in the proposed Ordinance dated April 20, 2023, with the modifications identified in the DCP Director of Planning Technical Memo to PLUM report dated November 28, 2023, and attached to the Council file.
8. ADOPT the changes to the General Plan Amendments recommended by the LACPC, as identified in the DCP Director of Planning Technical Memo to PLUM report dated November 28, 2023, and attached to the Council file, and inclusive of any necessary amendments to tables, graphics, and/or maps, including but not limited to, trends and projections figures and tables, including the following changes:
- a. Amendments to the Community Plan to provide greater specificity to delineate specific parcels applicable to the respective Density Districts on the General Plan Land Use Designation Map, and present those amendments to the LACPC.
9. INSTRUCT the DCP to transmit the proposed changes to the General Plan Amendments in Recommendation No.8, above, as detailed in the DCP Director of Planning Technical Memo to PLUM report dated November 28, 2023, including the following changes:
- a. Amendments to the Community Plan to provide greater specificity to delineate specific parcels applicable to the respective Density Districts on the General Plan Land Use Designation Map, and present those amendments to the LACPC.
10. ADOPT the following action items submitted by Council District 14, and attached to the Council file:
- a. Request the City Attorney, in coordination with the Los Angeles Housing Department (LAHD) and DCP to prepare an ordinance that would establish a Local Preference Program for Affordable Housing Units, consistent with the federal Fair Housing Act (FHA), that gives priority for affordable housing units to households in Boyle Heights that have been or will be displaced from their homes within 12 months due to a natural disaster; have had their residence demolished; have been evicted due to Ellis Act provisions; live or work in the City of Los Angeles; have suffered a government ordered eviction; have been affected by the construction of the I-60 freeway, I-5 freeway, I-10 freeway, and 101 freeway, or reside within households that were subject to redlining as delineated in the 1939 Home Owners Loan Corporation map.
 - b. Request the City Attorney, in consultation with the DCP and LAHD, to prepare the necessary ordinances to establish the same codified measures in tenant protections relative to Right-of-

Return, Rent Stabilization Ordinance Unit Replacement and Tenant Anti-Harassment protection measures enacted under Council file No. 20-1265-S1 for application to the Boyle Heights Community Plan area.

- c. Instruct the Los Angeles Department of Transportation, in consultation (LADOT) with the DCP, Los Angeles Department of Building and Safety and LAHD, to conduct a parking study of the Boyle Heights Community Plan Area that determines under-parked public streets based upon density, the number of housing units and bedrooms on a given block, street capacity and other factors including but not limited to recommendations on planning tools and modifications to the Boyle Heights Community Plan and zoning ordinance, to provide adequate parking in under-parked areas in the Community Plan Area and new development in the River-Adjacent Area.
- d. Instruct the Economic and Workforce Development Department (EWDD) in consultation with the DCP to conduct a study recommending effective policies, strategies and resources and modifications to the Boyle Heights Community Plan and zoning ordinance to retain local businesses vulnerable to displacement resulting from market pressures in the Boyle Heights Community Plan Area, including but not limited to regulating rent increases on commercial properties, a commercial property vacancy tax, or tax incentives to property owners to encourage business retention.
- e. Instruct the DCP to prepare and present a report with recommendations on amending the Community Plan and zoning ordinance to incorporate “Crime Prevention through Environmental Design” strategies and other security operational conditions in the land development review and approval process focused on the River-Adjacent Area.
- f. Instruct the DCP to conduct a focused study on the interface between the River-Adjacent Area and the residential areas designated for Low-Density and Medium-Density Residential land-uses to the east with an emphasis on promoting compatible building scale, massing, spacing, facade modulation and community benefits, such as usable open space, and to present amendments to the Community Plan and zoning ordinance as appropriate.
- g. Instruct the DCP and EWDD to prepare and present a report with recommendations on options to implement Local Hire for Major Project Conditional Use Projects and P2 Public Facilities Projects in the Boyle Heights Community Plan area.

Fiscal Impact Statement: None submitted by the DCP. Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis of this report.

Community Impact Statement: None submitted

Summary:

At a regular meeting held on December 5, 2023, the PLUM Committee considered a draft EIR, ENV-2016-2906-EIR and State Clearinghouse No. 2016091010, and related EIR Findings, Statement of Overriding Considerations, MMP, Resolution to amend the General Plan, including the Boyle Heights Community Plan, Framework Element and Mobility Plan and proposed Ordinances relative to the Boyle Heights Community Plan Update and New Zoning Code. DCP staff provided an overview of the matter. Councilmember de León provided comments on the matter. After an opportunity for public comment, the Committee considered a resolution to adopt the Boyle Heights Community Plan text and map, approved amendments to the text and map, and requested that the Council direct City Planning staff to present those amendments to the LACPC. The Committee also recommended to request the City Attorney to prepare and present the following ordinances: a) Boyle Heights Community Plan Implementation Overlay District Ordinance, as amended; b) River Improvement Overlay District Amendment; c) Clean Up Green Up Overlay District Amendment; d) Adelante Eastside Redevelopment Plan Amendment, and Ordinance

Amending Chapter 1a of the LAMC, as amended. Amendments by Council District 14 and technical changes read by DCP as to the definition of 'Legacy Small Business.' The Committee also recommended DCP to prepare an ordinance to amend the Zoning Map with modifications and for DCP, EWDD, LADOT to prepare reports back on various related matters. This matter is now submitted to the Council for consideration.

Respectfully Submitted,

PLANNING AND LAND USE MANAGEMENT COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
HARRIS-DAWSON:	ABSENT
LEE:	YES
YAROSLAVSKY:	ABSENT
PADILLA:	YES
HUTT:	YES

CR
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-NOT OFFICIAL UNTIL COUNCIL ACTS-

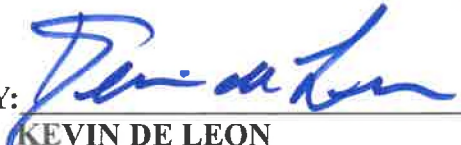
MOTION

67A

I MOVE that the matter of Draft Environmental Impact Report (EIR), ENV-2016-2906-EIR and State Clearinghouse No. 2016091010, and related EIR findings, Statement of Overriding Considerations, Mitigation Monitoring Program, Resolution, and Planning and Land Use Management Committee report, relative to the Boyle Heights Community Plan Update and new zoning code, **Item 67** (CF 23-0861) on today's Council Agenda, **BE AMENDED** to adopt the following additional recommendation:

11. REQUEST the City Attorney, with the assistance of the Planning Department, Department of Building and Safety, and Department of Water and Power, to prepare and present the necessary ordinance(s) to amend the appropriate ordinances to require that development projects that are within the adopted 6th Street Viaduct Underground Utility District (CF 17-0724) provide the necessary onsite connections to receive underground power and telecommunications when performing work on or adjacent to their properties.

PRESENTED BY:



KEVIN DE LEON
Councilmember, 14th District

SECONDED BY:



ORIGINAL

December 12, 2023

rrm

PK

EXHIBIT B.6:

Staff Recommendation Report considered by the City Planning Commission, April 20, 2023

CPC-2016-2905-CPU-M1

For reference by the City Planning Commission

January 11, 2024



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: April 20, 2023
Time: After 8:30 a.m.
Place: John Ferraro Council Chambers
Room 340, City Hall
200 N. Spring Street
Los Angeles, CA 90012

Public Hearing: Public Hearing Required
Initial Public Hearing held on
October 27, 2022

Appeal Status: Not Applicable

Case No.: CPC-2016-2905-CPU
CEQA No.: ENV-2016-2906-EIR
Incidental Cases: None
Related Cases: CPC-2014-1582-CA
Council No.: 14-de León
Plan Area: Boyle Heights
Specific Plan: None
Certified NC: Boyle Heights, Lincoln Heights

GPLU: Various
Zone: Various
Applicant: City of Los Angeles
Representative: City of Los Angeles

PROJECT LOCATION:

The Boyle Heights Community Plan Area (CPA) is located immediately east of Downtown Los Angeles and the Los Angeles River and rail corridor and encompasses an area of approximately 4,271 acres (approximately 6.67 square miles). The Boyle Heights CPA is roughly bounded by the San Bernardino Freeway (I-10 Freeway) and Marengo Street to the north, the Union Pacific and Santa Fe Railroad lines to the south, Indiana Street to the east, and the Los Angeles River to the west. The southern and eastern borders of the CPA align with the city limits of Los Angeles adjoining the City of Vernon located to the south and the unincorporated community of East Los Angeles located to the east of the CPA, with a small area of the Southeast corner of the CPA aligning with the City of Commerce. Located to the north are the Los Angeles communities of Lincoln Heights, El Sereno, and Ramona Gardens, and located to the west are the industrial districts and public facilities of Downtown, which includes the Arts District.

PROPOSED PROJECT:

The Proposed Plan includes amending both the text of the Boyle Heights Community Plan and the General Plan Land Use Map of the Boyle Heights Community Plan. The Proposed Plan would also adopt several zoning ordinances to implement the updates to the Community Plan, including adding new zoning districts and other zoning provisions to Chapter 1A of the New Zoning Code, as well as rezoning all parcels in the CPA to regulate specific uses and apply objective development standards (including height of structures, Floor Area Ratios [FAR], site configuration) using the New Zoning Code. Additional zoning ordinances include a Community Plan Implementation Overlay (CPIO) District, amendments to the River Improvement Overlay (RIO) District and the Clean Up Green Up (CUGU) Overlay, and an amendment to the Adelante Eastside Redevelopment Plan, and related amendments to the General Plan, including the Framework Element and Mobility Plan necessary to implement the Plan.

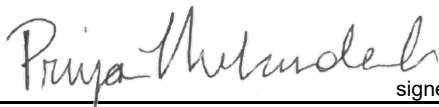
RECOMMENDED ACTIONS¹:

1. **Conduct** a public hearing on the Proposed Plan 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-2016-2906-EIR and State Clearinghouse No. 2016091010), as shown in Exhibit A.7, 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 General Plan Land Use Element and adopt the Boyle Heights Community Plan as shown in Exhibit A.1; adopt the General Plan Land Use Map for the Boyle Heights Community Plan, inclusive of Symbols, Footnotes, and Corresponding Zone and Land Use Nomenclature as shown in Exhibit A.3, and the General Plan Land Use Maps and Matrices as shown in Exhibit A.4.
 - b. Amend the Mobility Plan 2035 to reclassify selected Street Designations and Enhanced Networks, as shown in Exhibit A.6.
 - c. Amend the Citywide General Plan Framework Element, as shown in Exhibit A.5.
8. **Approve** and **recommend** that pursuant to LAMC Sections 12.04 and 12.32 and City Charter Section 558, the City Council **Adopt** the draft ordinance to amend the Zoning Map, as shown in B.2 (Zone Change Maps and Matrices).
9. **Approve** and **Recommend** that pursuant to LAMC Sections 12.04, 12.32, 13.14.C and City Charter Section 558, the City Council **Adopt** the proposed Boyle Heights Community Plan Implementation Overlay (CPIO) District Ordinance as shown in Exhibit B.1.
10. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 12.32.S and City Charter Section 558 **Adopt** the proposed ordinance to amend the River Improvement Overlay (RIO) District Ordinance and Clean Up Green Up (CUGU) Ordinance as shown in Exhibits B.3 and B.4.
11. **Approve** and **Recommend** that the City Council **Adopt** the proposed ordinance to amend the Adelante Eastside Redevelopment Plan as shown in Exhibit B.5.
12. **Authorize** the Director of Planning to present the resolutions and proposed General Plan amendments (Exhibits A, A.1, A.3, A.4, and A.5, A.6 and A.7) 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.5 and C.1 and C.2) to the City Council, in accordance with City Charter Section 558 and LAMC Section 12.32.

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 on July 22, 2023.

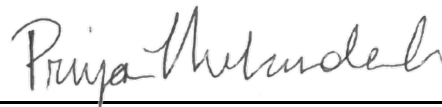
13. **Approve** and **Recommend** that the City Council **adopt** the New Zoning Code Ordinance to amend Chapter 1 and 1A (“New Zoning Code”) of the Los Angeles Municipal Code to add new zoning districts and related regulations to Articles 1-12, and Articles 14 and 15, and Amend the accompanying Zoning Code Maps established in Division 1.4. (Zoning Code Maps) of Article 1 of the New Zoning Code (Exhibit C.2)

VINCENT P. BERTONI, AICP
Director of Planning



signed for Craig Weber

Craig Weber, Principal City Planner



Priya Mehendale, Senior City Planner



Kiran Rishi, City Planner



Maren Gamboa, City Planning Associate



Ernesto Gonzalez, City Planning Associate

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PROJECT ANALYSIS

Project Summary

The Boyle Heights Community Plan (“Proposed Plan”) is an update to the adopted Boyle Heights Community Plan, which was last updated on November 10, 1998. The Proposed Plan includes updates to the Community Plan policy document and changes to general plan land use designations and zones, which, in addition to planning for and accommodating foreseeable growth in the Boyle Heights Community Plan Area (“Boyle Heights Plan Area” or “Plan Area”), are intended to achieve several overarching objectives.

Adoption of the Proposed Plan will also involve several implementing ordinances including additions to the New Zoning Code. Each of the Proposed Plan’s new zoning tools have been developed as part of a comprehensive update to the City of Los Angeles’s Zoning Code.

The Proposed Plan also includes other ordinances to implement the Boyle Heights Community Plan Update, including Zone Changes to apply new zoning districts to the Plan Area, a new Community Plan Implementation Overlay District (CPIO), amendments to the Clean Up Green Up (CUGU) Overlay, amendments to the River Improvement Overlay (RIO), and amendments to the Adelante Eastside Redevelopment Plan (collectively, “Implementing Ordinances”). Another component of the Proposed Plan is additional General Plan Amendments for consistency with Boyle Heights Community Plan Update, which includes reclassifications of streets and enhanced networks in the Mobility Plan 2035, and amendments to the Framework Element to introduce new general plan land use designations of the Boyle Heights Community Plan.

Objectives and Guiding Principles

The underlying purpose of the Proposed Plan is to plan for and accommodate foreseeable growth in the City, including the Boyle Heights Community Plan Area, consistent with the growth strategies of the City as provided in the Framework Element, as well as the policies of Senate Bill 375, Senate Bill 330, and the Southern California Association of Governments’ (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Since its inception in 2013, the Proposed Plan has evolved in response to a wide range of stakeholder input. The Proposed Plan seeks to address many of the challenges facing Boyle Heights and the larger region, such as climate change, housing demand and affordability, displacement, environmental justice, and a shifting economy, through strategies that guide thoughtful growth. Acknowledging an unjust history and current conditions, the programs and policies proposed aim to begin the process of equitably meeting the needs of various stakeholder communities in the Boyle Heights Community Plan Area and reduce racial disparities, especially those unequally present in low-income communities and communities of color.

By 2040, Boyle Heights is projected to grow by 7,000 new residents, in addition to 9,000 new jobs. The Proposed Plan would accommodate this growth through new equitable and sustainable land use strategies aimed at reinforcing Boyle Heights’s cultural identity while encouraging an increased supply of new housing units and affordable housing units and jobs, while minimizing direct and indirect displacement for both residents and businesses. The Proposed Plan aims to maintain land for jobs-producing uses while minimizing negative environmental effects of noxious uses that have historically been permissible. The New Zoning Code has been developed to implement the Proposed Plan’s policies and goals.

The following Guiding Principles represent the long-term priorities for the Proposed Plan:

Promote Housing Affordability. Safeguard existing households against displacement while encouraging residential infill that contributes to the affordable housing supply, with an emphasis on increasing housing opportunities around transit.

Promote Vibrant Neighborhood and Commercial Districts. Provide a mix of housing, jobs, and services that embrace and enhance community identity by encouraging high quality design and contextual transitions to residential neighborhoods. Create transit corridors that are accessible to all users and strengthen and support existing businesses in commercial corridors.

Preserve and Celebrate Boyle Heights' Cultural Heritage. Ensure that new development enhances the cultural identity of the neighborhood and respects the multi-faceted history of Boyle Heights by preserving sites with identified historic significance and encouraging new and existing business uses that serve the daily needs of residents.

Foster a Thriving, Healthy, and Sustainable Community. Mitigate and limit the impacts of air pollution from car traffic and noxious uses that are detrimental to the health and welfare of the community by creating buffers and better transitions between intense uses and sensitive uses, such as residential neighborhoods. Integrate neighborhood serving uses into the neighborhood fabric. Treat the Los Angeles River as a community amenity.

Preserve Industrial Land for Economic Stability. Prioritize industrial land for uses that support the regional economy and local jobs while working to prevent health impacts to local communities through the location and design of industrial land uses and improved land use compatibility.

Create a Network of Safe and Accessible Streets. Prioritize safety for all users of the street and public realm, expand transit service, and improve bicycle and pedestrian infrastructure.

Background

Regional Context

The Boyle Heights Community Plan Area (CPA) is located within the incorporated City of Los Angeles and is approximately 4,271 acres (6.67 square miles) in size. As of the 2020 Census, Boyle Heights has a population of approximately 82,000² and a population density of approximately 12,000 people per square mile, making it one of the most densely populated communities in Los Angeles. The Boyle Heights CPA is located immediately east of Downtown Los Angeles and the Los Angeles River. The southern and eastern borders of the CPA align with the city limits of Los Angeles with the City of Vernon located to the south and the unincorporated community of East Los Angeles located to the east of the CPA. Located to the north are the Los Angeles communities of Lincoln Heights, El Sereno, and Ramona Gardens.

Human settlements have been present throughout the Los Angeles region for centuries prior to Spanish colonization, including within the Boyle Heights CPA. The Gabrieleño, also known as the Kizh, Gabrielino, and Tongva people, are believed to have arrived from the Mojave Desert more

² Based on Census 2020 preliminary analysis. Due to several factors that led to undercounting in the 2020 Census and based on other data sources such as American Community Surveys and Southern California Association of Governments (SCAG) data, the population in Boyle Heights is likely higher than indicated by the 2020 Census Results.

than 2,000 years ago. At its peak, an estimated 5,000 to 10,000 Gabrieleño, and up to 31 known villages with as many as 400 to 500 structures, in the form of huts, were established within the region prior to European contact. In addition to Gabrieleños, other tribes such as the Tatavium and Chumash settled in in parts of present-day San Fernando Valley and in the north-western parts of the Los Angeles region. Much of these existing settlements and peoples were decimated during the Spanish colonial period and only vestiges of Los Angeles' indigenous settlements remain. After the incorporation of the City of Los Angeles, a period of development during the late 19th century brought forth some of the oldest neighborhoods in present-day Los Angeles, including Boyle Heights.

The neighborhood has traditionally been a landing point for immigrants arriving in the city, and has a rich history of Eastern European, Jewish, Japanese, and Latin American communities. Today, the CPA is 93 percent Latino/a/e³. The cultural legacy and history of Boyle Heights is reflected throughout the built environment and public realm, particularly in the Victorian and Arts and Crafts era structures that define the early urbanization of the area, many murals and legacy businesses throughout the neighborhood, the historic Brooklyn Avenue Neighborhood Corridor on Cesar E. Chavez Blvd, and individual historic monuments such as the Sears building and Evergreen Cemetery.

Environmental justice has been an important issue in the CPA. Although the East LA Interchange freeway junction provided regional connectivity through the merging of three freeways, its construction in the 1960s resulted in the demolition of homes and displacement of thousands of families. The constant pollution generated by the traffic congestion and truck routes has had negative environmental and health impacts on residents that live near these truck routes, with 25 percent of residents of Boyle Heights living within 500 feet of a truck route. Additionally, the significant industrial base in the CPA coupled with the bordering industrial City of Vernon has led to noxious uses impacting the well-being of Boyle Heights residents for decades.

The introduction of the L Line (formerly Gold Line) extension through Boyle Heights in 2009 is not reflected in the existing 1998 Community Plan, which envisioned that future rail service would occur along First Street and Cesar E. Chavez Ave. Therefore, the existing land use and zoning along Cesar E. Chavez and First Street do not reflect the actual alignment of the L Line along First Street, leaving opportunities for updated land use patterns to direct more housing growth near the rail stations and reducing development potential along the historically designated Cesar E. Chavez Avenue. With both Metro Rail service and bus service from various agencies, Boyle Heights is well served by transit for a population that relies on it, with nearly one-quarter of Boyle Heights residents relying on non-auto travel modes, higher than the citywide average.

Since 2020, the COVID-19 pandemic has altered daily lives and has greatly impacted health, safety, and jobs for a significant number of Los Angeles residents. Preexisting socioeconomic, racial, and environmental disparities have led to higher incidence of COVID-19 in Black and Latino/a/e communities in Los Angeles and in the nation. Several circumstances have contributed to these disparities including a high percentage of these communities serving essential and

³ Los Angeles City Planning strives to develop Community Plans that are inclusive, equitable, and reflective of the communities they intend to serve. This also includes the language, images, and graphics used in the materials we produce internally and for the public. City Planning remains sensitive to issues of labeling and understands that demographic affiliations continue to evolve. After much consideration, an inclusive term "Latina/o/e" will be used in this staff report and accompanying exhibits, when referring to individuals and groups of Latin American descent. The term Latino/a/e is meant to encompass persons of any gender, including those that identify as non-binary and/or gender non-conforming. The "e" in "Latina/o/e" is for "Latine" which is the non-binary term used in many Spanish-speaking countries and communities. Although "Latinx" is another popular gender-inclusive term, adding the "-e" is a neutral way to say all gendered words in Spanish instead of the traditional "-o" for masculine (i.e., Latino) or the feminine "-a" (i.e., Latina), that is easier to conjugate in the Spanish language. City Planning acknowledges and respects that some individuals and groups may also identify as Hispanic, Chicano/Chicana, self-report, or more specifically identify themselves by their nation or region of origin.

frontline jobs, as well as less access to health care and higher rates of underlying health conditions. Other factors include living far from jobs or in overcrowded households due to constrained housing affordability. The average household size in the Boyle Heights CPA is 3.83 people, compared to the City's average of 2.77. Thus, the Proposed Plan's goal of accommodating growth and encouraging housing development are acutely relevant. The housing crisis pre-dated the COVID-19 pandemic, but the need for housing, and affordable housing in particular, has become even more critical. 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.

Community Plan Updates

The State of California requires every city to adopt a General Plan that covers various topics in sections called Elements, such as the Land Use Element, the Housing Element, and the Circulation Element. The Land Use Element of the City's General Plan currently consists of 35 Community Plans⁴. The Community Plans function as a guide for future growth and adaptation in neighborhoods, providing specific policies and strategies to achieve each community's vision and the broader objectives of the General Plan and state law requirements. Through the Community Plan update process, the Department of City Planning works with community stakeholders to develop a vision for future growth in each area, based on long standing and emerging conditions related to land use, housing, employment, transportation, climate change, and other factors. The intent of the updates is to underscore the City's commitment to advancing tailored strategies and neighborhood regulations to facilitate future development decisions. To balance the need for jobs and housing with neighborhood preservation, these Plans reflect the priorities of each community and the City as a whole. The City updates the Community Plans regularly to encourage smart growth, identify appropriate locations for new development, minimize lengthy discretionary approvals, and provide certainty and predictability for community members, developers, homeowners, and anyone else concerned with the future development of the City of Los Angeles. Recommended changes to Community Plans and their policies and programs are based on public input as well as collaboration with other City departments and government agencies.

Current Community Plan

The last update of the Boyle Heights Community Plan was completed in 1998 and was written to guide development through the year 2010. This plan encouraged the conservation and improvement of viable housing, while providing a variety of housing opportunities through compatible new housing, improvement of the function, design, and economic vitality of the commercial corridors, maximizing development opportunities along a once proposed rail transit line along Cesar E. Chavez Avenue, and planning the remaining commercial and industrial development opportunity sites for job producing uses. Since the creation of the 1998 Community Plan several important changes have occurred in Boyle Heights:

- The Metro L (Gold) Line Extension along 1st Street was completed in 2009, bringing a major transit investment to Boyle Heights in the form of light rail rather than a subway beneath Cesar E Chavez Boulevard as the 1998 Community Plan anticipated. This same year, the Los Angeles County + USC Medical Center J (Silver) Line Station opened at the El Monte Busway located off Marengo towards the upper northern boundary of the CPA.
- Two comprehensive zoning ordinances that updated zoning and land use regulations in the Boyle Heights CPA were adopted.

⁴ A pending proposal to adopt the Downtown Community Plan would merge two community plans—the Central City Community Plan and the Central City North Community Plan. If adopted, the City will have 34 community plans.

- In 2014 the River Improvement Overlay District (RIO) was adopted, establishing design standards and development regulations for properties located within designated areas around the Los Angeles River.
- In 2016 the Clean-Up Green-Up (CUGU) Supplemental Use District was adopted to address health hazards cause by incompatibilities between land uses by establishing design, distancing and performance standards for potentially hazardous uses and sensitive uses that locate near each other.
- In 2011 the state legislature approved the dissolution of Redevelopment Agencies. Thereafter, implementation of the land use authority over the Adelante Eastside Redevelopment Area Plan, which encompasses all the CPA's industrial land and commercial corridors, transitioned to the Designated Local Authority (DLA). In 2019, pursuant to AB 1484 and City Council resolution, authority of the land use related plans and functions transferred to the City. The Plan is set to expire in 2030.
- In 2014, SurveyLA, which is a citywide project managed by the Department of City Planning's Office of Historic Resources (OHR), completed a historic resources survey of the Boyle Heights CPA.
- In November 2016, voters in the City of Los Angeles City approved Measure JJJ, which led to the adoption of the Transit Oriented Communities (TOC) Guidelines by the City Planning Commission in September 2017. The guidelines provide incentives for projects planned around public transit, within one-half mile of significant public transit stops that include units set aside for affordable housing within the development project. The CPA includes four Metro L (Gold) Line Stations, one Metro J (Silver) Line Station, and a network of Metro buses as well as other routes operated by providers other than Metro (i.e., LADOT, Montebello Transit).
- The Bureau of Engineering (BOE) recently completed the construction of the replacement of the Sixth Street Viaduct. BOE published the DEIR in May 2021 for the creation of the Sixth Street Park, Arts, River & Connectivity Improvements (PARC) Project, which includes a 12-acre public recreational space in areas underneath and adjacent to the Sixth Street Viaduct within Downtown's Arts District and Boyle Heights.

In order to keep the Boyle Heights Community Plan up to date, the existing Community Plan is being revised to guide development through the year 2040. The update process for this Community Plan involves determining anticipated residential and employment growth and where new growth or infill should occur in a manner that improves the quality of life of existing and future residents of Boyle Heights and the City of Los Angeles. Without an update to the Community Plan, many community-based organizations and leaders have led community-driven planning efforts and have borne the burden of advocating for and providing basic needs and services within their community.

Plan Development Public Outreach

Development of the Boyle Heights Community Plan involved extensive public engagement that began in 2013 and was ongoing; involving numerous community stakeholder, advocacy, and constituent groups, as listed in the acknowledgments section located in the beginning of the Community Plan document. Continuous coordination with several City and County agencies also occurred. In total, over 73 community outreach events were conducted, reaching over 1,600 participants in addition to numerous agency and intradepartmental coordination meetings. Beyond formal outreach meetings, the Boyle Heights Community Planning team had an ongoing presence at numerous community events to share information about the Plan Update and hear from the community in an informal setting as well as an extensive four-part video overview of the

plan and planning process hosted on the Plan's website. The continued input generated throughout the ongoing outreach process shaped and refined the plan through its development. While outreach activities were ongoing, the process was formulated into three phases that were each anchored by a series of significant public events.

Phase I - *Listen Phase.* Initial outreach began in 2013 and involved meetings with the Boyle Heights Neighborhood Council, which also included the Neighborhood Council's Planning and Land Use Committee, the Boyle Heights Chamber of Commerce, and other key stakeholder, advocacy, and constituent groups to discuss issues and opportunities affecting the Community Plan Area, as well as ongoing coordination with Department and City staff and the Council Office.

In 2013 five focus groups were convened to continue to develop the Plan's policy priorities and conceptual land use strategy beyond the preliminary research conducted to this point. Each focus group was made up of residents and stakeholders that held a particular interest or expertise in one of the relevant focus group topics. The focus group topics included housing, cultural/historic, mobility, environment/health/river, industrial owners/tenants, local small business, and planning 101 sessions that provided an overview of elements of the City's planning and development process. The focus groups identified a number of issues and opportunities that assisted staff with developing the Plan's priorities. In 2014 a public workshop was held to present the Plan's draft policies and generalized land use strategy for extensive input and feedback.

Phase II - *Share Phase.* After convening the focus groups and holding a workshop on initial draft policies, in 2015 and 2016 City Planning shared zoning concepts and revised policy recommendations to the community. This involved community meetings, and an Environmental Impact Report (EIR Scoping Meeting in Fall 2016), sharing draft land use and zoning maps. In anticipation of the Public Scoping Meeting, packets of fliers and informational materials, as well as the EIR Notice of Preparation, were mailed to many local organizations to help publicize the event in the community, along with social media and email engagement.

Phase III - *Consult Phase.* The third phase of public outreach focused on presenting the Plan for targeted feedback. From Fall 2017 to Winter 2018 three open house meetings were held to present the Plan's comprehensive zoning strategy and a draft version of the Community Plan goals and policies to generate detailed feedback from the community and stakeholders. This feedback was used to further refine the Plan's zoning strategy and policy text. The Winter 2018 Open House solicited specific input on residents' and stakeholders' vision for the future of the industrial land closest to the Los Angeles River.

Following the three open houses, throughout 2018 City Planning attended roundtable discussions with various Committees of the Boyle Heights Neighborhood Council, taking input on policy and plan text language. In 2018 and 2019, City Planning held several workshops in partnership with community organizations, often bilingual or monolingual in Spanish, to share information about the Plan Update process and to hear additional concerns or feedback from residents.

Phase IV – *Refine Phase.* In early 2020, in keeping with the Mayor's "Safer at Home" emergency order and continual public health guidance to slow the spread of the COVID-19 pandemic, City Planning shifted outreach and engagement to online tools and formats to follow proper physical distancing protocols. In Summer 2020, City Planning published drafts of the zoning maps and zoning code for the Boyle Heights Community Plan, along with a refined Policy document, Draft Community Plan Implementation Overlay (CPIO) containing the proposed Community Benefits Program, Draft Land Use Map, bilingual informational handout materials, and interactive zoning maps. City Planning conducted several informational virtual presentations to various community groups and held virtual office hours. Throughout 2020 and 2021, City Planning worked to refine the Draft Environmental Impact Report (EIR) and held a virtual CEQA 101 workshop in partnership with community organizations to help inform stakeholders of the CEQA and EIR

review process. In Spring 2021, City Planning released a four-part bilingual video series, providing an in-depth overview of Community Planning, Zoning, the Boyle Heights Community Plan Update, and the Community Benefits Program. This video series was updated in Fall 2022, and since the release in 2021, the English videos have received nearly 1,400 views and the Spanish videos have received nearly 400 views. In Spring 2022, City Planning held a virtual bilingual Community Planning 101 workshop with community groups.

In July 2022, City Planning published the Draft Environmental Impact Report (DEIR), along with the Public Hearing drafts of the Plan Text, CPIO, General Plan Land Use Map, Zoning Map, and New Zoning Code. City Planning extended the initial DEIR comment period from 60 days to 75 days.

Phase V – Adopt Phase. Following the release of the DEIR, City Planning held a Virtual Information Session and Public Hearing on October 27, 2022, and written comments were accepted via email and hardcopy through November 12, 2022. A summary of the public testimony is in the portion of this report titled “Public Hearing and Communications”. A second Public Hearing will be held at the City Planning Commission (CPC) on April 20, 2023, to allow consideration of additional changes to the Proposed Plan that are brought forward in response to input received during the initial Public Hearing in October. Additional steps in the adoption phase include presenting the Proposed Plan to the CPC in April, then to the City Council’s Planning and Land Use Management Committee (PLUM) before being heard by the full City Council.

Project Website and Social Media

The Department created an English-Spanish website for the Boyle Heights Community Plan to enable extensive and ongoing public participation and collaboration with the community, other city departments, and agencies. This website initially took form starting with the 2013 re-launch of the update. In 2017, a new platform was launched, and information was migrated to the new site; and in 2019, previous content was migrated to the newly launched City Planning website. Throughout the update process, the entire website, including handouts, FAQs, and interactive GIS maps have been available in English and Spanish on the project website. Over the years, a lengthy stakeholder email engagement list has been built, currently totaling over 1,300 email addresses, around 60 percent of which were generated from English sign-up forms and 40 percent from Spanish forms. For milestones, project updates, and release of updated materials over the last several years, bilingual “e-blasts” have been sent via email to these interested parties lists.

For several years, staff also managed a Facebook page for the Boyle Heights Community Plan Update, sharing information about outreach and engagement opportunities and more widely sharing community events. In the past few years, social media has been consolidated under the Department’s External Affairs Unit to create a unified voice for disseminating planning information to interested parties. This includes coordinated campaigns on Facebook, Instagram, and Twitter as well as video hosting on the department’s YouTube channel. The latter featuring a four-part video series overview of the plan and planning process, generating a combined 1,800 views between the English and Spanish videos. All of these communications have been delivered in English and Spanish.

Key Issues

Housing

The City of Los Angeles continues to grow, and with that growth comes the need for more housing. 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 in Boyle Heights as the cost of housing continues to rise. Throughout the Proposed Plan'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, to facilitate positive health outcomes, while discouraging the displacement of existing residents. Community members have also voiced the need to protect rent-stabilized housing units and maintain older housing stock at affordable levels. In response to this, the Plan introduces several strategies that are detailed below.

Direct Future Housing Growth to Transit Served Corridors. The Proposed Plan directs the majority of new housing growth and development towards mixed-use corridors around existing and future transit accessible areas, including the Metro L Line stations and Metro bus lines. Directing growth towards transit-served corridors works to slow the impacts of climate change by bringing new housing development closer to commercial amenities, allowing residents to rely less on automobiles and increasing multi-modal transit options. This strategy expands opportunities for housing, affordable housing around major stations at densities that facilitate accessible streets for all users, lively public spaces, a diversity of small businesses, and increased transit ridership. This strategy also helps alleviate development pressures on, and encourages the preservation of, existing residential neighborhoods.

Production of New Affordable Housing. A key component of the Boyle Heights Community Plan is the creation of a Community Benefits Program that establishes incentives for the construction of affordable housing that are tailored to the needs of the community. The incentives in the Community Benefits Program are proposed to apply throughout Boyle Heights and are focused around areas that are served by transit. Working in concert with proposed zoning tools and Plan policies, the Community Benefits Program focuses on providing affordable housing where it is most needed, while also reflecting the existing physical and economic characteristics of Boyle Heights. The proposed Community Benefits Program incentivizes the development of Restricted Income Affordable Housing Units on-site, as part of new housing projects. Under this program, housing projects can achieve higher development rights by setting aside a certain number of their housing units as affordable. The system is designed to encourage the development of mixed-income and 100 percent affordable housing projects, including affordable housing and larger multi-family units that can accommodate multi-generational households. 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, and negating the need for case-by-case environmental studies. 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. The Community Benefits Program is established to replace the Citywide TOC Guidelines that went into effect in 2017, and functions in tandem with California's State Density Bonus Law.

Minimizes Displacement. The Plan includes goals, policies, programs and zoning strategies that offer protections to existing neighborhoods, while accommodating infill housing that expands opportunities to new residents and growing families in residential areas. The Plan prioritizes the maintenance and preservation of existing naturally occurring affordable housing stock, includes incentives for more new restricted affordable units to be built in the community, and fosters collaboration and coordination with City departments and organizations to effectively respond to eviction threats and expand on tenant protection programs. The proposed zoning requires a 1:1 ratio of replacing demolished RSO units with Lower Income units in new developments, 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 Plan's Community Benefits Program introduces a requirement that mixed-income projects include 30

percent of units in a new development as 2-bedroom units or greater to accommodate multi-generational households and 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 23% of persons in Boyle Heights estimated to have incomes below the poverty level, compared to 16% citywide (ACS, 2021), this introduces affordable housing that is more affordable and accessible to households in Boyle Heights.

Protects Existing Neighborhoods and Infill Housing Opportunities. The Proposed Plan seeks to accommodate new housing opportunities along transit-served corridors, while providing greater stability for the existing lower-scale multi-unit residential neighborhoods that predominate within the CPA. These lower-scale neighborhoods contain a variety of housing forms, from smaller apartment buildings to modestly scaled homes, duplexes and four-plexes, as well as an array of accessory structure living quarters. Here two new zoning strategies are proposed to better protect existing housing units, and thus existing households:

- Right-sizing FAR: under present-day zoning, new housing development can utilize up to 3:1 FAR. However, the number of residential units that can be built ranges from two to approximately five units per lot. This zoning condition makes present-day residential lots susceptible to redevelopment with larger, less affordable residential units, without a net increase in the number of overall residential units. The Proposed Plan sets forth zoning that is designed to accommodate a range of multi-unit buildings while maintaining a height and density of today's zoning, but the Proposed Plan decreases Floor Area Ratio (FAR) from 3:1 to 0.6:1 or 1.0:1, depending on the Form District, to reflect the existing development patterns found in residential areas today, and to encourage more sensitive infill development.
- Re-thinking rear-yard in-fill: the Proposed Plan reduces the rear yard setback requirement from 15 feet to 3 feet in most residential zones, which allows existing non-conforming structures to be more easily converted to residential units and facilitates the construction of new units. This strategy allows additional infill development to occur throughout the residential neighborhoods while preserving the existing housing stock. This also enables existing residential properties to become multi-unit or continue to be multi-unit, including those built before 1978, which are subject to the Rent Stabilization Ordinance (RSO).

Supports the Diverse Housing Needs of the Boyle Heights Community. The Plan incentivizes multi-unit developments that offer a diverse range of housing unit types and sizes to accommodate varying family sizes, multigenerational households, single room occupants, and independent seniors. Mixed-income projects utilizing the Community Benefits Program for Boyle Heights are required to set aside 30 percent of the units in a project with two or more bedrooms to accommodate various household sizes. Plan policies also encourage new housing developments to provide amenities for their tenants, such as outdoor play areas and recreational facilities, and promote the development of new housing for seniors within short walking distance to local amenities and public transportation.

Gentrification, Displacement, and Neighborhood Stability

Boyle Heights is a neighborhood with a rich cultural identity and history of activism that define the neighborhood today. In addition to the overall rise in regional housing costs, lack of housing supply, and statewide housing crisis, the revitalization of Downtown Los Angeles has led to growing concerns over gentrification and displacement in the adjacent Boyle Heights. With a median household income that is approximately 50 percent less than that of the Citywide median income, and with about 75 percent of units occupied by renters, Boyle Heights is home to some

of the most vulnerable low-income households that are more likely to experience displacement pressures. Boyle Heights also includes numerous small-scale legacy businesses that face displacement pressures from rising rents, property values, and development pressures. The Proposed Plan introduces zoning, policies and programs that address many of the concerns regarding safeguarding households against displacement, small businesses protection and the preservation of industrial land for jobs.

Safeguarding Households Against Displacement. The Proposed Plan outlines goals and policies, zoning, and future implementation programs that promote the development of housing that is accessible, affordable, and secure to households of all income levels. The Plan also supports residential developments that support the diverse housing needs of both the existing and future residents of Boyle Heights, as well as the preservation of existing affordable units. The Community Benefits Program provides incentives that prioritize mixed-income and 100 percent affordable housing. Incentives include greater height, floor area, and density, particularly around fixed rail transit stations and bus corridors. In addition to these policies, zoning tools and Community Benefits Program, the Plan proposes future implementation programs, in collaboration with the Los Angeles Housing Department (LAHD) to explore the creation of a right to return program to ensure tenants of any residential unit subject to the Rent Stabilization Ordinance (RSO) or an On-Site Restricted Affordable Unit that is demolished or vacated for purposes of a proposed development project shall be granted First Right to Return for the replacement units; as well as a “No Net Loss” of affordable rental housing, covenanted or not, including affordable rent-stabilized units.

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 Plan identifies the need to protect existing locally owned businesses from displacement, and better facilitate new locally owned businesses. To achieve this, the Community Plan proposes policies and zoning that aim to maximize opportunities for small and local businesses by limiting the sizes of new commercial tenant spaces to help maintain affordability, avoid displacement, and promote diversity, while encouraging mixed-use and commercial developments to provide commercial tenant spaces that are appropriately scaled for neighborhood-serving small businesses. Cesar E. Chavez Avenue, portions of First Street, Lorena Street and Wabash Avenue, will be zoned with the “Commercial-Mixed 5 (CX5)” Use District which limits new ground story commercial establishments to 5,000 square feet to preserve and promote small businesses. Stretches of streets along Soto Street and Whittier Boulevard will be zoned with the “Commercial-Mixed 2 (CX2)” Use District, which limits new ground story commercial establishments to 50,000 square feet to accommodate businesses, such as grocery stores, but would preclude large-scale “big box” retail establishments. In both the CX2 and CX5 Use Districts, larger commercial uses may be permitted through a Conditional Use process.

Neighborhood Corner Stores, or Tienditas. Corner stores, or *tienditas* have existed in the Boyle Heights community going back to the early 1900s. These small local stores in residential neighborhoods provide access to food and household convenience items and provide opportunities for employment and local business ownership. Under current residential zoning regulations, many of these commercial uses are not allowed. The Plan proposes that most residential neighborhoods throughout Boyle Heights be zoned to the “Residential-Mixed 2 (RX2)” Use District to allow a limited introduction of commercial uses within these neighborhoods. These uses are subject to a maximum size limitation of 1,500 square feet, limited hours of operation, and can only be located on a corner property. Through Article 7 (Alternative Typologies) of the New Zoning Code, these uses have the option to build to different development regulations and are intended to act as an amenity to surrounding residents. This strategy helps protect existing small businesses by legalizing non-conforming buildings and facilitating their preservation and maintenance.

Preserving Existing and Naturally Occurring Affordable Housing Stock. Housing units are kept affordable through the longevity of tenants and property owners and the City's Rent Stabilization Ordinance (RSO), which limits the year-to-year rent increase allowed on multi-unit properties built before 1978. As one of the oldest neighborhoods in Los Angeles, the majority of multi-family housing units, approximately 71 percent, were built before 1978 and are therefore subject to the RSO. As previously mentioned, the Proposed Plan prioritizes the preservation and maintenance of existing multi-unit housing stock as naturally occurring affordable housing. In addition, under the proposed zoning, the VN1 and VN2 Form Districts are applied throughout the residential neighborhoods in Boyle Heights to reduce the rear yard setback to 3 feet, from the current 15-foot requirement. This allows for infill development, such as new rear structures, including housing units to be built or converted, while preserving existing housing stock. The VN1 and VN2 Form Districts also introduce a reduced Floor Area Ratio (FAR) that reflect the existing development patterns found throughout the neighborhood, while discouraging redevelopment of existing properties into larger only market-rate units.

Neighborhood Identity and Historic Resources

Boyle Heights is one of Los Angeles' earliest residential suburbs and is a community with deep roots and a rich post-colonial history. With many of its existing buildings built between the late 1800's and 1930, it is a neighborhood whose history remains highly visible and is reinforced by a community that has enriched the built environment of Boyle Heights with cultural expression and meaning. Over the course of the 20th century, Boyle Heights became a landing spot for immigrants coming to Los Angeles. This history of Japanese, Jewish, and Latino/a/e communities can be experienced through many of the institutions and business that operate to this day. Boyle Heights was also the epicenter of the Chicano/a/e Movement, and the legacy of murals, activism, and vibrant community culture remains. The Plan seeks to protect and embrace the character of many of Boyle Heights' significant historic places by encouraging the preservation and restoration of identified historic resources, while providing design guidance for new development without creating financial hardship for homeowners or small businesses.

Preservation and Restoration of Historic Resources. The Proposed Plan includes policies to preserve and restore historic resources identified through the Los Angeles Historic Resources Survey (Survey LA) and the Adelante Eastside Redevelopment Plan Historic Resource Survey. The Plan includes safeguards to protect individually significant resources and districts from demolition and adverse alteration. The Plan policies also promote the restoration and reuse of vacant and or deteriorating historic buildings for new uses that will benefit the community while reinforcing the site's historic and cultural legacy.

Los Angeles is known for its iconic murals, with hundreds of pieces of street art covering the mosaic of buildings, walls and structures that make up the city landscape. The historical and cultural heritage of Boyle Heights is reflected in the many murals found throughout the CPA. This iconic feature of the Boyle Heights CPA serves as an homage to the stories of struggle and perseverance of the many generations of immigrants that have settled in the community throughout the years. They also serve as a lively way to activate the public realm and create a sense of place, through art that expresses and celebrates the unique cultural, historical, spiritual, and social identity of this historic neighborhood. Some of the most notable murals in the CPA are found at the Estrada Courts public housing complex, off the southern border of the CPA along Olympic Boulevard. The murals painted on the side elevations of the Estrada Courts buildings, are attributed to prominent Chicano artists depicting culturally significant representations of the history and people of the neighborhood.

Boyle Heights is also known for its landmarks that commemorate the neighborhood's history and culture. Mariachi Plaza, located on the northeast corner of Boyle Avenue and 1st Street, has been the center of mariachi music in Los Angeles as early as the 1930s. For decades it has served as

an informal gathering place for mariachi musicians seeking work. Today, the plaza continues this legacy, but now is home to one of the L line stations, and a redesigned plaza, complete with an authentic kiosk and wrought-iron benches from the Mexican State of Jalisco. Founded in 1877, Evergreen Cemetery is the oldest non-denominational cemetery in Los Angeles, and it reveals the multi-ethnic history of Boyle Heights. It serves as a reminder of the generations including early residents of African American and Chinese, Japanese, Mexican and Armenian descent, as well as members of the Jewish faith, that shaped Boyle Heights and the rest of the City of Los Angeles. Other historical and cultural assets found in Boyle Heights include Otomisan, the oldest continuously operating Japanese restaurant in the city; El Mercado, a traditional Latin American marketplace, the Japanese Hospital, and the Breed Street Shul which served the local Jewish community for most of the twentieth century. It is important to preserve and celebrate Boyle Heights' built environment that encompass its rich history and culture, as these buildings and structures are symbolic of the diversity of the people that have shaped, and that continue to shape Los Angeles.

Additional Design Regulations in Identified Historic Neighborhoods. The Proposed Plan uses zoning Frontage Districts to ensure new development is reflective of the existing built character in areas of the community identified as potentially historic. A special Character Frontage will be applied to certain areas such as the historic commercial corridor on Cesar E. Chavez Avenue, between Mott Street and Cummings Street (also known as Brooklyn Corridor). The Character Commercial 1 Frontage District, which requires facade elements found in today's historic commercial buildings, is applied along this stretch. In addition, a new LM3 Form District applies a two-story height limit to new buildings, with an option to reach four stories if the project provides the required amount of affordable housing. The Proposed Plan also includes new zoning regulations that require design features for new residential buildings in neighborhoods of Boyle Heights identified as historic or potentially historic in the City's historic resources survey (SurveyLA). These zoning regulations are applied through a unique Character Residential 1 Frontage District and would require that new infill development respond to pervading neighborhood characteristics by including objective and measurable features such as front porches, pitched roofs, recessed fenestration, and other features commonly found throughout the neighborhood.

Community Plan Implementation Overlay (CPIO) Subarea B. While both SurveyLA and the Adelante-Eastside Redevelopment Plan have identified several eligible historic districts and individual historic sites throughout Boyle Heights, these resources remain susceptible to degradation or redevelopment. The Proposed Plan includes a CPIO Subarea that requires additional planning review in consultation with the Office of Historic Resources for projects that involve select eligible or surveyed historic resources within parts of the CPA. This additional review, paired with additional zoning regulations in the Characters Frontages, helps to maintain the rich cultural identity and history of buildings and development in Boyle Heights.

Safeguard Legacy Businesses, Cultural Institutions and Support Street Vending. Local entrepreneurs and small businesses contribute to and reflect the rich identity, history, and character of Boyle Heights. The Plan recognizes the importance of safeguarding legacy businesses and cultural institutions, as many serve the unique cultural needs of local residents and provide opportunity and essential services. Plan policies, programs, and zoning tools work to limit the size of tenant spaces and the scale of commercial developments along several corridors, permit corner stores within residential areas, and encourage efforts to safeguard these businesses and institutions from displacement. The Proposed Plan also acknowledges the role that street vending has in defining the cultural experience and vibrancy of the public realm. Land use policies support current street vending efforts, as well as policies that encourage cleaning, preparation, and disposal facilities as part of future projects in the community.

Environmental Justice and Public Health

Approximately 20 percent of Boyle Heights has historically been zoned to allow industrial and manufacturing uses, which has generated employment opportunities but has also created complex land use patterns where industrial land uses and sensitive uses, such as residential uses and schools, are in close proximity. The mix of industrial uses near or adjacent to residential areas and other sensitive uses, coupled with the East LA Interchange, have made Boyle Heights residents bear the burden of pollution and air quality health impacts stemming from freeways, truck traffic, and industry. Senate Bill 1000 (SB 1000) requires cities to identify environmental justice communities, referred to as “disadvantaged communities” and address them in their general plans. Given the current and historical environmental conditions in Boyle Heights, environmental justice and community health are of prime importance to the Boyle Heights community. This has propelled residents and community groups to mobilize around these issues for decades, including advocating for the closure of the Exide battery recycling plant in Vernon, which contaminated the area for over 30 years. The Proposed Plan works to respond to these issues by limiting new heavy manufacturing and industrial uses near residential and other sensitive uses, incorporating “Clean Up Green Up” (CUGU) as permanent regulations in the new zoning, supporting mobility improvements, and introducing a CPIO Subarea for soil sampling.

Improve Compatibility Between Industrial Land and Residential Neighborhoods. Given the importance of Boyle Heights’ industrial and manufacturing uses as a local and regional employment hub, the Proposed Plan seeks to maintain much of its industrial land for future employment. While this is the continued strategy, the Plan proposes numerous policies and zoning changes to better address compatibility with the surrounding residential community, and better protect the health and well-being of Boyle Heights residents. Land use policies ensure that industrial land uses do not adversely impact human health and the environment through the mitigation of potential contaminants, and the phasing out and relocating of facilities that handle hazardous materials near homes and schools. There are also policies that discourage potentially disruptive or hazardous uses along streets that border residential uses, and that rehabilitated industrial facilities permitted near residential uses incorporate appropriate buffering standards to prevent potentially harmful impacts.

The Proposed Plan includes zone changes for industrial areas that are located near residential neighborhoods such as along Olympic Boulevard and in the area near the Los Angeles River. The proposed zone changes limit future uses to light manufacturing, storage and distribution, and office space. Under this proposal future heavy industrial uses will not be allowed, and existing uses would be phased out over time. Specifically, the Proposed Plan changes the zoning from today’s M2 and M3 zones, which allow a range of commercial, light industrial, and heavy industrial uses, to the IX5 Use District. Zone changes are also proposed along the major corridors in Boyle Heights, such as First Street, Wabash Avenue, and Whittier Boulevard, which will not allow new auto-related uses such as auto repair, auto body shops, and gas stations. Specifically, the Proposed Plan changes the zoning from today’s C1.5 and C2 zones (which allow auto-related uses either by-right, or through a Conditional Use process), to the CX2 and CX5 Use Districts. Heavier manufacturing uses would continue to be allowed within the I2 Use District, located at the southern end of the CPA, adjacent to various rail rights of way.

Embed “Clean Up Green Up” Regulations as Permanent Zoning Regulations. The “Clean Up Green Up” (CUGU) Ordinance No. 184,246, adopted on June 4, 2016, was a community driven effort to establish “green zones,” or standards and regulations for heavy, noxious uses close to sensitive or residential uses. This ordinance was adopted as an overlay to add additional restrictions in communities impacted by heavy industrial uses, which includes Boyle Heights, as well as the communities of Wilmington and Sun Valley-Pacoima, and it was initially adopted as a pilot program. CUGU regulations are incorporated into the proposed zoning code by including 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, and Industrial-Mixed Use Districts as part of the New Zoning Code initially established in Downtown Los Angeles. All Industrial and Industrial-Mixed Use Districts proposed in Boyle Heights continue to embed these standards. 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 Plan 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 Plan includes policies and 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 Sampling for Certain Projects Within the CPIO. Throughout the years there has been many concerns raised over the issues of soil contamination, in particular the decades of lead contamination from the Exide battery recycling plant, which is in the adjacent City of Vernon. To better address contaminated soils and minimize public health risks, the CPIO includes new requirements for soil sampling for projects that include ground disturbance and require a grading permit, which means that projects must complete a soil test before getting a permit to see if there are elevated levels of lead or arsenic on site. This requirement applies to all properties within the Boyle Heights CPA, where applicants must either prove there are not elevated levels or comply with City requirements to remediate the site before proceeding with their project.

Mobility and Connectivity

The Proposed Plan recognizes the crucial relationship between land use and mobility. Investments to improve mobility and connectivity in the Boyle Heights CPA would support the Proposed Plan's land use strategies and, as such, the Proposed Plan identifies priority improvements. Stakeholder comments have highlighted the need for improved access and connectivity across Boyle Heights and to the rest of the city.

Enhanced Safety. The Proposed Plan supports community initiatives, such as Vision Zero, Great Streets, and Safe Routes to School to bring further attention to pedestrian and bicycle safety improvements. Traffic crashes are the leading cause of death for school-age children in Los Angeles. Streets that are safe for children are safer for everyone, including older adults who are also disproportionately impacted by severe and fatal traffic crashes in Los Angeles. Vision Zero, the citywide initiative to eliminate deaths from traffic crashes by 2025, has identified streets throughout the city with the highest rates of severe and fatal crashes involving people walking and bicycling. Streets such as Lorena Street, Olympic Boulevard, Soto Street, and Cesar Chavez Avenue are identified on the High Injury Network (HIN). The Proposed Plan includes programs that prioritize engineering and street design improvements, such as protected bicycle lanes, to improve the function and safety of streets like Soto Street and achieve high-impact reductions in crash-related injuries and fatalities.

One of the Proposed Plan's Implementation Programs (P28) calls for a pedestrian priority district in Boyle Heights where enhanced pedestrian safety improvements and innovative treatments are

implemented. These treatments include scramble crosswalks, raised crosswalks, and right turn on red light prohibitions to reinforce pedestrian safety and comfort.

Increase Transit Options. Boyle Heights has high levels of transit ridership, making transit options a high priority to create better connectivity throughout the community, as well as to neighboring communities. The Plan supports transportation improvements identified through the Mobility Plan 2035, such as options for dedicated bus lanes on Soto Street and Whittier Boulevard, and protected bicycle lanes to provide safe connections throughout the neighborhood. Another Implementation Program of the plan is to study the feasibility of upgrading bus routes on Soto Street and Whittier Boulevard to Bus Rapid Transit (BRT).

Concentrating Growth Near Transit. The Proposed Plan concentrates growth around transit and promotes a mix of uses to support walkable communities. The regional transportation network extends through Boyle Heights with four L (Gold) Line stations and one J (Silver) Line station. The Proposed Plan's land use strategy is focused on increasing access to housing and jobs – especially affordable housing and jobs for a range of educational and skill levels – while reducing reliance on single occupancy vehicles. Under the Proposed Plan, Boyle Heights would see reductions in vehicle miles traveled (VMT) and an increase in the mode share of walking, bicycling, and transit.

Racial Justice and Equity

City Planning is committed to taking steps towards embedding equity and anti-racist planning in all aspects of community planning, and in the work of the Department as a whole. There is a close correlation with Black, Indigenous, and people of color communities and lower-income levels in the City of Los Angeles. The Boyle Heights Community Plan Update is reflective of the years of intentional partnership and relationship building with many dedicated stakeholders including community-based and advocacy organizations that represent the people and interests of the Boyle Heights community. This collaborative effort has deeply informed and shaped the policy direction of the Community Plan, and it seeks to uplift Boyle Heights residents that have been harmed by past planning practices that have created barriers to jobs, housing, and a healthy environment.

The Proposed Boyle Heights Community Plan addresses previous harmful racist policies by safeguarding existing and facilitating new affordable housing opportunities, supporting local employment and entrepreneurship opportunities, reducing the impacts of existing and future polluting sources, such as heavy industrial uses near residential uses, and encouraging the development of accessible residential and commercial uses through other non-vehicular options.

Recent developments, primarily the COVID-19 pandemic and the ongoing conversation around racial justice and restorative planning, have highlighted and placed increased importance on issues that are not new but are the result of long-standing, systemic conditions. These events:

- Underscore the need for housing that is affordable, especially for lower-income groups, and have shown that a lack of affordable housing can have far-reaching consequences including health risks to individuals and limited access to resources in times of need;
- Demonstrate the impact of overcrowding on community health;
- Highlight the need for flexibility to allow businesses to quickly adapt to changing needs;
- Emphasize the need for open space to serve a variety of purposes including spaces to meet and socialize, spaces to play and entertain, and spaces for businesses to extend services outdoors, and;
- Show the need for engagement strategies and activities that are safe and inclusive.

The Proposed Plan seeks to foster continued investment in Boyle Heights, while supporting strategies to minimize displacement and uplift communities that have often been overlooked or marginalized. Insufficient affordable housing stock compounded by environmental injustice have resulted in inequities, poverty, and public health issues and that are an ongoing concern for the Boyle Heights community. The Proposed Plan creates increased opportunities for mixed-income and 100 percent affordable housing at or near major transit stops in order to serve all income levels, and seeks to reduce the impacts of current and future polluting sources within the community.

Jobs, Economic Development, and Small Business

The Plan Area features a diverse economy ranging from heavy industrial and manufacturing uses to corner stores and street vendors. In more recent years traditional manufacturing jobs have generally declined, while others such as media, office, and technology have emerged. State and local laws have helped boost street vending, but economic pressures and lasting effects from the COVID-19 pandemic have created direct and indirect displacement and hardship for small businesses. Given Boyle Heights' proximity to Downtown and the Arts District, creative uses have been expanding. The housing crisis has put pressure on many of these uses, so the Proposed Plan includes policies and zoning to help ensure space for all sizes of business and entrepreneurs to thrive.

Industrial. Approximately 26 percent of the land area in Boyle Heights is designated for industrial uses, while only 8 percent of the land area within the City is designated for industrial uses. Historically industrial land in Boyle Heights and elsewhere has provided a range of local employment opportunities, including vocational and trade-related professions that can provide opportunities for advancement and stability, especially when compared to more service-sector jobs that predominate within more conventional commercial areas in the City. While the nature of industrial uses continues to evolve, and while the Proposed Plan makes significant efforts to address environmental justice concerns related to some industrial uses, the concentration of land in Boyle Heights that is dedicated toward employment uses alone is a critical asset. The Plan proposes to maintain industrial land for industrial uses. This is consistent with City policy to ensure availability of jobs producing uses. However, the Plan would change certain areas of heavy industrial uses to light industrial to provide better compatibility to the neighboring residential communities.

Small Business. Small, neighborhood-serving business are the predominate uses on the commercial corridors of Boyle Heights. Housing pressures and rising housing costs create pressure on commercial space, leading to commercial displacement. This has been a major concern among the community, second only to housing stability and affordability. According to the economic study conducted for the Plan Area, 86% of businesses currently operating in Boyle Heights are estimated to be occupying spaces less than 5,000 square feet. In addition to several proposed policies to help support existing and future small businesses, the proposed CX2 and CX5 Use Districts feature a maximum size limit to ground story commercial establishment spaces on certain corridors. On the smaller scale corridors, such as Cesar E. Chavez Avenue, and sections of 1st Street, 4th Street, Wabash Avenue, and Lorena Street, the size is limited to 5,000 square feet. This is to help ensure smaller spaces are available for smaller businesses and deter consolidation of existing small spaces. While a development project or commercial building may house multiple business spaces totaling over 5,000 square feet, each individual business space must be a maximum of 5,000 square feet. On larger corridors, such as Soto Street, Whittier Boulevard, and around transit hubs, the maximum size limit is 50,000 square feet. This will allow for needed neighborhood uses, like a grocery store, while deterring more suburban big box retailers.

Tienditas. Neighborhood corner stores known commonly as *tienditas* are located throughout the residential neighborhoods of the Plan Area. These stores provide the community with food items and household goods within walking distance of homes. Many *tienditas* currently exist in areas zoned for residential uses only, meaning that they are non-conforming. This also prevents new ones from opening in residential areas. New zoning regulations allow limited introduction of non-residential uses such as new corner stores in the residential neighborhoods, providing opportunities for small businesses and providing residents access to food and necessities. These uses are subject to the following limitations: a maximum of 1,500 square feet in size, limited hours of operation, no sales of alcohol, and they can only be located on a corner property.

Street Vending. The Proposed Plan also acknowledges the role that street vending has in defining the cultural experience and vibrancy of the public realm. Over the years of outreach many community members have been vocal in their support of street vending and the importance it plays in both the identity of Boyle Heights as well as the local economy. Not only does street vending provide an opportunity for entrepreneurship in the community, but it is also a source of fresh and prepared foods in an area that is underserved by major grocery chains. Street vending is also a means to activate the public realm and create the vibrancy that is part of the cultural identity of the Plan Area.

Limitations on street vending have historically come about to limit the growth of marginalized communities, beginning in the late 19th century with regulations on tamal carts and Chinese street food vendors. The passage of SB 946 in 2018 decriminalized street vending, but onerous permitting requirements made it difficult for street vendors to obtain valid permits. Additionally, “no vending” zones limit where vendors may operate, and while there are currently no zones prohibiting vending in Boyle Heights, such zones have a ripple effect on the street vendor community. Land use policies support current efforts to increase accessibility for street vending, such as SB 972’s reforms to modernize the California Retail Food Code, and local efforts to educate and facilitate street vendor compliance with current regulations. Policies also encourage cleaning, preparation, and disposal facilities as part of future projects in the community to help facilitate safe operations for food vendors.

Wellness, Sustainability, and Open Space

A sustainable land use approach is fundamental to the Proposed Plan. The Plan seeks to address climate change both in terms of mitigating the Plan Area’s effect on climate change and planning for the outcomes of climate change on the community. Boyle Heights has been disproportionately affected by noxious uses and it has been a common theme heard from community members throughout the years of outreach. Twenty-five percent of Boyle Heights residents live within 500 feet of a truck route and thirteen percent live within 500 feet of manufacturing land. These figures are among the highest in the city and Boyle Heights consistently ranks among the most affected in metrics such as Pollution Burden, Environmental Effects, and Pollution Exposure and is one of the lowest ranked CPAs on the Community Health and Equity Index. The pollution resulting from land use planning and freeway construction during the second half of the 20th century has led to multiple negative health outcomes. CalEnviroScreen 4.0 data shows these areas of Boyle Heights are in the top quarter percentile for asthma, cardiovascular disease, and low birth weight. These public health inequities have been exacerbated in Boyle Heights during the COVID-19 pandemic, where studies have shown that long-term exposure to ambient air pollutants increases the risk of COVID-19 mortality. The Plan reinforces ongoing efforts to redress past practices and encourages development that is flexible and adaptable to the health and wellness needs of the community.

Thoughtful Growth. By directing new housing and commercial development around transit the Proposed Plan will enable more residents to access commercial uses, fresh food, jobs, and

schools as pedestrians and transit riders. This will also help reduce vehicle miles traveled and the resulting emissions, positively affecting overall air quality in Boyle Heights and the greater region.

Preservation and Anti-Displacement. When people are forced to leave their community, it affects the stable factors of their lives from shelter and employment to determinants of their social and health environment. As discussed elsewhere within this staff report, the Proposed Plan prioritizes housing preservation in the lower density neighborhoods, which have a high percentage of units that are subject to the Rent Stabilization Ordinance (RSO), with provisions to permit additional units by reducing rear yard setbacks. This goal speaks to preserving naturally occurring affordable housing, while allowing for additional infill at the rear of a property. These proposed regulations provide flexibility and space for additional family members to live, or supplemental income as a rental unit.

Tree Canopy and Open Space. The New Zoning Code allows for additional sustainability measures. Lot Amenity Space requirements are located in the Form District regulations, which means that they 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 Plan also calls for more planting of shade trees in the public right-of-way to mitigate urban heat island effects and contribute to the health of the community's urban forest. The Proposed Plan also adds a requirement for certain filtration plants and trees to be planted on properties that are zoned for industrial uses, as well as properties within 500 feet of a freeway.

Mobility. The Proposed Plan aims to prioritize infrastructure for pedestrians, bicyclists, and other active transportation modes to reduce dependency on private vehicles, which are the largest contributor to greenhouse gas emissions in the state. The Proposed Plan is tailored to encourage developments that contribute to active streets, include pedestrian access on large sites, and provide public open spaces. Beyond providing infrastructure, the public realm serves as a space for civic engagement, demonstrations, protest, and public participation, and serves as a gathering space that has proven essential during the COVID-19 pandemic.

LA River. The Los Angeles River is located outside of the Boyle Heights CPA and within the Downtown CPA, but it serves as a natural and recreational public amenity, and a public viewshed that is well-connected to surrounding neighborhoods. When possible, the Proposed Plan calls for buildings on private parcels to engage with the river through special Frontage District rules that also include landscaping requirements. Additionally, the Proposed Plan includes goals to add connectivity to the river by creating a network of linked public spaces along the rail-River corridor that provides safe and attractive public access to the Los Angeles River through gateways, plazas, paseos, and pedestrian paths by repurposing underutilized alleys and decommissioned rail spurs.

Discussion of Additional Policy Approaches Explored

Land Use Mix Alternative

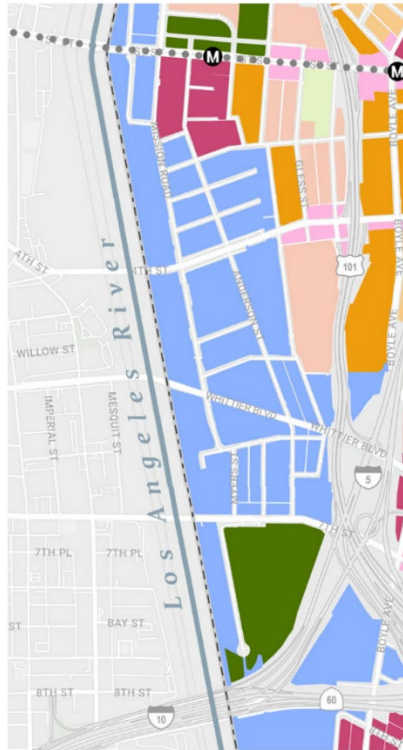
Throughout the community planning process, a wide range of input has been given on the area adjacent to the Los Angeles River and existing railroad tracks. The area is currently designated for Light and Heavy Industrial uses and is developed predominantly with lower-scale warehouse-type buildings with uses such as offices, textile manufacturing, and food processing. This area has received increased attention during the planning and construction phases of the new Sixth

Street Viaduct, and as efforts to complete a park beneath the viaduct continue. Over the past several years of outreach, feedback on the future vision for this area has been mixed. Some have affirmed the area's role in providing opportunities for future employment, while others have hoped to see housing, including affordable housing developed in the future. Currently, City Planning has proposed the continuation of light industrial activities within this area, and this is reflected in the Draft EIR that was published in July 2022. The Draft EIR also analyzes a scenario, called "Alternative 3", where housing and more conventional commercial uses are permitted in the zoning for this area of the CPA.

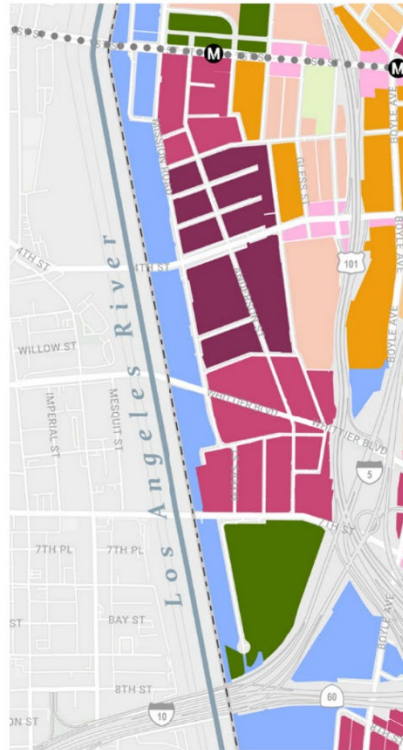
Under Alternative 3 in the Draft EIR, the existing industrial area near the Los Angeles River would be changed to a combination of "Hybrid Industrial" and "Commercial-Mixed Use" zoning, both of which would allow for residential uses. This scenario reflects the need for additional housing throughout all parts of the CPA and recognizes the proximity to existing residential uses to the east as well as the major employment center of Downtown LA across the river. The "mixed-use" area is proposed for the area immediately adjacent to the in-progress 6th Street PARC Project, bounded by 6th Street to 7th Street, and Mission Street to Clarence Street. This area would allow traditional mixed-use buildings with uses such as office, retail, restaurants, and housing of all types. The "hybrid industrial" area, which would span between 3rd Street and 6th Street, from Mission Street to Clarence Street, would allow uses such as light industrial, office, limited commercial, as well as market rate and affordable housing in buildings that also have employment-focused spaces.

Because of the varied feedback received throughout the Plan Update process, in early 2018 City Planning held an Open House with a facilitated activity to solicit input on the community vision for this part of the CPA. Feedback received was wide ranging, including calls for exclusively affordable housing, new community centers and grocery stores, or allowing all market rate housing. Since that Open House, City Planning has continued to hear varied feedback, particularly as the new 6th Street Viaduct has opened and the plans for the 6th Street PARC Project move forward. At the Public Hearing held in October 2022, and during the comment period following, stakeholders voiced support for the Proposed Plan instead of Alternative 3. Accordingly, and in effort to safeguard land for a range of needed employment opportunities, City Planning has recommended light industrial uses for this area. For more information, please see "Open House & Public Hearing Summary" section below. The maps and table below provide a comparison between the land use as well as some examples of specific types of uses that would be permitted in the Proposed Plan versus in Project Alternative 3.

Proposed Plan



Project Alternative



Proposed Land Use Designation

- Community Center
- Neighborhood Center
- Medium Neighborhood Center
- Medium Residential
- Low Neighborhood Residential
- Low Medium Residential
- Low Residential
- Light Industrial
- Industrial
- Hybrid Industrial
- Open Space
- Public Facility
- Freeway

At a Glance Comparison

Proposed Plan:
Light Industrial

Project Alternative:
Mixed-Use and Hybrid Industrial

Allows Light Industrial Uses (ex. Warehousing, storage, distribution)	✓	✓
Allows Office Uses	✓	✓
Allows Commercial Uses (including restaurants, retail, hotels, grocery stores)	✓	✓
Allows Adaptive Reuse of Existing Buildings to Live/Work Units	✓	✓
Allows Construction of New Housing	No	✓
Offers incentives for Affordable Housing	No	✓
Requires Open Space in Development Projects	✓	✓

Inclusionary Zoning

Housing that is affordable and accessible to Boyle Heights residents is one of the most pressing issues heard throughout the community plan process. Affordable housing can be permitted through different processes, including incentive programs such as the proposed Community Benefits Program, where non-profit and private housing developers include all or some affordable housing units in exchange for the incentives, such as additional density and buildable area. Another approach is inclusionary zoning, which requires developers to include affordable units in market-rate housing projects, regardless of whether development incentives are offered. In comparison, incentive zoning offers developers an option to include affordable units in exchange for incentives, such as additional residential density, building floor area, and building height, and enables the City to add certain requirements to use the program, such as the requirement that 30% of units have two or more bedrooms, or additional tenant protections. In addition to these approaches, the City currently 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.

The Boyle Heights Community Plan Update proposes a Community Benefits Program, which is an incentive zoning program that was developed through years of community input and shaped in response to passage of Measure JJJ and the start of the Transit Oriented Communities (TOC) Program in 2017.

Over the years, stakeholders and elected officials have urged for a more straight-forward mandate for new development projects to provide affordable housing units directly onsite through an inclusionary zoning approach. In response to this, City Planning conducted an economic study to analyze the feasibility of an inclusionary zoning requirement within the Boyle Heights Community Plan Area. This study examined the feasibility of both mandatory inclusionary zoning, as well as the feasibility of the incentive zoning program proposed within the Boyle Heights Community Benefits Program and found that inclusionary zoning with the proposed base FAR, height, and density requirements is not feasible in current market conditions. For the required affordable unit set asides to become feasible under current and near-term market conditions, additional FAR and density, as well as parking reductions, would be necessary, which is adequately reflected through the Community Benefits Program approach. Therefore, the Plan proposes to increase affordable housing units through the Community Benefits Program incentive zoning strategy in lieu of inclusionary zoning.

Findings from the Economic Study on Inclusionary Zoning and the Proposed Plan's Community Benefits Program

City Planning contracted with AECOM to conduct an Economic Study to test the feasibility of the Proposed Plan's Community Benefits Program, including deeper affordability levels, as well as test for inclusionary housing options. In addition to the analysis, the Study included best practices for inclusionary zoning. These are summarized below:

- Tailor to local markets. Feasibility varies from market to market and submarket to submarket. What works in one part of the city may not work in other parts because the market rents may not be sufficient to subsidize the affordable units and may hamper development activity, producing minimal or no affordable units.
- Flexible compliance options. A menu of options such as a range of affordability set asides, in-lieu fees, land dedication, and off-site development can improve project feasibility.
- Provide incentives. Voluntary programs that offer incentives that help offset the costs of providing affordable housing are effective in producing mixed-income housing.

- Alternative and complementary programs. Jurisdictions that offer a range of tools to support affordable housing production typically have more effective inclusionary programs.
- Reductions in regulatory barriers. Regulations like height limits, parking, and lengthy discretionary review processes can negate any incentives offered or render an otherwise feasible project infeasible.

The Study found that under current market conditions, multi-unit housing is not feasible under the proposed base zoning, which is evident through the lack of market rate housing development currently seen in Boyle Heights. Because solely market rate housing under the base zoning regulations would likely be financially infeasible, the introduction of any level of mandatory inclusionary would exacerbate the infeasibility. Therefore, increased development potential such as additional floor area and higher densities would have to be permitted to produce affordable units.

In contrast, the Economic Study concluded that with the proposed affordability set asides, larger projects become feasible in the bonus scenarios. This incentive-based system is in effect a mandatory system because only projects providing the affordable housing set asides will be able to be developed under current market conditions. This is evident in Boyle Heights currently as most recent multi-unit developments have been mixed-income or 100% affordable housing projects utilizing State Density Bonus or TOC incentives.

Further, the Citywide Affordable Housing Linkage fee is a form of inclusionary zoning that has been in effect since 2018. City Planning is also exploring other citywide approaches to inclusionary housing and affordable housing production. By utilizing a “wait-and-see” approach, the Proposed Plan can offer a contextual Community Benefits program that can meet the needs of the Plan Area while broader options are developed. This also aligns with best practices of offering alternative and complimentary programs.

The Study also tested for the feasibility of an Acutely Low-Income category. Acutely Low-Income households are households making between 0-15% of the Area Median Income. The Study’s development prototype analysis found that providing 10% Acutely Low-Income maintained feasibility in the same bonus scenarios. This 10% threshold aligns with the current progression of affordable housing requirements cascading down, from 25% Low Income, 15% Very Low Income, and 11% Extremely Low Income. Considering the likely feasibility at 10% Acutely Low-Income, any percentage lower would increase possible feasibility.

Proposed Plan Components

Community Plan Policy Document

The Community Plan Document, often referred to as the “Plan Text” serves as a foundation for the remaining components of the Community Plan. Here is where the City formally articulates its values, goals, and more specific policies and future implementing programs, the totality of which serve to guide future discretionary decision-making, City initiatives, and the prioritization of public resources and investment through 2040, the horizon year of the Plan. The Plan Policy Document is composed of the following:

Chapter 1, Introduction & Community Profile offers an overview of the document’s structure and intent, states the proposed Plan’s overall vision and guiding principles, explores the Proposed Plan’s background and relationship to other plans, discusses the

Boyle Heights Plan Area's historic and modern-day context, and summarizes the land use designations applied in the Boyle Heights Plan Area;

Chapter 2, Land Use & Urban Form expresses the community's vision for the future, outlining specific goals and policies that address the range of land uses in the Proposed Plan, including residential, commercial and industrial land uses;

Chapter 3, Mobility & Connectivity sets goals and policies for the community's circulation system, focused on enhancing mobility and safe access for all users, as well as addressing goods movement and parking;

Chapter 4, Public Realm & Open Space sets goals and policies to improve the public realm, access to parks and open space;

Chapter 5, Implementation, describes the process for implementing the Proposed Plan's policies through a variety of implementation programs. Programs are divided into two phases of implementation: 1) established programs, and 2) proposed (long-range) implementation programs. The proposed long-range implementation programs of the Community Plan seek to link Plan policies to ongoing Department Programs and promote collaboration with other agencies.

Appendix, Relationship to Other Plans, explains the relationship of the Proposed Plan to the General Plan, City's General Framework Element, specific plans and overlay zones, and plans of other non-City agencies and organizations.

General Plan Land Use Designations

The proposed General Plan Land Use Map includes the proposed general plan land use designations in the CPA, as well as a corresponding zone table to identify the zoning districts that are allowed for each land use designation. The Proposed Plan also includes amendments to the General Plan Framework Element to introduce new general plan land use designations of the Boyle Heights Community Plan. These designations are designed to reflect the intent of the Plan's land use strategy as informed by the Community Plan Policy Document's Goals and Policies, and the proposed amendments will allow for their applicability specifically to the Boyle Heights CPA. General plan land use designations help guide land uses and development by establishing the general location and intensity of different uses of land, in addition to the allowable scale of development. Each land use designation expresses a variety of goals and policies and corresponds to a set of implementing zones that regulate development, including uses, floor area ratios, densities, and height. The proposed General Plan Land Use Map shows the locations of the proposed land use designations in the CPA. The proposed land use designations, along with implementing zoning actions, will reinforce a pattern of development that directs future growth to already urbanized and transit-served areas.

The proposed General Plan Land Use Map (proposed land use map for the Boyle Heights Community Plan) includes the proposed general plan land use designations in the Plan Area, as well as a corresponding zone table to identify the zoning types that are allowed for each type of land use designation (Exhibit A.3) The Proposed Plan also includes amendments to the General Plan Framework Element to introduce new general plan land use designations of the Boyle Heights Community Plan. These designations are designed to reflect the intent of the Plan's land use strategy and the proposed amendments will allow for their limited applicability to the Boyle Heights CPA. General plan land use designations help guide development by establishing the general location and intensity of different uses of land, in addition to the allowable scale of development. Each land use designation expresses a variety of goals and policies and corresponds to a set of implementing zones that regulate development, including uses, floor area

ratios, densities, and height. The Plan Map shows the locations of the proposed land use designations in the CPA. The proposed land use designations, along with implementing zoning actions, would reinforce a pattern of development that directs future growth to already urbanized and transit-served areas.

In the Boyle Heights Community Plan Area, the following general plan land use designations are applied with the generally listed uses and development ranges. For more details information and zoning correspondence please see the General Plan Land Use Map (Exhibit A.3).

Community Center

Per the Community Plan Policy Document: “Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form is Low Rise. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. The residential density allowed is 1 unit per 400 square feet of lot area.”

The Community Center designation is applied along major mixed-use and commercial corridors throughout Boyle Heights, and in some cases, blocks surrounding fixed-rail transit stations. The Community Center designation is intended to capture the most dense and diverse range of land uses within Boyle Heights. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated:

- Form Districts allowed within Community Centers represent the greatest range of max FAR, with a Maximum Bonus Floor Area Ratio (FAR) of 4:1 allowed near fixed-rail transit stations—this is an increase over what is allowed today, though the majority of Community Center designated corridors represent more of a status quo.
- Use Districts also allow for a broad range of commercial and residential uses, though in most circumstances auto-related uses are no longer permitted, and size restrictions are established to limit more suburban scale big-box retail establishments. In most Community Center areas, the maximum commercial establishment size is limited to 50,000 square feet, to ensure new grocery stores and other retailers can still open within the community.
- Density Districts work in concert with the other zoning districts to realize the Community Plan’s goal of maximizing housing development in Community Centers. Here the Density Districts allow a residential density of “4”, or 1 unit per 400 square feet of lot area. For example, this density can accommodate approximately 38 units on a hypothetical 15,000 square-foot lot, more where density bonuses are involved.
- This table demonstrates the corresponding districts within the Community Center designation in Boyle Heights:

General Plan Land Use Designation	Form Districts	Use Districts	Densities
Community Center	Low-Rise Medium 4 Low-Rise Medium 5 Low-Rise Medium 6	Commercial-Mixed 2 Commercial-Mixed 3	4

Neighborhood Center

Per the Community Plan Policy Document: “Neighborhood Center areas are focal points for surrounding residential neighborhoods and include uses that serve the needs of residents and employees. The building form is Low Rise and is characterized by pedestrian-scale commercial development. Uses generally include a mix of residential and commercial uses, such as local businesses and services. The residential density generally ranges from 1 unit per 800 square feet of lot area to 1 unit per 400 square feet of lot area.”

The Neighborhood Center designation is applied to places such as Cesar E. Chavez Avenue, portions of First Street, Fourth Street, Lorena, and Wabash Avenue, and serves to accommodate a diversity of uses at a scale that is more compatible with surrounding residential neighborhoods. In Boyle Heights, Neighborhood Centers can be isolated commercial pockets such as Wabash Avenue, or beloved cultural institutions such as the Brooklyn Corridor on Cesar E. Chavez Avenue. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated:

- Form Districts allowed within Neighborhood Centers represent FAR ranges that are aligned with current mixed-use development regulations with Boyle Heights, with a Maximum Bonus Floor Area Ratio (FAR) of 2.5:1 to 3:1 allowed along primary east-west and north-south corridors throughout Boyle Heights—this is similar to what is permitted today through incentive programs such as Density Bonus and the Transit Oriented Communities (TOC) program. Certain Neighborhood Center designated areas, including Cesar E. Chavez Avenue from Mott Street to Cummings Street, Wabash Avenue, and Cesar Chavez, First Street, and Fourth Street east of Evergreen, have a 2-story height limit with an option to build to 4 stories through provision of restricted affordable housing.
- Use Districts also allow for a broad range of commercial and residential uses, though in most circumstances auto-related uses are no longer permitted, and size restrictions are established to limit new establishments to smaller sizes. In most Neighborhood Center areas, the maximum commercial establishment size is limited to 5,000 square feet, to ensure new developments provide smaller, more affordable commercial spaces for small businesses.
- Density Districts work in concert with the other zoning districts to realize the Community Plan’s goal of allowing compatible housing development in Neighborhood Centers. Here the Density Districts allow a residential density of “4” and “8”. For example, these densities can accommodate approximately 19-38 units on a hypothetical 15,000 square-foot lot, more where density bonuses are involved.
- This table demonstrates the corresponding districts within the Neighborhood Center designation in Boyle Heights:

General Plan Land Use Designation	Form Districts	Use Districts	Densities
Neighborhood Center	Low-Rise Medium 3 Low-Rise Medium 4	Commercial-Mixed 2 Commercial-Mixed 3 Commercial-Mixed 5	4, 8

Medium Neighborhood Residential

Per the Community Plan Policy Document: “Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form ranges from Very-Low Rise to Low Rise, and buildings are typically oriented toward the street. The residential density ranges from 1 unit per 800 square feet of lot area to 1 unit per 600 square feet of lot area.”

Medium Neighborhood Residential designated areas are primarily in residential blocks around the Soto Street L Line station located at First/Soto, on Soto Street from Fourth Street to Inez, blocks near the Indiana Street Station, and blocks between Soto Street and Mott Street north of Cesar E. Chavez Avenue. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated:

- Form Districts allowed within Medium Neighborhood Residential represent a similar scale of development as is permitted under today’s Medium Residential regulations, with a Maximum Bonus Floor Area Ratio (FAR) of 1.5:1 to 3:1 allowed. This FAR is similar to the base FAR permitted under existing zoning regulations in these areas. Medium Neighborhood Residential areas around the Soto Street Station allow buildings up to 6 stories in height, with provision of affordable housing, while Medium Residential Neighborhoods in other areas of the neighborhood permit buildings up to 45 feet in height.
- Use Districts also allow for a range of residential uses as well as limited commercial uses, including stores and in some instances, eating establishments. In Medium Neighborhood Residential areas, the maximum commercial establishment size is limited to 1,500 square feet, to ensure commercial uses located within the primarily residential neighborhoods are compatible.
- Density Districts work in concert with the other zoning districts to realize the Community Plan’s goal of maximizing housing development near transit stations. Here the Density Districts allow a residential density of “6” and “8”. For example, these densities allow approximately 13-17 units on a 10,000 square foot lot, with additional density available through provision of affordable housing units.
- This table demonstrates the corresponding districts within the Medium Neighborhood Residential designation in Boyle Heights:

General Plan Land Use Designation	Form Districts	Use Districts	Densities
Medium Neighborhood Residential	Low-Rise Narrow 1 Very-Low Rise Narrow 2	Residential-Mixed 1 Residential-Mixed 2	6, 8

Medium Residential

Per the Community Plan Policy Document: “Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. The building form is Very Low Rise. Supportive institutional uses may also be provided in certain Residential Use Districts. The residential density allowed is 1 unit per 800 square feet of lot area.”

The Medium Residential designation is applied primarily in the western portion of the CPA, along parts of Boyle Avenue and areas west of the 101 Freeway. The designation serves to accommodate primarily residential uses in the form of small to mid-scaled apartment buildings. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated:

- Form Districts allowed within Medium Residential have a Maximum Bonus Floor Area Ratio (FAR) of 1.5:1, which is less than what is permitted under today’s zoning regulations but helps to right-size the allowable floor area with the permitted density. Medium Residential areas allow buildings up to 45 feet in height, in line with today’s similar R3-1 zoning.
- The Use District allows for a range of residential uses, with a primary focus on residential dwelling units.
- In Medium Residential areas, the residential density is “8”, which would permit approximately 6 units on a typical 5,000 square foot residential lot, with additional density available through provision of affordable housing units.
- This table demonstrates the corresponding districts within the Medium Residential designation in Boyle Heights:

General Plan Land Use Designation	Form Districts	Use Districts	Densities
Medium Residential	Very-Low Rise Narrow 2	Residential 2	8

Low Neighborhood Residential

Per the Community Plan Policy Document: “Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Very Low Rise and buildings are typically oriented towards the street. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area.”

The Low Neighborhood Residential designation is applied throughout the majority of the lower-scale residential neighborhoods in Boyle Heights. The designation serves to accommodate primarily residential uses ranging from duplexes to small apartment buildings, and introduces limited commercial uses such as corner stores, or *tienditas*. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated:

- Form Districts allowed within Low Neighborhood Residential areas have a Maximum Bonus Floor Area Ratio (FAR) of 0.6:1 or 1.5:1, which is less than is permitted under today’s zoning regulations but helps to right-size the allowable floor area with the permitted density. Buildings are permitted up to 33 feet or 45 feet depending on the Form District.
- Use Districts also allow for a range of residential uses as well as limited commercial uses, including stores and in some instances, eating establishments. In Low Neighborhood Residential areas, the maximum commercial establishment size is limited to 1,500 square feet, to ensure commercial uses located within the primarily residential neighborhoods are compatible.
- In Low Neighborhood Residential areas, the residential density ranges from “2L” to “15”, which would permit approximately 2-3 units on a typical 5,000 square foot residential lot, with additional density available through provision of affordable housing units for some projects. The 2L Density District allows two dwelling units on a lot, regardless of size (though ADUs would also be allowed), while the 15 Density District allows one dwelling unit for every 1,500 square feet of lot area.
- This table demonstrates the corresponding districts within the Low Neighborhood Residential designation in Boyle Heights:

General Plan Land Use Designation	Form Districts	Use Districts	Densities
Low Neighborhood Residential	Very-Low Rise Narrow 1 Very-Low Rise Narrow 2	Residential-Mixed 1 Residential-Mixed 2	15, 2L

Low Medium Residential

Per the Community Plan Policy Document: “Low Medium Residential areas provide multi-unit housing, ranging from duplexes to small scale apartments, generally near neighborhood-serving uses. The building form is Very Low Rise. The residential density generally ranges from 2 units per lot to 1 unit per 1,500 square feet of lot area”. The fundamental difference between the Low Medium Residential designation, and the Low Neighborhood Residential designation described above is that Low Neighborhood Residential allows for some neighborhood-serving commercial uses, and Low Medium Residential allows for only residential uses.

The Low Medium Residential designation is applied to lower scale residential places and serves to accommodate primarily residential development at a scale that is consistent with existing residential neighborhoods. These areas typically do not allow limited commercial uses and are primarily applied in areas that also have the Residential Character Frontages. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated:

- Form Districts allowed within Low Medium Residential have a Maximum Bonus Floor Area Ratio (FAR) of 0.6:1 or 1.5:1, which is less than what is permitted under today’s zoning regulations but helps to right-size the allowable floor area with the permitted density. Buildings are permitted up to 33 feet or 45 feet depending on the Form District.
- The Use Districts allows for a range of residential uses, with a primary focus on residential dwelling units.
- In Low Medium Residential areas, the residential density ranges from “2L” to “15”, which would permit approximately 2-3 units on a typical 5,000 square foot residential lot, with additional density available through provision of affordable housing units for some projects.
- This table demonstrates the corresponding districts within the Low Medium Residential designation in Boyle Heights:

General Plan Land Use Designation	Form Districts	Use Districts	Densities
Low Medium Residential	Very-Low Rise Narrow 1 Very-Low Rise Narrow 2	Residential 2	15, 2L

Low Residential

Per the Community Plan Policy Document: “Low Residential areas provide single unit housing, typically set away from centers of activity. The building form is Very Low Rise. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot.”

The Low Residential designation is applied to the lowest scale residential areas and serves to accommodate primarily single-unit residential development. These areas typically do not allow limited commercial uses and are primarily applied in areas that are zoned R1-1 today. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated:

- The Form District allowed within Low Residential areas have a Maximum Bonus Floor Area Ratio (FAR) of 0.6:1 and buildings are permitted up to 33 feet.
- The Use Districts allow for a range of residential uses, with a primary focus on residential dwelling units.
- In Low Residential areas, the residential density is “1L”, which would permit 1 unit on a typical 5,000 square foot residential lot, with additional density available through other existing state and local laws and regulations.
- This table demonstrates the corresponding districts within the Low Residential designation in Boyle Heights:

General Plan Land Use Designation	Form Districts	Use Districts	Densities
Low Residential	Very-Low Rise Narrow 1	Residential 2	1L

Light Industrial

Per the Community Plan Policy Document: “Light Industrial areas preserve and sustain industrial activity while serving as a jobs base. The building form is Very-Low Rise and the site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. Housing is generally not permitted in Light Industrial areas, but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.”

The Light Industrial designation is applied to places such as the western portion of the CPA, between the 101 Freeway and the Los Angeles River, and along the south side of Olympic Boulevard. The Light Industrial designation allows a range of commercial, office, industrial, creative, and warehousing uses that are typically seen in these areas today. The Light Industrial designation is applied in industrial areas that are closest to residential or other sensitive uses, acting as a buffer between those uses and heavier industrial uses. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated:

- Form Districts allowed within Light Industrial areas represent the status quo of today’s industrial regulations, with a Maximum Floor Area Ratio (FAR) of 1.5:1 allowed. While certain Form Districts do not limit height, others establish new height limits of 45 feet or 65 feet. These are typically applied along Olympic Blvd and along the Los Angeles River and forthcoming 6th Street PARC, to maintain views to the 6th Street Viaduct and the Downtown Los Angeles skyline.
- Use Districts allow for light industrial, manufacturing, warehousing, office, and some commercial uses, and in some instances, housing through adaptive reuse of an existing building to Joint Living and Working Quarters (JLWQ).
- Density Districts work in concert with the other zoning districts. In Light Industrial areas, Density Districts applied are “N”, which does not permit any density for areas where housing is not permitted; and “FA”, for areas where adaptive reuse of an existing building is permitted, because through the adaptive reuse process, the number of new dwelling units in a project is limited by the floor area (FA) of the existing building.
- This table demonstrates the corresponding districts within the Light Industrial designation in Boyle Heights:

General Plan Land Use Designation	Form Districts	Use Districts	Densities
Light Industrial	Very-Low Rise Medium 1 Very-Low Rise Medium 2 Very-Low Rise Full 2	Industrial-Mixed 5 Industrial 3	FA, N

Industrial

Per the Community Plan Policy Document: “Industrial areas are centers of industrial activity while serving as a regional jobs base. The building form is Very-Low Rise. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment, and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, and mining. The Industrial designation does not allow residential uses.”

The Industrial designation is applied to the northwestern most portion of Boyle Heights, “Piggyback Yard”, and the industrial areas south of Olympic Boulevard. In Boyle Heights, the Industrial designation is applied to areas that are used for a wide range of industrial and manufacturing uses and is primarily applied adjacent to the City of Vernon, contributing to the regional jobs, transportation, and warehousing base centered around the railroads and rail yards of central Los Angeles. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated:

- Form Districts allowed within Industrial designated areas are low-scale, with a Maximum Floor Area Ratio (FAR) of 1.5:1.
- Use Districts allow for a range of industrial and manufacturing uses, with some commercial uses such as office permitted. No housing is permitted in the Industrial designation Use Districts.
- Density Districts work in concert with the other zoning districts. Here the Density is “N”, indicating that there is no residential density, because residential uses are not permitted.
- This table demonstrates the corresponding districts within the Industrial designation in Boyle Heights:

General Plan Land Use Designation	Form Districts	Use Districts	Densities
Industrial	Very-Low Rise Full 2	Industrial 2 Industrial 3	N

Open Space

Per the Community Plan Policy Document: “Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation does not allow residential uses.”

The Open Space designation is applied to public recreation facilities and open spaces throughout the Plan Area. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated:

- Form Districts allowed within the Open Space designation are low scale and flexible, with a maximum Floor Area Ratio (FAR) of 1.5:1 and no height limit.

- The Open Space Use District allows for open spaces, recreational facilities, and accessory uses.
- Density Districts work in concert with the other zoning districts, and Open Space designations have a Density District “N”, that does not allow residential development.
- This table demonstrates the corresponding districts within the Open Space designation in Boyle Heights:

General Plan Land Use Designation	Form Districts	Use Districts	Densities
Open Space	Very-Low Rise Full 2	Open Space 1	N

Public Facilities

Per the Community Plan Policy Document: “Public Facilities areas serve as centers of life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form is Very-Low to Low Rise, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses may include government offices, libraries, schools, service systems and housing. In areas where housing is permitted, the density is limited by floor area.”

The Public Facilities designation is applied to publicly owned properties across Boyle Heights. These uses range from civic facilities such as schools, libraries, and fire stations, to truck maintenance lots and office buildings. Accordingly, the corresponding zoning districts aim to accommodate the types and intensities of development that are anticipated:

- Form Districts allowed within Public Facilities have a Maximum Bonus Floor Area Ratio (FAR) of 1.5:1 or 3:1, allowing flexibility for the range of civic and institutional uses.
- Use Districts also allow for a broad range of uses, primarily focusing on civic and institutional uses, but permitting uses based on what adjacent zoning permits. In limited cases, the Use District permits housing to be built through public private partnerships.
- Density Districts work in concert with the other zoning districts to realize the Community Plan’s goals, particularly to allow for development of housing on publicly owned land. Here the Density District applied is “FA”, which limits density only based on allowable Floor Area, allowing for flexibility or housing density.
- This table demonstrates the corresponding districts within the Public Facilities designation in Boyle Heights:

General Plan Land Use Designation	Form Districts	Use Districts	Densities
Public Facilities	Low-Rise Medium 4 Very-Low Rise Full 2	Public 1 Public 2	FA

Public Facilities – Freeways

Per the Community Plan Policy Document: “Public Facilities-Freeways comprises land dedicated to freeways that exist within the Plan Area, including storage and parking uses, that is owned by the California Department of Transportation (Caltrans).”

The Public Facilities – Freeways designation is applied to parcels used for freeway purposes throughout Boyle Heights, as well as on-ramps and some abutting and landscaped Caltrans owned parcels. This designation does not have corresponding Form, Use, and Density districts applied, instead the “FWY” Special District is applied to all parcels with this designation.

Zoning Changes

In addition to the general plan land use designations and associated districts discussed above, the following zoning districts and other zoning regulations are proposed for the Plan Area. The associated Zone Changes are part of implementing the New Zoning Code in the Plan Area and will include updated zones and general plan land use designations for every parcel within the CPA. Zone Changes are described in more detail below. In general, the New Zoning Code aims to make development regulations on any given parcel clearer through a modular zone string including Form, Frontage, Use, Standards, and Density Districts. These districts allow tailored zoning to any given area without using Q Conditions and D Limitations. Many current zoning regulations are carried over into the zoning string tailored to the needs of the Boyle Heights Community. Additionally, new zoning tools such as the Frontage District allows for better standards to reflect the neighborhood.

The Zone Change process also allows the Proposed Plan to reflect the current conditions in Boyle Heights with consideration for future development. Zone Changes resulting in increased development rights such as height, floor area ratio or density are proposed near the Pico/Aliso, Soto, and Indiana Metro Stations, and along major corridors such as Soto Street, Whittier Boulevard, First Street, and Fourth Street. The goal for these areas is to allow for pedestrian oriented, mixed-use, and residential development with multi-unit housing in proximity to transit.

The Proposed Plan also proposes to remove Footnote #1 from the current Community Plan Map. While Footnote #1 under the current Boyle Heights Community Plan restricts all properties to Height District 1, limited Height District 2 zoned properties exist in Boyle Heights today. These properties will be downzoned from a currently permitted 6:1 FAR for consistency.

While Zone Changes and General Plan Amendments will occur throughout the CPA, conservation of the existing residential density is proposed for most of the CPA’s current Low Density and Multiple Family designated areas, and zoning regulations are aimed at safeguarding existing residential uses and allowing for sensitive infill development. Conservation of industrial zoned land for jobs-focused uses is also proposed to protect industrial areas from conversion to residential use. In addition to changes to building form regulations, uses will be revised to create more comprehensive, healthy neighborhoods throughout the CPA by introducing limited neighborhood serving commercial amenities into residential neighborhoods, and distancing noxious uses from sensitive uses along commercial corridors and in industrial areas.

Existing height limits in current residential zoning standards will be included as part of the Form District applied through the proposed zoning in Boyle Heights, and new height limits will be introduced along neighborhood-serving corridors that are developed with primarily 1-2 story buildings today.

In addition to the zoning districts previously outlined within each general plan land use designation, the Proposed Plan includes Frontage Districts, Development Standards Districts, and Alternate Typologies to further implement the goals of the Plan.

Frontage Districts (Chapter 1A, Article 3) regulate building facades and design and help achieve the goals of the Proposed Plan to create more pedestrian friendly streets and developments. The Proposed Plan uses 7 Frontage Districts – Multi-Unit 3, General 2, Shopfront 3, Warehouse 1, Greenway 1, Character Residential 1, and Character Commercial 1. These Frontage Districts

regulate how buildings are oriented towards the street and generally establish objective standards for better urban design. The two Character Frontages meet the Proposed Plan's objectives of recognizing the cultural legacy of Boyle Heights through requirements that new buildings use building design elements and features that reflect the development styles of the era. For the Character Residential 1 areas, this includes requirements for a front porch and a pitched roof, and for the Character Commercial 1 area this includes large ground story windows, a prominent entrance feature, and use of certain materials such as brick or concrete.

Development Standards Districts (Chapter 1A, Article 4) regulate features of development such as parking requirements, landscaping requirements, and signs. The Proposed Plan uses Development Standard Districts 3 and 4. District 3 reduces the amount of required automobile parking from today's requirements, while District 4 eliminates parking minimums. District 4 is applied in areas within ½ mile of fixed-rail transit stations and helps to implement the newly in-effect State Assembly Bill (AB) 2097. Both District 3 and 4 require pedestrian oriented signage and include new requirements for above grade parking design. This includes requirements for certain above grade parking to be wrapped with active uses or entirely screened from public view. For more details, please view Exhibit C.1 – "Article 4: Development Standards".

Article 7 of the new zoning code includes Alternate Typologies, which are pre-packaged sets of exceptions from zoning districts for specified uses or development typologies. This includes the Corner Store 1 Alternate Typology, Civic Institution 2 Alternate Typology, and Small Lot 1 Alternate Typology. The Corner Store 1 Alternate Typology helps realize the vision of new *tienditas* throughout the residential neighborhoods, allowing for a more transparent frontage with a building built closer to the street to accommodate this small commercial use. The Civic 2 Alternate Typology allows building placement and design flexibility for Civic & Institutional uses; and the Small Lot 1 Alternate Typology carries forward existing small lot subdivision design guidelines. It is important to note that any subdivision process is still subject to the subdivision map act and other subdivision regulations and procedures.

Article 9 of the New Zoning Code further implements the goals and policies of the Proposed Plan. While Article 9 of the new zoning is pending adoption with the Downtown Community Plan (CPC-2017-432-CPU), the Community Benefits Programs established in Article 9 are part of the Proposed Plan and help meet the Plan objectives to provide more affordable housing. This is done through the Community Plan Implementation Overlay (CPIO) District brought forward as part of the Proposed Plan.

Boyle Heights Community Plan Implementation Overlay (CPIO) District

The Proposed Boyle Heights CPIO District is a zoning tool that is intended for adoption along with the Proposed Plan and provided in Exhibit B.1. The CPIO contains supplemental regulations to implement the goals and policies of the Proposed Plan. The CPIO serves to:

- Create development incentives that facilitate the production of affordable housing and are tailored to the neighborhood context.
- Encourage mixed-income and affordable housing development and minimize potential residential displacement.
- Create approval processes, including a ministerial administrative clearance process, which enables mixed-income housing infill development that will positively impact communities in conformance with these regulations.
- Preserve and protect neighborhood identity, including protecting cultural and historic resources and distinctive character defining elements of existing urban form.
- Ensure safe ground disturbance practices in areas where soil contaminants may exist.

The CPIO District Subareas consist of four geographic subareas that provide topically distinctive regulations.

Community Benefits Program Subarea A

This subarea serves to implement the Community Plan's affordable housing regulations. Here, Subarea A CPIO regulations work in concert with the Community Benefit Program regulations established under Article 9 of the New Zoning Code, as well as the zoning Form Districts and Density Districts. The CPIO serves to define the geographies in which affordable housing regulations are applied, the amounts and types of affordable housing units that must be provided, and the amount and type of development incentive that will be available for projects with affordable housing units.

The CPIO requires levels of affordability that are tailored to the socio-economic makeup and median income levels of Boyle Heights. Of note, the CPIO would establish an Acutely-Low Income category, which is intended to create new affordable housing units for households that earn 0-15 percent of Area Median Income. This category is intended to respond to the needs of residents and households of Boyle Heights. The Area Median Income (AMI) is set at the county level and continues to rise, and since lower income ceilings are based on a percentage of the AMI, they continue to rise as well. In 2020, the median income in Boyle Heights was \$47,079, compared to \$65,290 for the city as a whole. An Acutely-Low category can help families afford housing when even the Extremely Low rents are still too high in Boyle Heights. In addition, the affordability requirements specified within the CPIO are established with the benefit of contemporary economic analysis to best achieve the Community Plan's housing goals.

Subarea A also points to the types of incentives that are available to participating projects. Through the Proposed Plan, FAR and occasional height increases are allowed, and work in concert with zoning Form District Base and Maximum Bonus FARs and Height Limits. Density increases are outlined in Article 9, and parking incentives are outlined in the CPIO. Remaining development incentives offered include averaging of FAR or density, lot width reduction, and building coverage increases, as listed in Article 9. Of note, reductions in open space (i.e., Lot Amenity Space in the new Zoning Code) are not offered as development incentives to better achieve the Community Plan's goals of advancing public health efforts.

The CPIO further implements housing goals of the Proposed Plan through eligibility requirements to use the incentive system. In Boyle Heights, a mixed-income project seeking incentives through the Boyle Heights Community Benefits Program must include at least 30 percent of total units in the development project with 2 or more bedrooms, to meet the needs of the existing larger household sizes in Boyle Heights, with an exception for 100 percent deed restricted affordable housing developments.

The CPIO's Community Benefits Program is developed to be consistent with Measure JJJ and is intended to serve as a replacement for the currently effective TOC Guidelines that have been in effect since 2017.

Historic Preservation Subarea B

The purpose of this subarea, which includes neighborhoods that have an abundance of historically and architecturally significant buildings, is to maintain the eligibility of individual historic resources and historic districts and guide the ongoing maintenance and rehabilitation of these structures. The CPIO includes a review process for projects that involve certain potentially eligible and designated historic resources, as well as regulatory protections from demolitions and alterations for certain potentially eligible historic resources that have been identified in surveys prepared or accepted by the City.

CPIO Subarea B is proposed to consist of four potential historic residential districts and one residential planning district identified in the City's SurveyLA, two potential historic industrial planning districts identified in the Adelante Eastside Redevelopment Plan historic resources survey, an expansion of a SurveyLA potential district south of the designated Santa Fe Hospital to cover several potentially eligible identified resources, and the "Brooklyn Avenue Neighborhood Corridor", which is a designated Los Angeles Historic Cultural Monument (HCM). The following potential districts are included in Subarea B:

- Mount Pleasant Residential Historic District
- Boyle Avenue Residential Historic District
- St. Louis-Chicago Residential Historic District
- 2nd Street Residential Historic District
- Brooklyn Heights Residential Planning District
- Hostetter Industrial District
- South Anderson Street Industrial District
- Brooklyn Avenue Neighborhood Corridor

These areas noted above represent the earliest development in Boyle Heights, from the late 19th century. These early streetcar suburban developments have historical significance and have been found to be potentially eligible for historic designation at the local level (i.e., Historic Preservation Overlay Zone or HPOZ). Subarea B in the CPIO is proposed to minimize disruption to remaining potentially historic resources in these districts by requiring future projects located within this CPIO Subarea to undergo review and permit clearance in consultation with the Office of Historic Resources.

Within Subarea B an "Eligible Historic Resource" includes potential individual resources as well as potential contributors to identified potentially eligible districts. This additional review, paired with additional zoning regulations in the Character Frontages, will help to maintain the rich cultural identity and history of buildings and development in Boyle Heights. Designated resources within, or outside of this CPIO Subarea will maintain their existing regulatory protections from alterations and demolitions.

Soil Sampling Subarea C

The purpose of Subarea C is to facilitate clean-up of contaminated soils and minimize public health risk by requiring soil sampling for projects that include ground disturbance and require a grading permit. Any project within this Subarea is subject to soil sampling prior to ground disturbance to reduce health impacts to Boyle Heights residents.

The CPA has 26 percent of parcels designated for industrial use and borders the industrial City of Vernon. Proximity to noxious uses have created environmental hazards in the Plan Area throughout the decades. Of note is the former Exide Facility located at 2700 South Indiana Street in the City of Vernon. The facility specialized in recycling lead since 1922, but in March 2014, Exide shut down its operations because it could not meet new rules enacted by the South Coast Air Quality Management District (SCAQMD) and has not operated since that date. Activities conducted at the former Exide Facility that contributed to contamination of surrounding properties (including those within the CPA) include battery breaking, smelting, refining lead, and storage, handling, and transportation of batteries, finished lead product, and other materials associated with lead recycling operations. These activities, which occurred for decades before environmental statutes or regulations existed and therefore were carried out without proper environmental control measures, have been identified as contributing to

releases of lead within the CPA resulting in lead contamination beyond acceptable safety levels.

As such, Subarea C covers all parcels in the CPA and requires that projects that require a building permit for ground or soil disturbance complete a soil test to determine if elevated levels of lead or arsenic are present. If elevated levels of lead or arsenic are present, the project must comply with any requirements from LADBS and coordinate with other agencies as necessary. No permit will be issued until a project can demonstrate that elevated levels of lead and arsenic are not present. Through the adoption process, this Subarea may instead become an Environmental Protection Measure (EPM) in the New Zoning Code.

Public Facilities Subarea D

Subarea D applies to certain publicly owned properties across the CPA. The purpose of Subarea D is to regulate development on publicly owned lands and allow for floor area to be transferred between publicly-owned properties in the Community Plan Area, to support and facilitate public serving uses and affordable housing on public land. Total floor area in the Public Lands Subarea D shall not exceed 3.0:1 FAR and no individual site shall exceed 4.0:1 FAR through a transfer of floor area.

Other Amendments

River Improvement Overlay (RIO) District

The Proposed Plan will amend the River Improvement Overlay (RIO) District maps (Exhibit B.3) to remove the Boyle Heights Community Plan Area. The RIO District is a special use district that requires new development projects to meet requirements and guidelines along the Los Angeles River. Applicable development regulations and measures to protect sensitive biological resources in the existing Los Angeles River Implementation Overlay (RIO) will be incorporated into the proposed zoning's Frontage Districts and General Development Standards

Clean Up Green Up (CUGU)

The Proposed Plan will amend the CUGU Ordinance maps (Exhibit B.4) to remove the Boyle Heights Community Plan Area. The CUGU District is a special use district that requires new development projects to meet buffering, landscaping, and locational requirements within industrial areas. These regulations will be incorporated into the proposed zoning's Use District and General Development Standards.

Framework Element

The Proposed Plan also includes amendments to Chapters 1 and 3 of the General Plan Framework Element and amendments to Framework Appendix A (Exhibit A.5), a supplemental table outlining the general plan land use designations and corresponding zones being applied in the Boyle Heights CPA. Framework Appendix A, proposed to be adopted with the Downtown Community Plan Update, provides guidance on zoning correspondence for projects using Chapter 1A of the Municipal Code (i.e., the New Zoning Code) and builds upon the zoning correspondence established through the Downtown Community Plan Update.

The Proposed Plan will amend the General Plan Framework Element maps to remove the Regional Center designations from the CPA. The General Plan Framework Maps identify the intersection of Soto Street and Olympic Boulevard as the only Regional Center in the Plan Area, including the Sears site and surrounding blocks. The Framework Element describes Regional Centers as:

A focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services. Generally, different types of Regional Centers will fall within the range of floor area ratios from 1.5:1 to 6.0:1. Some will only be commercially oriented; others will contain a mix of residential and commercial uses. Generally, Regional Centers are characterized by 6- to 20-stories (or higher). Regional Centers are usually major transportation hubs.

Framework Appendix A (to be adopted through the Downtown Community Plan Update, Case No. CPC-2017-432-CPU) establishes Regional Centers as:

Regional Center areas function as hubs of regional commerce and activity and are usually located near major transportation hubs or along major transportation corridors. The building form ranges from Mid Rise to High Rise, with active shopfronts and active streets. Regional Centers typically provide a significant number of jobs, in addition to residential, retail, government, entertainment and cultural facilities, and health facilities on a regional scale. The residential density generally ranges from 1 unit per 400 square feet of lot area to 1 unit per 200 square feet of lot area; residential density may also be limited by floor area.

The scale of development, including the range of Form Districts, and regional serving uses that are part of a Regional Center land use designation do not adequately align with the scale and intensity of use and development in Boyle Heights, and therefore this intersection will be redesignated as Community Center.

Though not identified on the General Plan Framework Maps, Cesar E. Chavez Avenue between Cummings Street and Soto Street is the other part of the CPA that is currently designated as Regional Center within the Community Plan, along a stretch of Cesar E. Chavez Avenue that is designated as a Historic Cultural Monument (#590). This designation was adopted at a time when the B (Red) Line subway was anticipated to continue through to Boyle Heights along this alignment. Based on the current level of transit infrastructure and the needs of the community, as well as goals to preserve existing historic and cultural resources, the Regional Center designation is no longer appropriate, and those areas will be reclassified as Neighborhood Center.

Circulation Element (Mobility Plan 2035)

The City's streets are organized by official standard street designations or classifications, established in the General Plan Circulation Element, called Mobility Plan 2035 (MP 2035), and standard street dimensions shown in the Department of Public Works Standard Street Plan. Actual street dimensions vary from standards due to historic development patterns where streets were built to different standards, often with narrower roadways. In many of these circumstances, older streets are incrementally widened through street dedications from new development. Existing non-standard street dimensions, land uses, lot depths, and volume of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the citywide adopted standards. In these cases, classifications of streets and street alignments can be modified to meet the specific needs of the community.

The Proposed Plan would amend street designations and modify the enhanced network designations to identify priority corridors for transit and bicycles that are consistent with the intent of Mobility Plan 2035. The Proposed Plan redesignates several segments of streets currently designated as a Collector Street to a Modified Collector Street and redesignates other segments of streets currently designated as a Collector Street to a Modified Local Street. The proposed amendments to the street designations are to reflect existing street dimensions.

The enhanced network treatments envisioned through MP 2035 were reviewed and refined to complement the anticipated growth areas as well as the Proposed Plan's goals and policies. Since MP 2035 does not prescribe or mandate how the enhanced network treatments are implemented within each community plan, the refinements to the enhanced network treatments primarily consisted of developing potential implementation options based on community input and analysis of the mobility options available throughout the CPA.

The Neighborhood Enhanced Network (NEN) is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. The Bicycle Enhanced Network (BEN) seeks to provide safe, convenient, and comfortable local and regional facilities for people of all abilities to ride a bicycle or other micro mobility options. The Transit Enhanced Network (TEN) aims to improve the performance and reliability of existing and future bus service. The proposed modifications to the Mobility Plan's enhanced networks refine application of the TEN and BEN to reflect existing and planned land uses, infrastructure projects, and transit service, and prioritizes Bicycle or Transit Enhanced Networks on corridors where both cannot be implemented within the existing right of way. Below is a summary of the proposed changes to enhanced networks. The full list of proposed street reclassifications and the updated enhanced network maps are included in Exhibit A.6.

Transit Enhanced Network (TEN) Modifications:

- Change Soto Street from a Moderate TEN to a Comprehensive TEN to prioritize bus transportation
- Extend the Soto Street TEN designation south to connect with Olympic Boulevard
- Change Cesar E. Chavez Avenue from a Moderate Plus TEN to a Moderate TEN due to the existing roadway width and modified street designation

Bicycle Enhanced Network (BEN) Modifications:

- Tier 1 Cycle Tracks:
 - Extend Mission Road Tier 1 BEN south to 1st Street to meet 1st Street Tier 1 BEN
 - Add 4th Street from the Los Angeles River (CPA Boundary) to Velasco Street to the BEN
 - Add 3rd Place from Velasco Street to Indiana Street (City Boundary) to the BEN, an extension of 4th Street Tier 1
 - Remove Soto Street from the Tier 1 BEN to accommodate the Comprehensive TEN improvements
- Tier 2 and Tier 3 Bicycle Lanes
 - Extend the Boyle Avenue BEN north from Whittier Boulevard to connect to Mariachi Plaza at 1st Street
 - Make all of Soto Street a Tier 2 BEN

Neighborhood Enhanced Network (NEN) Modifications:

- Add Anderson Street from 1st Street through 7th Street to the NEN

Adelante Eastside Redevelopment Plan

The Adelante Eastside Redevelopment Plan is one of 17 redevelopment plans within the City, established by the former Community Redevelopment Agency (CRA/LA) prior to the dissolution of redevelopment agencies by the State in 2011. Prior to 2012, the Community Redevelopment Agency of Los Angeles (CRA/LA) was the agency in charge of developing, implementing, and overseeing CRA projects in the City, which included implementing the land use provision of the redevelopment plans, as well as exercising the CRA/LA's economic and financing tools. The passage of AB1x-26 and the California Supreme Court's decision in California Redevelopment Association v. Matosantos in 2012 effectively abolished redevelopment agencies in the State. Following the dissolution of the CRA/LA, activities in the redevelopment project areas had been administered through the Designated Local Authority (CRA/LA-DLA). In December 2019, the City

of Los Angeles established the authority to implement the land use plans and functions of all redevelopment plans in the City.

Boyle Heights contains one redevelopment project area (the Adelante Eastside Redevelopment Project Area), which expires in 2031. The Adelante Eastside Redevelopment Project Area is located immediately east of downtown Los Angeles along the eastern side of the Los Angeles River. The Redevelopment Project Area, comprising approximately 2,164 acres, is an irregularly shaped area zoned predominately for commercial and industrial uses in portions of Boyle Heights Community Plan, and the Northeast LA Community Plan (consisting of the El Sereno and Lincoln Heights neighborhoods), as well as portions of unincorporated Los Angeles County (i.e., East Los Angeles). The Redevelopment Project Area boundaries include the industrial areas located south of Olympic Boulevard to the Los Angeles City boundary; east of the Los Angeles River to Soto Street; the Golden State and Santa Ana Freeways and Mission Road, north to the San Bernardino Freeway to Main Street; and along Alhambra Road and Valley Boulevard from Soto Street on the west to the City of Los Angeles/City of Alhambra boundary. The Redevelopment Project Area also includes commercial and mixed-use frontages along the major east-west thoroughfares within the Boyle Heights CPA. The main intent of the Adelante Eastside Redevelopment Plan is to preserve industrial and commercial uses to promote a stable industrial base to provide jobs for the community and enhance the existing commercial areas.

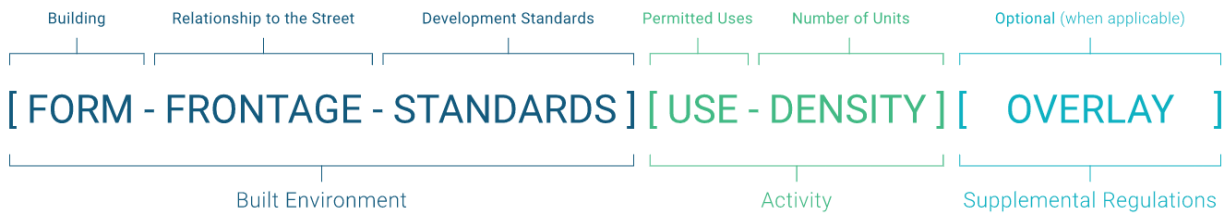
Section 1100 of the Adelante Eastside Redevelopment Plan states that if an applicable Community Plan is amended to change the land uses permitted within the Project Area, the land uses specified for the Project Area in the applicable Community plan shall supersede the land use designations in the Redevelopment Plan.

The Boyle Heights Community Plan, with its implementing ordinances, provides a complete vision and regulatory scheme for the land uses in the Project Area. The provisions of the Redevelopment Plan intended to regulate, control, or shape the use and development of land in the Redevelopment Plan area, including without limitation, Sections 400 through 410, 500 through 522, and 700 as well as related implementing plans are in conflict with the Boyle Heights Community Plan and its implementing ordinances because they, (1) prohibit what is allowed under the Boyle Heights Community Plan and its implementing ordinances; or (2) allow what is prohibited under the Boyle Heights Community Plan or its implementing zoning ordinances; or (3) add undesirable additional regulations, processes, costs, and burdens on the City, property owners, and developers that impede or prevent beneficial and urgently needed housing and other desirable uses in the Redevelopment Plan area. As such, any provision in the Redevelopment Plan that purports to regulate, control, or shape the development of land in the Project Area, is in conflict with, and does not conform to, the allowed land uses in the Boyle Heights Community Plan. Accordingly, the provisions of the Redevelopment Plan are being amended to clarify that they will no longer apply within the Boyle Heights Community Plan area (Exhibit B.5). The provisions of the redevelopment plan will remain in effect within the Northeast Los Angeles and unincorporated Los Angeles County areas.

New Zoning Code

The New Zoning Code (LAMC Chapter 1A) is a comprehensive update to the Los Angeles Zoning Code, and the framework and the structure is being adopted through the Downtown Community Plan Update and New Zoning Code Project, with case numbers CPC-2017-432-CPU and CPC-2014-1582-CA (recommended for approval by the CPC in September 2021). The Boyle Heights Community Plan Update is the second Community Plan Update program to adopt and implement new zoning districts. As part of the Boyle Heights Community Plan Update, new zoning districts will be adopted to implement the community vision, as well as any necessary revisions or additions to rules, regulations, or standards to implement the districts. The following discussion provides an overview of the format and structure of the new zoning code components and articles, for informational purposes. Using the New Zoning Code, each parcel in Boyle Heights will be

rezoned with new zoning districts. The image below demonstrates what the new “zoning string” will be comprised of.



Components of the New Zoning Code

Article 1 – Introductory Provisions

Article 1 provides an overview of the New Zoning Code, including its intent and applicability. The intent of the New Zoning Code is to provide a comprehensive regulatory system that implements the goals, objectives, and policies of the City’s adopted General Plan and land use plans, in addition to meeting various other policy goals specified in Article 1.

Article 2 – Form Districts

Article 2 establishes Form Districts, the first component of the zone string. Form Districts generally govern the scale and intensity of development, as well as the placement of a building on a lot.

Organization and Nomenclature

Form Districts are grouped and named according to their maximum floor area ratio (FAR) and building width. The FAR categories are Very Low-Rise, Low-Rise, Mid-Rise, Moderate-Rise, and High-Rise. The building width categories are Narrow, Medium, Broad, and Full. Within these groupings, Form Districts are distinguished by a variation number, which may reflect differences in base FAR, setbacks, and/or other metrics compared to other Form Districts in the same grouping. For example, the Low Rise Medium 1 (LM1) Form District allows low-rise development (up to 3.0 FAR with bonus), medium building width (maximum 160 feet), and is the first Form District in a larger grouping.

Article 3 – Frontage

Article 3 establishes Frontage Districts, the second component of the zone string. The Frontage District governs how a site or building addresses abutting streets, parks, pedestrian amenity spaces, waterways, or other public spaces. Frontage Districts are intended to help achieve many of the urban design objectives that the current Zoning Code addresses through overlays, reducing the need to create a new overlay district in each instance where a particular design outcome is desired.

Article 4 – Development Standards

Article 4 establishes Development Standards Districts, the third component of the zone string. Development Standards regulate site design, including the location and characteristics of access, parking, landscaping, and other features of a site. Each Development Standards District provides regulations that are appropriate to a particular context, acknowledging that development outcomes considered desirable in one part of the City may not be as desirable in other areas.

Article 5 – Use

Article 5 establishes standards for Use Districts, the fourth component of the zone string. Use Districts determine which uses are allowed on a property, as well as the level of permission associated with each use (permitted, permitted with limitations, conditionally permitted, or not allowed).

The two most important features of the New Zoning Code's regulation of use are a) the creation of groupings of uses with clear definitions, making the Code more easily adaptable to new uses that emerge over time; and b) the visual presentation of permitted uses in a table format, making the regulations for a particular use easier to find and understand.

Organization and Nomenclature

The New Zoning Code organizes Use Districts into nine categories: Open Space (OS), Agricultural (A), Residential (RG), Residential-Mixed (RX), Commercial-Mixed (CX), Commercial (C), Industrial-Mixed (IX), Industrial (I), and Public (P). Within each category, a variation number distinguishes individual Use Districts and indicates differences in the precise mix of uses, permission levels, and/or supplemental standards for specific uses or Use Groups. For example, the Commercial-Mixed 1 (CX1) Use District is the first district in the Commercial-Mixed type, which is intended to allow a mix of commercial and residential uses.

Article 6 – Density

Article 6 contains provisions pertaining to Density, the fifth component of the zone string. Density Districts determine the maximum number of household dwelling units or efficiency dwelling units (the new terms for what the current Zoning Code refers to as “dwelling units” and “guest rooms”) allowed on a lot in any Use District that identifies “dwelling” as a permitted use.

Organization and Nomenclature

Part 6B of Article 6 sets forth two types of Density Districts that regulate the maximum density allowed on a lot. **Lot-Based Districts** specify the maximum number of units per lot without regard to lot area. The number of units permitted ranges from one to four, with the districts numbered 1L through 4L. **Lot Area-Based Districts** specify the minimum lot area per household dwelling unit and efficiency dwelling unit in square feet and are numbered by dividing the minimum number of square feet per unit by 100. For example, Density District 4 requires a minimum of 400 square feet per household dwelling unit, while Density District 20 requires a minimum of 2,000 square feet per household dwelling unit.

In addition, Density District FA indicates that the number of dwelling units is limited only by the maximum floor area for the Lot and other practical requirements of the New Zoning Code, with no density limit specified. Density District N indicates that dwellings are not a permitted use.

Article 7 – Alternate Typologies

Alternate Typologies are pre-packaged exceptions to Zoning Districts that may be applied on an optional basis and are intended to produce specific built outcomes for certain types of uses or activities. Each Alternate Typology will specify the range of Zoning Districts and other specified criteria by which it is eligible to be used and will contain specially tailored regulations that supersede the requirements of the applicable Form, Frontage, Development Standards, Use, and/or Density Districts, as needed to achieve the intent of the Alternate Typology.

Article 8 – Specific Plans & Supplemental/Special Districts

Article 8 regulates the adoption and amendment of Specific Plans, Supplemental Districts, and Special Districts. The New Zoning Code carries forward Specific Plans and several types of “Supplemental Use Districts” from the current zoning code, including Specific Plans, Community Plan Implementation Overlays, Historic Preservation Districts, Community Design Overlays, Oil Drilling Districts, and Sign Districts. When there is a policy need for regulations not covered in a Zoning District, Supplemental Districts implemented through Article 8 may be appropriate.

Article 9 – Public Benefit Systems

Article 9 establishes a range of Public Benefit Systems, including incentive programs that offer concessions on density, floor area, and other regulations in exchange for the provision of affordable housing, community benefits, and other desired project attributes. The intents of these programs are described within Divisions 9.2, 9.3, and 9.4 of Article 9.

The Form Districts described in Article 2 include maximum base FAR and bonus FAR. A project may be built to the maximum base FAR by right, but in order to access the maximum bonus FAR, an applicant must provide public benefits according to a menu of options from the Public Benefit Systems.

Changes to Adaptive Reuse Programs

In addition to the changes identified in earlier sections of this report, the New Zoning Code expands the Downtown and Citywide Adaptive Reuse Programs to allow for the conversion of any Use to any other Use permitted or conditionally permitted by the Use District of the property, as opposed to only commercial-to-residential conversions under the current Zoning Code. While the current Zoning Code allows Adaptive Reuse only in buildings constructed prior to July 1, 1974, the New Zoning Code determines eligibility on a rolling basis, with any building at least 25 years old eligible for conversion. Additionally, the New Zoning Code makes the Citywide Adaptive Reuse Program available by-right for projects with a minimum number of affordable housing units. These proposed changes will apply only in areas where the applicable Community Plan has been updated to use the New Zoning Code.

Article 10 – Streets and Parks

Article 10 carries forward current zoning code regulations governing street dedication and improvements; private streets; and park fees and dedications for new residential projects.

Article 11 – Division of Land

Article 11 carries forward current zoning code regulations for subdividing land pursuant to the Subdivision Map Act, with nominal modifications to ensure consistency with the new zoning system.

Article 12 – Nonconformities

Article 12 regulates nonconforming properties—those that are developed or used in a manner inconsistent with regulations that were adopted after the building was constructed or the use began operating. To the extent possible, the New Zoning Code retains nonconforming regulations from the current Zoning Code and translates them into the new system; however, Article 12 also contains nonconforming provisions for new regulations that are introduced in the New Zoning Code, such as those governing minimum height and upper-story bulk. In general, nonconforming structures may continue to exist and be repaired or altered as long as the alterations do not

increase the size of the nonconforming portion or decrease the structure's compliance with the applicable regulation.

Article 13 – Administration

Article 13 pertains to the administrative and procedural elements of the land use entitlement process, covering legislative, quasi-judicial, and administrative actions. City Council recently adopted the Process and Procedures Ordinance (CPC-2016-3182-CA) which is anticipated to be operative in Summer 2023, to simplify the existing administrative provisions and update them to work within the New Zoning Code. One of the objectives of this effort is to consolidate multiple similar entitlement processes, making project review more transparent and accessible and reducing confusion and delays. In some cases, this may result in changes to the decision-making body, appeal body, notification requirements, time limits, or other aspects of specific processes.

Article 14 – General Rules

Article 14 sets forth definitions and rules of measurement for terms used throughout the New Zoning Code.

One notable defined term that has changed in the New Zoning Code is floor area, which is modified to exclude unenclosed covered spaces from the total floor area calculation. This change also allows for covered outdoor amenity space to be exempt from the floor area calculation.

Article 15 – Fees

Article 15 will govern fees charged to applicants for the processing of entitlement and clearance requests. Fees are an on-going, regularly updated portion of the current Zoning Code and will continue to be updated regularly through a separate process. Article 15 is not included in the New Zoning Code at this time.

Environmental Analysis/California Environmental Quality Act (CEQA)

Pursuant to CEQA Guideline Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on September 2, 2016, by the City for a 30-day public review period. A total of 17 comment letters were received regarding the Boyle Heights Draft EIR. A scoping meeting was held on September 13, 2016, at the Boyle Heights City Hall. 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. 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, Housing, and Employment
- Public Services and Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems

The Draft EIR was circulated for a 75-day review period (30 days more than required by law). The review period began on July 28, 2022, with a closing date of October 11, 2022. As the lead agency, the City of Los Angeles received 13 written comments on the Draft EIR from public agencies, community groups, and individuals.

Responses to all comments on the Draft EIR received during the comment period are included in the Final EIR. The Final EIR will be made available prior to City Council's consideration and adoption of the recommended Boyle Heights Community Plan Update and certification of the EIR pursuant to CEQA Section 15090.

Recommended Revisions to the Proposed Plan

Several appendices were published with the Draft EIR, including the Summer 2022 draft Policy Document, CPIO District, and zoning. Review of written comments and verbal testimony received during the Draft EIR comment period and the Public Hearing identified several revisions that were requested by community members and stakeholders. In response to the public testimony, written comments, and additional staff analysis, revisions are included as part of the Proposed Plan presented in this report. Revisions to the Summer 2022 drafts were made to the Policy Document, CPIO District, and zoning.

Policy Document (Plan Text)

Revisions to the Boyle Heights Community Plan Policy Document (Plan Text) include revisions, noted in underlined text, to the following policies to address broader accessibility:

Policy MC 1.3: Ensure that major destinations, including public facilities and open spaces, within the community are sufficiently equipped with, bus shelters, safe pedestrian crossings, bicycle parking, and wayfinding signage.

Policy PO 1.3: Improve the safety, visibility and accessibility of parks and open spaces through enhanced wayfinding, handrails, pedestrian ramps, lighting at night, mobility network connections, and by ensuring that perimeters are free of obstructions like overgrown landscaping and fencing.

Remove Program 18: "Housing Market Study: Conduct a housing market study to evaluate value capture strategies, local and state incentive programs, and/or inclusionary zoning strategies with the objective of increasing the stock of affordable housing for low-income households in Boyle Heights." since City Planning is actively completing a housing market study.

CPIO District

Revisions to the CPIO District include:

- Clarification for Community Benefits Program Subarea A exempting 100 percent Affordable Housing projects from the requirement to provide a minimum of 30 percent of the dwelling units to be two bedrooms or larger.
- Expansion of Historic Preservation Subarea B to include additional potentially eligible historic resources identified as potential historic districts in SurveyLA or the Intensive

Historic Resources Survey for the Adelante Eastside Redevelopment Area. These include properties within the Cesar E. Chavez Business District, Anderson Industrial District, the Hostetter Industrial District, and blocks south and east of Hollenbeck Park bounded generally by St. Louis, 4th Street, Soto Street, and Whittier Boulevard.

Zoning Code & Zoning Map Changes

- Article 1:
 - Introduction of “Major Transit Stop Areas” zoning code map showing all properties within ½ mile of a major transit stop, to help implement AB 2097.
 - Amendment to Planting Areas Zoning Code Map and Special Lot Line Zoning Code Map to include areas within the Boyle Heights Community Plan Area.
- Form Districts:
 - Updated the proposed zoning for properties on the south side of Olympic Boulevard from LM4 to VM2. The LM4 Form District allows a bonus FAR for residential projects, but the IX5 Use District does not allow ground up residential uses. The proposed VM2 Form District does not allow a bonus FAR, so it better aligned with the IX5 Use District.
 - Removal of “Maximum Bonus FAR” for VN1, since the Form District is only paired with densities that allow under 5 units to be built in a lot; therefore, no project would meet the 5 unit minimum to use the Community Benefits Program and access the Bonus FAR.
- Frontage Districts:
 - Change Shopfront 3 to allow A2 fence type, with fences up to 3.5 feet, to avoid possible conflict with California State Department of Alcoholic Beverage Control (ABC) regulations.
- Development Standards Districts:
 - Application of Development Standard District 4 to all areas within ½ mile of a fixed-transit station (four L Line Stations and one J Line Station), to incorporate newly implemented AB 2097.
 - Change of Development Standard District 4 to use Parking Set A instead of Parking Set B, to further implement AB 2097.
 - New parking exemption for all properties within ½ mile of a major transit stop to have no required parking, further implementing AB 2097.
- Use Districts:
 - Updated the Use District from RX2 to RX1 to allow restaurant uses for the block on the east side of Evergreen Avenue between Blanchard Street and Winter Street. The site is currently zoned for commercial uses and is developed with El Tepeyac restaurant.
- Density Districts:
 - Change of parcels on south side of one block of 2nd Street between Chicago Street and Breed Street from Density District 8 to 6, for consistency with surrounding proposed zoning.
 - Change to Article 6 regarding “Efficiency Dwelling Unit” lot size requirement to better reflect housing policy intent of incentivizing affordable housing.

Existing and Proposed Land Use Designations

Existing (1998 Plan) Land Use Designations	Acres	Percentage of Plan Area
Residential	1,278	42%
Low Residential	27	0.9%
Low Medium I Residential	616	20%
Low Medium II Residential	518	17%
Medium Residential	117	4%
Commercial	242	8%
Neighborhood Office Commercial	31	1%
Highway Oriented and Limited Commercial	155	5%
Highway Oriented Commercial	3	0.1%
Community Commercial	16	0.5%
Regional Center Commercial	36	1.2%
Industrial	785	26%
Commercial Manufacturing	2	0.1%
Limited Manufacturing	92	3%
Light Manufacturing	186	6%
Heavy Manufacturing	505	17%
Open Space	149	5%
Open Space	149	5%
Public Facilities	554	18%
Public Facilities	332	11%
Public Facilities – Freeways	222	7%
Total	3,009 /a/	

Proposed Plan Land Use Designations	Acres	Percentage of Plan Area
Residential	1,182	39%
Low Residential	22	0.7%
Low Medium Residential	71	2%
Low Neighborhood Residential	935	31%
Medium Residential	46	2%
Medium Neighborhood Residential	108	4%
Commercial	357	12%
Neighborhood Center	139	5%
Community Center	218	7%
Industrial	731	24%
Light Industrial	274	9%
Industrial	456	15%
Open Space	136	5%
Open Space	136	5%
Public Facilities	605	20%
Public Facilities	211	7%
Public Facilities – Freeways	393 /b/	13%
Total	3,010 /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.

/b/ The increase in "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.

Measure JJJ Assessment

Section 11.5.8 – In November 2016 Measure JJJ passed and it was certified by the County Clerk on December 13, 2016. Measure JJJ requires, in accordance with Charter Section 555, that the Planning Department complete a comprehensive assessment for any amendment to a Community Plan 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.

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

The Proposed Plan includes land use policies that support the preservation and creation of affordable housing through equitable housing distribution, including the following:

LU 1.1 Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 1.2 Incentivize new development to contribute towards the community's extremely-low, very-low, and low-income housing needs.

LU 1.3 Ensure that each recently occupied housing unit demolished as a result of new development is replaced on-site, and offered back to former residents at rent levels previously paid.

LU 1.4 Discourage permits from being issued for the demolition of multi-unit buildings until a project providing an equivalent or greater number of units is approved.

LU 1.5 Utilize public land and funding for the development of supportive housing projects and affordable housing for extremely-low, very-low, and low-income households.

LU 2.1 Discourage projects or renovations that decrease the number of existing residential units on site.

LU 2.2 Limit the conversion of existing affordable and rent stabilized units into for-sale units in order to avoid reducing the supply of affordable rental units locally.

LU 2.4 Prioritize preservation and maintenance of the existing multi-unit housing stock as the foundation of the community's affordable housing supply.

LU 2.5 Support property owners in their efforts to operate and maintain affordable housing units in good and safe condition.

LU 2.6 Support well-designed projects that modify, reconfigure, or add-on to existing residential buildings to accommodate additional housing units to alleviate overcrowding and avoid displacement.

The Proposed Plan applies land use designation and zoning districts that continue to allow multi-unit residential development and introduces zoning districts and incentive tools that prioritize

affordable housing. The Proposed Plan increases maximum development capacity in several areas, allowing for more housing to be built. For reference, the Proposed Plan is estimated to reasonably accommodate approximately 115,000 residents, 33,000 housing units, and 39,000 jobs by 2040, compared to the Current (1998) Plan, which is expected to reasonably accommodate 98,000 residents, 28,000 housing units, and 32,000 jobs. As discussed above, the Proposed Plan also includes a Community Benefits Program that introduces a mechanism to incentivize the inclusion of affordable units in development projects, and offers additional density, height, and FAR and does not necessitate a discretionary review process, providing additional opportunity for increased housing development that include affordable units.

Further, the Plan prioritizes the maintenance and preservation of existing naturally occurring affordable housing stock, including RSO units and multi-unit housing with long-term tenants, and fosters collaboration and coordination with City departments and tenant organizations to effectively respond to eviction threats and expand on tenant protection programs. The proposed zoning 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 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 Plan also takes two zoning approaches to minimize displacement and disincentivize redevelopment of existing multi-unit properties throughout the residential neighborhoods of the Plan Area. The first approach is right-sizing the Floor Area Ratio (FAR). Under present-day zoning, new housing development can utilize up to 3:1 FAR. However, the number of residential units that can be built generally ranges from two to approximately five units per lot. This zoning condition makes present-day residential lots susceptible to redevelopment with larger, less affordable residential units, without a net increase in the number of overall residential units. The Proposed Plan proposes zoning that is designed to accommodate a range of multi-unit buildings while maintaining a height and density of today's zoning, but the Proposed Plan decreases the Floor Area Ratio (FAR) from 3:1 to 0.6:1 or 1.0:1, depending on the Form District, to reflect the existing development patterns found in residential areas today, and to encourage more context-sensitive infill development. Additional FAR and density are available for properties that can build 5 or more units but would require the inclusion of affordable housing units to access the additional FAR and density.

The second approach is reducing the rear-yard setback for multi-unit residential zones from the current requirement of 15 feet down to 3 feet, which allows existing non-conforming structures to be more easily converted to residential units and facilitates the construction of new units. This strategy allows additional infill development to occur throughout the residential neighborhoods while preserving the existing housing stock on a property. This also enables existing residential properties to become multi-unit or continue to be multi-unit, including those built before 1978, which are subject to the Rent Stabilization Ordinance (RSO).

The Proposed Plan does not reduce access to local jobs.

The Proposed Plan seeks to create flexibility to respond to changing economic conditions, retain affordable commercial spaces for small businesses, and encourage partnerships and job training for local residents as new industries emerge:

LU 10.1 Maximize opportunities for small and local businesses along corridors by limiting the size of new commercial tenant spaces to help maintain affordability and promote diversity.

LU 10.3 Promote efforts to safeguard legacy businesses and cultural institutions that reflect the history and character of Boyle Heights.

LU 10.4 Develop programs and strategies that provide support to established commercial tenants facing closure due to rent increases.

LU 10.5 Encourage the retention of existing small businesses that strengthen the local economic base of the Community Plan Area to avoid displacement of small businesses.

LU 10.6 Projects that involve the demolition or disruption of occupied commercial tenant spaces are encouraged to accommodate displaced businesses at their former locations at rent levels previously paid.

LU 10.7 Develop programs that increase resident participation in the local economy through strategies to assist local entrepreneurs and minority owned businesses in need of capital funding to establish or expand small businesses in the community.

LU 12.1 Maintain existing industrial land for both traditional and emerging industries that provide sources of employment for the local workforce as well as opportunities for small business creation and expansion.

LU 12.2 Maintain industrial land, facilities, and infrastructure necessary for warehousing and distribution centers to serve the region expeditiously and reliably.

LU 12.6 Ensure that industrial districts provide a balance of large facilities and small workplaces in order to accommodate a diverse set of industries and support businesses at all stages of growth.

LU 12.7 Discourage uses that detract from the productive function of industrial districts, such as single-use residential development and large, free-standing retail establishments.

LU 13.2 Develop programs and strategies that provide support with establishing small businesses involved in clean and green technology and environmental sciences in Boyle Heights

LU 14.1 Encourage new industries locating in Boyle Heights to engage and partner with the local workforce when looking for skilled employees

LU 14.4 Maintain and increase the commercial employment base for community residents through local hiring requirements, living wage requirements, job resource centers, and job training.

The Proposed Project applies land use designations and zoning districts that reinforce the existing pattern of small businesses in Boyle Heights, both through plan policies that encourage small business spaces in new development and through zoning regulations that require it. The Proposed Plan also maintains most of the existing industrial land as part of the local jobs base, recognizing the importance of the industrial land in proximity to Downtown. As a regional jobs center by increasing the geographic area where a variety of employment uses may occur and increasing the development capacity in many areas, especially near transit and other infrastructure. The Proposed Project increases access to jobs by facilitating the co-location of a variety of employment opportunities near housing, institutions, and services and by focusing the largest increases in development capacity in areas that are walkable and well-served by transit. The proposed zoning districts would allow for a flexible mix of uses, reducing prescriptive

regulations in mixed-use areas and allowing for flexibility to adapt to a changing economy over time.

The Proposed Project includes new zoning tools for transitioning industrial areas that support a dynamic economy by facilitating a broad range of industries, ensuring a focus on employment uses while allowing for the careful introduction of compatible residential uses and amenities, and encouraging flexible and durable building design. Additionally, the Proposed Project protects industrial uses through tools that limit residential and commercial uses in appropriate areas, safeguarding land for heavy industrial use and buffering sensitive uses from heavy industry.

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

The Proposed Plan introduces a Community Benefits Program that aligns with other affordable housing programs. The Proposed Community Benefits Program prioritizes the provision of affordable housing, 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 Boyle Heights CPA is bordered by the Central City North CPA⁵ to the west and the Northeast Los Angeles CPA to the north. Major east-west corridors include (from north to south) Marengo Street, Wabash Avenue, Cesar E Chavez Avenue, 1st Street, 4th Street, Whittier Boulevard, and Olympic Boulevard. Major north-south corridors include (from west to east) Mission Road, Soto Street, Lorena Street, and Indiana Street. Four freeways traverse the Boyle Heights CPA, with the San Bernardino Freeway (I-10 Freeway) and Hollywood Freeway (US 101) traversing through the northern portion of the Boyle Heights CPA and Interstate 5 (I-5) and the Pomona Freeway (SR-60) traversing through the southern portion of the CPA. All four freeways converge over much of the western portion of the Boyle Heights CPA to form the East Los Angeles Interchange.

The Boyle Heights CPA is located immediately east of Downtown Los Angeles and the Los Angeles River and rail corridor and encompasses an area of approximately 4,271 acres (approximately 6.67 square miles). The Boyle Heights CPA is roughly bounded by the San Bernardino Freeway (I-10 Freeway) and Marengo Street to the north, the Union Pacific and Santa Fe Railroad lines to the south, Indiana Street to the east, and the Los Angeles River to the west. The southern and eastern borders of the CPA align with the city limits of Los Angeles with the City of Vernon located to the south and the unincorporated community of East Los Angeles located to the east of the CPA, with a small area of the Southeast corner of the CPA aligning with the City of Commerce. Located to the north are the Los Angeles communities of Lincoln Heights, El Sereno, and Ramona Gardens, and located to the west are the industrial districts and public facilities of Downtown, which includes the Arts District.

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 three elements of the General Plan: (1) adopting the Boyle Heights Community Plan, including a new policy document or Plan Text and amendments to the General Plan Land Use Map for the Boyle Heights CPA (2) amendments to the Mobility Element 2035, and (3) amendments to the Framework Element. All the amendments to the City's General Plan are related to areas of the City within the Boyle Heights CPA boundaries, 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 Plan.

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.

⁵ Proposed to be combined with the Central City Community Plan and renamed the Downtown Community 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 Plan: adoption of the New Zoning Code, the amendments to the City's Zoning Map for the zone changes, the adoption of the Boyle Heights CPIO District, and amendments to the River Improvement Overlay (RIO), Clean Up Green Up (CUGU) District, and the Adelante Eastside Redevelopment Plan (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 Mobility Plan and Framework Element must be consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise, Safety, and Health Element. In addition to the eight mandated elements, the City's General Plan 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 Plan, the amended Mobility Plan, and the amended Framework Element with each other and with the rest of the City's General Plan. This consistency discussion is provided for the City Planning Commissions consideration in approving and recommending the Proposed Plan and its implementing zoning ordinances and its determination that the Proposed Plan is consistent with the City's General Plan.

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

For all of the reasons provided below and based on the whole of the record of proceedings, the adoption of the amendments to the City's Zoning Map for the zone changes, the adoption of the proposed Boyle Heights CPIO District, amendments to the River Improvement Overlay (RIO), Clean Up and Green Up (CUGU) District, and amendments to the Adelante Eastside Redevelopment Plan (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 amendments to the City's Zoning Map for the zone changes and adoption of New Zones, and the findings for the adoption of the CPIO District are discussed together in one

section. The findings for each of the other remaining ordinances mentioned above are discussed in individual sections.

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

Proposed Plan as used in this Section A refers to the Community Plan text and land use map amendments and Zoning Ordinances to amend the Zoning Map to implement the plan amendments, unless otherwise specified.

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 Community Plan, is intended to guide Community 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 Plan 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 Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in Boyle Heights through the year 2040. The Proposed Plan includes a recommended pattern of land use that directs future growth to areas of Boyle Heights best served by existing transportation infrastructure and facilitates mixed-use development along corridors and near transportation nodes. Permitting new small businesses, known as *tienditas*, throughout the residential neighborhoods further allows current and future residents of Boyle Heights to access household goods and grocery items within walking or biking distance of their homes, reducing reliance on vehicle travel. The Proposed Plan directs new housing growth in blocks closest to 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 Plan accommodates projected population and employment growth within the Boyle Heights Plan Area and includes policies and programs that are aimed at providing adequate infrastructure, services, and balance of land uses for the project population and employment growth. The Proposed Plan is estimated to reasonably accommodate approximately 115,000 residents and 33,000 housing units by 2040, providing enough capacity to accommodate the SCAG 2040 forecasts of 93,000 residents and 28,000 housing units for the Boyle Heights Plan Area. The Proposed Plan accommodates 39,000 jobs which meets the SCAG forecast of 26,000 jobs. The Framework Element includes a 2010 population plan forecast of 122,090 for Boyle Heights. The Framework forecasts best estimates since the adoption of the Framework in 1996 and 2001, and as implementation proceeds, the "population forecasts may be revised based upon specific land use actions adopted through the Community Plan update process." The Framework Element expressly does not provide caps on development based on its population forecast. Consistent with the Framework strategy, the Proposed Plan accommodates projected growth that reflects forecasts from SCAG and the Community Plan update process.

In addition, the Proposed Plan 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 Boyle Heights, along with other transit-served communities in the City and adjacent to Downtown Los Angeles, the Proposed Plan's increases in development potential are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework. The Proposed Plan accommodates population and employment growth primarily in areas served by transit and along major 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 7.2.9: Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: Land Use.

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

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

Policy 7.9.2: 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 Plan directs new housing, commercial, and mixed-use development towards transit served areas and corridors. The Plan supports sustainable development principles to promote economic development throughout Boyle Heights. The goals and policies of the Proposed Plan seek to promote access to local jobs, and place housing and neighborhood serving commercial uses in close proximity through zoning to allow for *tienditas* on corner lots in residential neighborhoods, and by zoning for small business spaces along neighborhood focused corridors. Boyle Heights is currently home to several thriving commercial districts, such as Cesar E. Chavez Avenue, and the Proposed Plan uses multiple zoning and policy approaches to maintain those districts for commercial and mixed-use development.

The Proposed Plan supports a strong economic employment base by preserving viable existing industrial uses. The Proposed Plan delineates areas within the CPA reserved for industrial use in the Light Industrial and Industrial land use designations, as well as industrial mixed-use areas in certain Light Industrial land use designations to preserve the land for productive uses and generate jobs. While the Proposed Plan would reduce the amount of land designated for heavy industrial uses to address long standing issues of environmental injustice, it would continue to allow lighter industrial uses such as warehousing, distribution, and light manufacturing uses as well as complementary commercial uses in the Light Industrial land use designations, and as discussed below meets the criteria in Policy 3.14.6.

The Proposed Plan is consistent with the Framework Element in that it concentrates future growth around transit stations and encourages the development of complete communities with a range of employment and housing opportunities supported by services and amenities. The Proposed Plan directs new housing and jobs growth along major commercial transit corridors and close to transit, 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 Plan includes policies and implementation tools that concentrate the highest development potential near transit stations and promote a mix of uses that are accessible to transit. The Plan directs commercial and neighborhood serving uses towards walkable and accessible corridors. The Proposed Plan primarily increases development potential around fixed-rail transit stations, primarily increasing floor area and density regulations in areas within ¼ mile of the L Line stations, such as the area surrounding the Soto Station. This growth is balanced by preserving existing surrounding lower-density multi-family residential areas of the community from redevelopment, using zoning tools and plan policies to reduce the development impact on residential neighborhoods. In addition, the Proposed Plan includes development incentives through the Proposed CPIO District's Community Benefits Program subarea, such as density bonuses for mixed-income and 100 percent affordable housing developments, with a greater bonus available near transit stations, to achieve the goal of more affordable housing development within Boyle Heights.

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

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

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

The Proposed Plan seeks to maintain and protect important cultural and historic resources while balancing the need for new housing and affordable housing. The Proposed Plan introduces policies and zoning tools that apply standards for contextual and sensitive infill development, primarily through the Character Residential 1 and Character Commercial 1 Frontage Districts. Additionally, the Proposed CPIO creates a new review process for identified eligible resources in certain parts of the Plan Area. New form and frontage districts would introduce development standards to limit the scale and mass of new development in historic districts such as "Brooklyn Avenue Neighborhood Corridor" and frontage standards that regulate elements of the building façade and entrance design for compatible development.

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:

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 Plan introduces land use designations and zoning districts that support job opportunities by establishing land use regulations that allow the City to prioritize and retain industrial land for jobs in the Light Industrial and Industrial areas of the Plan Area. The Industrial areas of the Plan allow for retention of existing industrial land and viable industrial uses, including warehousing and distribution facilities that are part of a regional distribution network. Zoning districts applied within the Industrial areas would prohibit residential uses and limit commercial uses to activities that are compatible with and support industrial uses. Proposed Light Industrial areas would allow limited housing uses through adaptive reuse of existing buildings but would not permit new ground up housing construction. Limited commercial uses may be introduced in Light Industrial areas that are compatible with and support industrial uses. The Proposed Plan contains Goals and Policies to facilitate local training for industrial and cluster industry jobs, including the following:

LU Goal 13: Industrial land located adjacent to the Los Angeles River Rail areas provides a dynamic concentration of "career ladder" and local jobs and small businesses.

LU Goal 14: The local workforce is equipped with the education and training to contribute to and benefit from economic development in Boyle Heights.

LU 14.1: Encourage new industries locating in Boyle Heights to engage and partner with the local workforce when looking for skilled employees.

Within ¼ mile of the Pico/Aliso L Line station, the Plan proposes to convert approximately 10 acres of existing light industrial land to mixed-use zoning and land uses. This conversion will not create a fragmented pattern of land uses, as it is along a major east-west corridor and bordered on several sides by public facilities and housing. The L Line construction happened after the current General Plan Land Use Map was adopted, and while this will result in a loss of several acres of industrially zoned land, the conversion meets several other General Plan Framework objectives, such as promoting more housing and mixed-income housing in close proximity to fixed-rail transit.

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 Plan encourages and directs 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 RSO and affordable housing units by reducing the rear-yard setback requirement, allowing for infill development and additional housing units to be built on properties with units subject to the RSO. In addition, reducing the FAR allowance in the residential neighborhoods of Boyle Heights so it is more consistent with the area's existing built character will reduce redevelopment pressure and potential, which could otherwise lead to a loss of the existing RSO stock. 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 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 CPIO District's Community Benefits Program subarea introduces a requirement that mixed-income projects include 30 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 intersection of Soto Street and Olympic Boulevard as the one Regional Center within the Boyle Heights CPA, which is the area that includes a former Sears distribution facility and department store (Sears site) and surrounding blocks. The Proposed Plan will amend the Framework Element to remove the Regional Center designation from the CPA and redesignate this area as a Community Center. The scale of development, including the range of Form Districts, and regional serving uses that are part of a Regional Center land use designation do not align with the scale and intensity of use and development in Boyle Heights, and therefore this intersection will be redesignated as Community Center.

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 Community Centers along Soto Street generally around Cesar Chavez Avenue and 1st Street, near White Memorial Hospital, and near the Indiana Street L Line station. The Framework Element identifies Community Centers as areas that are served by transit. The Proposed Plan introduces land use designations and zoning districts the 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.

With respect to **Mixed-Use Boulevards**, the Framework Element states the following:

GOAL 3I: A network of boulevards that balance community needs and economic objectives with transportation functions and complement adjacent residential neighborhoods.

Objective 3.13: Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.

Similar to Community Centers, Mixed-Use Boulevards are intended to accommodate greater densities and scales while promoting pedestrian-oriented developments that serve the surrounding community. The Framework Element identifies Mixed-Use Boulevards along portions of Cesar E. Chavez Boulevard, generally between State Street and Chicago Street, and between Matthews Street and Mott Street; along portions of 1st Street between Cummings Street and Chicago Street; Soto Street between Terrace Heights Avenue and 7th Street; and Whittier Boulevard between Boyle Avenue and Euclid Avenue and between Lorena Street and Indiana Street. Consistent with the above-referenced goals and objectives, the Proposed Plan designates these areas as Community Center, which supports 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 Plan 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 Plan seeks to tailor citywide preservation policies established through the General Plan, by creating goals, policies, and programs to further promote neighborhood conservation and historic preservation. In conformance with the Conservation Element, the proposed zoning districts and CPIO include standards for preservation of historic cultural neighborhoods and historic resources. CPIO Subarea B requires additional planning review for certain areas of the CPA that contain clusters of eligible resources identified through the City's Survey LA as well as the Adelante Eastside Redevelopment Plan Survey. The Proposed Plan introduces development standards for compatible infill development through Character Frontages applied to areas surveyed in the City's Survey LA and the "Brooklyn Avenue Neighborhood Corridor" (HCM #590) portion of Cesar E. Chavez Avenue.

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 Plan is in substantial conformance with the policies and objectives of the Housing Element of the General Plan. The Proposed Plan 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 RSO and affordable housing units by reducing the rear-yard setback requirement, allowing for infill development and additional housing units to be built on properties with units subject to the RSO. In addition, right-sizing the FAR allowance in the residential neighborhoods of Boyle Heights reduces redevelopment pressure and potential, which could otherwise lead to a loss of the existing RSO stock. 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 Plan and zoning increase the development potential of a pocket of single-family zoning adjacent to a regional serving jobs center, conforming with Housing Element policies to direct new housing close to jobs, and by addressing exclusionary zoning practices.

The Proposed Plan 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 policies encouraging street trees and improvements to the public realm. The Proposed CPIO includes Subarea D, which facilitates Transfer of Development Rights (TDR) for certain publicly owned properties within the CPA, allowing for more housing to be built on public lands. Finally, the Proposed Plan Community Benefits Program introduces a requirement that projects include 30 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.

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.

Policy 1.2.10 Food Systems: In keeping with the Plan for a Healthy LA, ensure access to healthy, sustainable food in a changing climate, especially in communities already facing food access disparities.

The Proposed Plan is consistent with the Safety Element. The Proposed Plan addresses long-standing issues of environmental injustice in Boyle Heights by addressing zoning incompatibility, limiting where new auto-related uses such as auto repair and gas stations can open to properties away from residential uses, improving housing affordability, and encouraging greater access to fresh and healthy foods.

Circulation Element (Mobility Plan 2035)

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

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

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

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

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

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

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

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

The Proposed Plan, which includes proposed amendments to the Mobility Plan's street designations and networks, are consistent with the Mobility Plan. The Proposed Plan 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 Plan includes policies and implementation programs that would reduce VMT and increase the mode share of transit, walking, and bicycling in Boyle Heights. The Proposed Plan includes policies and implementation programs that support increased investment in bicycle, pedestrian, and transit infrastructure to improve accessibility and connectivity throughout Boyle Heights, including infrastructure to

improve connections to existing transit stations. The Proposed Plan would amend the classification of several collector streets to modified collector streets to reflect existing conditions and support a more pedestrian friendly environment by maintaining existing narrower roadways.

The Proposed Plan would amend the Mobility Plan's enhanced networks to identify priority corridors for transit and bicycles that support the Mobility Plan's vision of a system of complete streets. The Proposed modifications to the Mobility Plan's enhanced networks refine application of the Transit Enhanced Network and Bicycle Enhanced Network to reflect existing and planned land uses, infrastructure projects, and transit service, and prioritizes Bicycle or Transit Enhanced Networks on corridors where both cannot be implemented within the existing right of way. The Proposed Plan supports land uses that promote a pedestrian-oriented environment and utilize the public right-of-way for pedestrian-oriented uses as well as projects that expand the public realm. The Proposed Plan introduces new zoning tools that require pedestrian friendly building design, reduces or eliminates minimum parking requirements in different areas of the Plan Area, and incentivizes inclusion of publicly accessible open spaces within new development.

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

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

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

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

Policy 5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

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 Plan includes policies such as:

Land Use Policy 5.3: Support the establishment of corner stores that provide fresh groceries and basic household goods within comfortable walking and rolling distance for all users of the surrounding neighborhood.

Land Use Policy 5.4: Ensure that small businesses located within residential neighborhoods are providing a positive service to the community by enhancing the health and well-being of residents and operating as good neighbors.

Land Use Policy 5.7: Improve resident's access to basic needs and amenities, such as food, household goods, open space, and health and wellness facilities.

Land Use Policy 8.5: Discourage the introduction of new uses on corridors that detract from a healthy and active pedestrian street life, particularly vehicle repair and servicing, businesses featuring drive-throughs, fueling stations, and storage facilities.

Land Use Policy 23.1: Ensure that industrial land uses are safe for human health and the environment through proper containment of pollutants and mitigation of potential health risks.

Land Use Policy 23.2: Promote the phasing out or relocation of facilities used for the handling of potentially hazardous chemicals or toxic substances near residential uses and schools, and discourage any further expansion of existing facilities.

Land Use Policy 23.5: Discourage potentially disruptive or hazardous industrial uses along streets that serve as boundaries between industrial areas and residential neighborhoods.

Land Use Policy 23.6: Ensure that all new or rehabilitated industrial facilities permitted near a residential use incorporate the appropriate screening, landscaping, and enclosure provisions necessary for preventing exposure to activities that generate odor, noise, dust, smoke, gas, fumes, cinder, or refuse matter.

Land Use Policy 25.1: Promote the siting and design of commercial development in a manner that encourages users to access and engage with each building as a pedestrian, while deprioritizing accommodations for single occupancy vehicles.

Land Use Policy 25.3: Expand opportunities for small, locally serving businesses to properly locate within neighborhoods in order to place the daily needs of residents within comfortable walking distance of their homes and schools.

Land Use Policy 27.1: Encourage neighborhood corner shops and grocery stores to maintain a well-stocked selection of fresh produce and nutritious foods, and stock and display nutritious products in a visible location.

Land Use Policy 27.4: Expand opportunities for farmers' markets in public plazas, surface parking lots, and through temporary street closures in order to provide neighborhoods with access to fresh and nutritious foods on a regular basis.

Land Use Policy 27.5: Pursue opportunities to provide permanent community gardens, in collaboration with community residents and community-based organizations, by considering sites on vacant or underutilized land, surface parking lots, parkways, and alleyways.

Land Use Policy 27.6: Encourage new developments to provide community gardens.

Land Use Policy 27.7: Promote the use of front yards, parkways and open space for urban agriculture.

Land Use Policy 27.8: Support sidewalk vendors that provide fresh food in convenient locations for residents, employees, and students.

The Proposed Plan's policies and zoning address longstanding impacts of environmental injustice in Boyle Heights. A community bisected by four freeways and bordered by industrial land, Boyle Heights residents experience higher rates of health effects related to emissions and noxious uses, such as asthma. In addition, Boyle Heights is greatly impacted by high heat days, with the lack of tree canopy and open space contributing to a great heat island effect. The Proposed Plan accommodates and directs future growth near transit to promote a better jobs-housing balance as well as support walkability and transit ridership to reduce greenhouse gas emissions and improve overall air quality. The Plan includes policies that address improved air quality and reductions to the urban heat island effect by planting, preserving, and protecting trees for optimum canopy cover. The Proposed Plan incorporates existing regulations from the Clean Up Green Up Ordinance to reduce the impact of heavy industrial uses on nearby residents and schools and implements new planting requirements for industrial uses and properties within 1000 feet of freeways. New land use designations and zoning districts promote the development of complete communities, where residents and workers have access to healthy, fresh food and health services. The Proposed Plan introduces new residential zoning districts that allow for *tienditas* to open on corner lots in residential neighborhoods, allowing more opportunities for access to affordable household goods, grocery items, and fresh foods. The Plan contains policies encouraging these businesses to include fresh produce and prepared food items. In addition, the Plan supports street vending as a means for fresh produce and prepared food items to be more widely accessible across the community.

Further, the Proposed Plan includes land use and mobility strategies that encourage a transportation system that provides safe, accessible, and convenient mobility options for users of all ages and abilities and promotes the development of public spaces that provide opportunities for rest and recreation. Recognizing the impact of access to housing on community and individual health, the Proposed Plan 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.

In summary, the Proposed Plan is in substantial conformance with purpose, intent, and provisions of the General Plan in that they would implement significant goals and policies relating to the concentration of growth in areas near transit stations and along transit corridors. The Proposed Plan supports a sustainable land use pattern consistent with the objectives of the General Plan and would expand opportunities for employment and housing. The Proposed Plan is in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. The Proposed Plan includes goals and policies that promote sustainability, health, and wellness goals by planning for population growth around sustainable transportation infrastructure; encouraging accessible open spaces as part of new developments; encouraging affordable housing under a community benefits program; preserving industrial areas for jobs while implementing regulations to reduce negative effects on residents; and supporting strategies to minimize residential and commercial displacement.

Conformity with Public Necessity, General Welfare and Good Zoning Practice

The Proposed Plan is in conformity with public necessity, convenience, general welfare and good zoning practice in implementing such the policies of the Proposed Plan in that they include development restrictions such as height limitations in low-scale neighborhoods and historic districts; restrictions on incompatible uses; and focusing development potential in strategic areas around transit accessible infrastructure, including rail stations and bus-served corridors. The CPIO District implements the policies of the Proposed Plan by establishing a permanent affordable housing incentive system, a clear review procedure for many eligible historical resources, and creating additional soil testing process to reduce possible hazardous impacts on community health.

B. Findings for Amendments to the River Implementation Overlay (RIO) Amendment

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

Charter and Code Findings

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

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

The River Implementation Overlay Amendment is in substantial conformance with the purpose, intent, and provisions of the General Plan because it continues to support the General Plan's objective of protecting the Los Angeles River habitat. The Proposed Plan incorporates existing RIO provisions from a Supplemental Use District, into the Zoning Districts. Thus, the RIO provisions, which aim to preserve and restore the riparian habitat, remain in effect, continuing existing policy.

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

C. Findings for Amendments to the Clean Up Green Up (CUGU) Overlay

The Proposed Plan will amend the Clean Up Green Up (CUGU) Overlay maps to remove the Boyle Heights CPA. The CUGU Overlay, which was adopted in 2016, established standards and regulations for heavy, noxious uses close to sensitive or residential uses. This ordinance was adopted as an overlay for the communities of Boyle Heights, Wilmington, and Pacoima/Sun Valley. As part of the Proposed Project, the regulations from CUGU will be incorporated into the new zoning being applied to the Boyle Heights CPA instead of its current status as a Supplemental Use District "pilot program." The Proposed Plan embeds CUGU's regulations into the proposed Development Standards and Use Districts, including use limitations for noxious uses. In addition

to the Plan's permanent zoning regulations, it also proposes new policies to address compatibility between industrial and residential neighborhoods as noted below:

LU 23.4: Promote efforts that ensure businesses in Boyle Heights have access to the City's Clean-Up Green-Up implementation programs, such as financial incentives and technical support programs.

LU GOAL 24 (LU Policies 24.1 through 24.5): Goals that address improved site planning, building design, and landscape buffering along freeways and arterial roads with high traffic help reduce negative health impacts of vulnerable residents.

Charter and Code Findings

With respect to creating healthier communities in Los Angeles, the Health, Wellness, and Equity Element of the General Plan (Health Element) states:

Objective: Reduce the disparity in communities that are impacted by a high Pollution Exposure Score (exposure to six exposures indicators, including ozone, and PM2.5 concentrations, diesel, PM concentrations, pesticide use, toxic releases from facilities, and traffic density) so that every zip code has a score less than 1.7.

Policy 5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

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 Clean Up Green Up Amendment, as described more in full above, is in substantial conformance with the purpose, intent, and provisions of the General Plan. By incorporating CUGU regulations into the Proposed Plan's zoning, the Amendment continues to support the General Plan's objective of reducing health disparities and exposure to pollutants. The Proposed Plan incorporates existing CUGU provisions that aim to improve residents' health, continuing existing policy. Additionally, a part of the Health Element's implementation program was to evaluate the Clean Up Green Up pilot program to assess how it can be replicated in other parts of the city and/or develop standards and policies to incorporate into the zoning code and Community Plans, respectively, which is consistent with the Amendment.

The Clean Up Green Amendment is in conformity with public necessity, convenience, general welfare, and good zoning practice because it incorporates existing public health measures intended to address health disparities and address residents' overall health and safety through site planning that address setback, landscaping, and distancing requirement standards, and buffer zones between new residential and industries with emitting sources.

D. Findings for Amendments to Adelante Eastside Redevelopment Plan

The Proposed Plan includes an ordinance to amend the Adelante Eastside Redevelopment Plan to remove the area that is within the Boyle Heights CPA. The Adelante Eastside Redevelopment Project Area includes commercial and industrial uses in portions of Boyle Heights Community Plan, and the Northeast Los Angeles Community Plan. The main intent of the Adelante Eastside

Redevelopment Plan is to preserve industrial and commercial uses to promote a stable industrial base to provide jobs for the community and enhance the existing commercial areas.

Section 1100 of the Adelante Eastside Redevelopment Plan states that if an applicable Community Plan is amended to change the land uses permitted within the Project Area, the land uses specified for the Project Area in the applicable Community plan shall supersede the land use designations in the Redevelopment Plan. The Boyle Heights Community Plan, with its implementing zoning ordinances, includes contemporary land use and zoning strategies to address economic development and a broad range of employment opportunities, promote the rehabilitation and preservation of historic structures, facilitate a built environment founded in strong urban design principles, provide for various housing needs, and promote the provision of public and social services. The Boyle Heights Community Plan, with its implementing ordinances, provides a complete vision and regulatory scheme for the land uses in the Project Area. The provisions of the Redevelopment Plan intended to regulate, control, or shape the use and development of land in the Redevelopment Plan area, including without limitation, Sections 400 through 410, 500 through 522, and 700 as well as related implementing plans are in conflict with the Boyle Heights Community Plan and its implementing ordinances because they, (1) prohibit what is allowed under the Boyle Heights Community Plan and its implementing ordinances; or (2) allow what is prohibited under the Boyle Heights Community Plan or its implementing zoning ordinances; or (3) add undesirable additional regulations, processes, costs, and burdens on the City, property owners, and developers that impede or prevent beneficial and urgently needed housing and other desirable uses in the Redevelopment Plan area. As such, any provision in the Redevelopment Plan that purports to regulate, control, or shape the development of land in the Project Area, is in conflict with, and does not conform to, the allowed land uses in the Boyle Heights Community Plan.

Section 500 of the Redevelopment Plan includes policies for land uses permitted in the Project Area. These include policies for commercial, residential, and industrial uses; commercial uses within residential and industrial areas; residential uses within commercial areas; and open space and other public uses. The Proposed Plan seeks to preserve industrial land for jobs, while also improving the compatibility between industrial land and residential neighborhoods. The Proposed Plan also includes policies to preserve existing housing stock while providing opportunities for infill, directing future housing growth to transit served areas, and provides tools to create more affordable housing. Therefore, the Proposed Plan would be consistent with the Adelante Eastside Redevelopment Plan in its broad goals and policies related to land use. While the Redevelopment Plan does not include regulations or numerical caps for floor area ratio, height, or residential density, it does include design standards for new signs and billboards, and for new wireless telecommunication facilities. The Proposed Plan does not include specific design standards for signs, billboards, or wireless telecommunication facilities because it would defer to the regulations in Article 4 (Development Standards) in the New Zoning Code. The Proposed Plan does not support carrying forward the Redevelopment Plan's design standards because they would already be regulated by the zoning code. This may result in the Proposed Plan conflicting with the Redevelopment Plan since the Proposed Plan would not be incorporating the Redevelopment Plan's design standards and the standards included in the zoning code may be different from those in the Redevelopment Plan. However, under the terms of the Redevelopment Plan, the City's plans are intended to control any conflict between the two, and as such, as a legal matter, there cannot be a conflict between the CRA plan and the Proposed Plan in relation to land use plans as noted in Section 1100 of the Adelante Eastside Redevelopment Plan.

Amending the Adelante Eastside Redevelopment Plan is consistent with the General Plan based on all of the findings herein, because it allows the Proposed Plan to control development in the CPA. Additionally, it is consistent with Objective 7.4 of the Framework Element (*Improve the provision of governmental services, expedite the administrative processing of development*

applications, and minimize public and private development application costs.) as it reduces burdens on development by streamlining the project review process.

The proposed ordinance to amend the Redevelopment Plan is also in conformity with public necessity, convenience, general welfare, and good zoning practice because while the Adelante Eastside Redevelopment Plan does not include regulations or numerical caps for floor area ratio, height, or residential density, it does include design standards for new signs and billboards, and for new wireless telecommunication facilities. The Proposed Plan does not include specific design standards for signs, billboards, or wireless telecommunication facilities because it would defer to set regulations in Article 4 (Development Standards) in the New Zoning Code. The Proposed Plan does support carrying forward the Redevelopment Plan's design standards because they would already be regulated by the zoning code. Currently, projects within the CPA, which usually include affordable housing units, require a separate review process for compliance with the Redevelopment Plan. The proposed amending ordinance would allow a more streamlined review process for projects, particularly for projects that direct future housing, including affordable housing units, to transit served areas.

E. Other Findings **LAMC 13.14 C.5**

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

The supplemental development regulations of the proposed Boyle Heights CPIO District are consistent with and necessary to implement the programs, policies, and goals of the Proposed Plan. The CPIO regulations set forth affordable housing incentives to encourage mixed-income affordable housing and 100 percent affordable housing projects; soil sampling requirements to ensure that soil contaminants are identified and mitigated prior to ground disturbance; a transfer of floor area process for public lands to support the development of community serving uses and affordable housing on publicly owned land; and historic review procedures to protect historic resources. These development regulations are consistent with the following goals and policies of the proposed Boyle Heights Community Plan:

Affordable Housing Land Use Policies

LU 1.1: Support residential infill developments that increase the supply of affordable housing on-site that is for rent or for sale.

LU 1.5: Utilize public land and funding for the development of supportive housing projects and affordable housing for extremely-low, very-low, and low-income households.

LU 3.1: Promote the development of residential units with three or more bedrooms to support larger households and multigenerational living.

LU 3.2: Encourage multi-unit housing developments to provide a diverse range of unit types and unit sizes including those suitable for larger households, single room occupants, independent seniors, and affordable fee simple ownership.

LU 3.7: Develop strategies to assist community land trusts and affordable housing developers with property acquisitions.

LU 4.1: Permit greater development scale and density around transit if a project provides high quality housing that is affordable and accessible to the surrounding community.

LU 4.2: Ensure that a significant portion of new housing around transit is affordable to low-income households in order to accommodate the City's core transit riders.

LU 6.1: Promote developments around transit stations that add value to the community by providing a mix of multi-unit housing, neighborhood-serving commercial uses, and community amenities.

LU 25.2: Concentrate new housing around transit where residents can benefit from greater access to commercial uses, jobs, and schools without the need for an automobile.

Historic Resources Land Use Policies

LU 18.1: Prioritize the preservation and restoration of historic resources identified through the Los Angeles Historic Resources Survey (SurveyLA).

LU 18.2: Protect individually significant historic resources and districts in Boyle Heights from demolition or adverse alteration.

LU 18.3: Provide design standards that guide infill development in areas with an identified historic character to ensure that new buildings reinforce the historic scale and key architectural features of the area.

LU 18.4: Food organizations to advance preservation efforts in the community and document oral histories through educational and informational programs.

LU 18.5: Promote the restoration and reuse of vacant and/ or deteriorating historic buildings for new uses that benefit the community and reinforce the site's historic and cultural legacy.

LU 18.6: Promote the preservation of remaining examples of bungalow courtyard and garden apartment architecture.

The CPIO implements the programs, policies, and goals of the Proposed Plan. The CPIO regulations set forth affordable housing incentives to encourage mixed-income and affordable housing, historic review procedures to protect historic resources, and soil testing requirements to ensure safe ground disturbance practices in areas where soil contaminants may exist.

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 Plan allows for the net increase of 11,000 housing units and therefore the Plan complies with this requirement.

Increasing housing, and particularly affordable housing, is a primary objective of the Boyle Heights Community Plan Update. The CPA is currently zoned primarily for mixed-use and multi-unit housing development along corridors and throughout residential neighborhoods, and the Proposed Plan identifies additional areas where more housing growth is appropriate and reduces barriers to housing development through several zoning strategies.

In Boyle Heights today multifamily zoning typically allows for a 3:1 Floor Area Ratio, with a permitted density that does not practically allow developers to maximize floor area. For example, on a typical lot the zoning would permit 4 units to be built, with up to 18,000 square feet of floor area, yielding units that are up to 6,000 square feet each. Existing height and yard requirements would preclude most lots from maximizing this floor area. The Proposed Plan reduces the Floor Area Ratio down from 3:1, while maintaining the allowable residential density (number of units) that can be built in the lower density residential neighborhoods. This approach is taken to reduce turnover, demolition, and loss of existing naturally occurring affordable housing units, in a community that is primarily renters and vulnerable to a changing housing market and displacement pressures. While the Proposed Plan reduces FAR regulations and maintains existing height limits in these zones, the Proposed Plan counters this by reducing the rear and side yard setback requirements, increasing the areas of the lot on which housing can be developed, and more easily permitting the addition or conversion of rear yard structures to housing units.

Further reductions to housing development potential could potentially occur along Cesar E. Chavez Avenue, currently zoned for mixed-use development with a permitted density of 1 unit per 400 square feet of lot area and unlimited height. This corridor is designated under the current Community Plan as a Regional Center and Commercial Center but is designated as a Historic Cultural Monument (HCM). In order to achieve its historic preservation objectives, the Proposed Plan proposes a new height limit of 2 stories, with an option to bonus to 4 stories with the provision of affordable housing and reduces the residential density to 1 unit per 800 square feet of lot area. The Proposed Plan also introduces a 2-story height limit along lower-scaled mixed-use neighborhood corridors, such as Wabash Avenue, Lorena Street, and 1st and 4th Streets, east of Evergreen Avenue. These streets are currently zoned a combination of R2-1, RD1.5-1, C2-1, and [Q]C2-1, with a [Q] condition that limits future development to the provisions of the RD1.5 zone. The R2-1 zone currently has a height limit of 33 feet; RD1.5-1 has a limit of 45 feet; and C2-1 does not have a height limit. The Proposed Plan introduces a 2 story-height limit with a Maximum Bonus Height of 4 stories for projects that provide affordable housing. These blocks will be zoned for a residential density of 1 unit per 800 square feet of lot area, increasing the number of units that can be built compared to the existing R2, RD1.5, and [Q]C2 zoning.

Any reduction in housing development potential in these areas resulting from the reduction in FAR or new height limits is offset by increases to housing development potential across other areas of the Community Plan.

Four primary areas are proposed to increase housing development potential:

1. Existing single-family residential zones bounded generally by Marengo Street, Pomeroy Street, Lord Street, and State Street are proposed to become low-density residential, permitting 2 units per lot instead of the existing zoning that permits 1 unit per lot.
2. Existing industrially zoned parcels by the Metro L Line Pico/Aliso Station, bounded by 1st Street, 3rd Street, Utah Street, and Mission Road are proposed as mixed-use zoning, whereas today's industrial zoning does not permit ground up housing development on

these parcels. The proposed zoning would permit 1 unit per 400 square feet of lot area, with a Base Maximum FAR Regulation of 1.5:1 and a Bonus Maximum FAR of 4:1 with provision of affordable housing.

3. Blocks surrounding Soto Station, generally bounded by Cesar E. Chavez Ave, 4th Street, St. Louis Street, and Mott Street, have increased housing development potential from the proposed residential density allowing 1 unit per 600 square feet of lot area. Current residential density in these blocks ranges from 2 units per lot, 1 unit per 2000 square feet of lot area, to 1 unit per 800 square feet of lot area.
4. Blocks surrounding the Indiana Station bounded by Lorena Street, 1st Street, 4th Street, and Indiana Street are currently zoned to allow only 2 units per lot. Blocks between Indiana Street and Velasco Street will be increased to allow 1 unit per 400 square feet of lot area and will be able to achieve a Maximum Bonus FAR of 4:1 through provision of affordable housing, and between Velasco Street and Lorena Street the residential density will be increased to allow 1 unit per 800 square feet of lot area.

In addition to increases to development potential through individual zoning districts, built into the Proposed Plan are a number of new regulations that help streamline the approval process and facilitate a simpler and faster implementation for housing projects. These new regulations pertain to parking and open space. With respect to parking, the Plan removes all minimum parking requirements for projects within ½ mile of transit, which is consistent with the recently passed Assembly Bill (AB) 2097, and further, the Plan reduces parking from today's requirements in the remaining areas of the Plan Area where AB 2097 does not currently apply. This offers greater flexibility in providing the number of housing units that could range in size. Reduction in parking requirements also allows developers more building area to provide housing units; where height limits restrict how many floors a building can be, if a ground floor or second floor is utilized to provide required parking spaces, under the Proposed Plan, those floors could instead be used for residential units. In addition, open space requirements, which are based on the total number of units in a building under current zoning regulations, have tended to limit the total number of units that a project can yield. Under the Proposed Plan open space requirements have been restructured to be based as a percentage of lot area rather than on a per unit basis, which offers flexibility for housing projects to achieve desired unit types and sizes and increase the number of units that can be built on a lot as compared to current regulations.

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 Plan Area's housing development capacity. As a result, the Boyle Heights Community Plan increases the capacity for up to 11,000 new housing units by the year 2040, compared to existing regulations which can only accommodate 6,000 more housing units over existing conditions within the same timeframe.

The Plan also introduces a Community Benefits Program to incentivize the production of affordable housing in exchange for higher development potential. The program offers additional density, height, and FAR and does not necessitate a discretionary process, providing additional opportunity for increased housing development. The Community Benefits Program expands where larger FAR and density increases are available, compared to today's Transit Oriented Communities (TOC) program. Many areas of Boyle Heights today are within TOC Tier 1 or Tier 2, which would permit up to a 50% or 60% increase in residential density, respectively. The Proposed Plan's Community Benefits Program would permit any property zoned with a "6" or "8" Density District up to a 70% increase in residential density and any property zoned with a "4" Density District up to an 80% increase in residential density, regardless of proximity to transit. The Community Benefits Program applies these density increases through the zoning on each parcel,

whereas today's TOC program allows the density increases to change over time if and when bus and transit schedules change frequency.

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 Zoning Actions allow for the net increase of 11,000 housing units compared to 6,000 that could be built under current regulations, and therefore the Plan complies with this requirement.

Summary of CEQA Findings

CEQA Findings

The Proposed Plan is designed to provide guidance and regulations regarding the future development of the Boyle Heights Community Plan Area over an approximately 20-year period and its adoption would not constitute a commitment to any specific project or development. Therefore, the EIR considered issues at a broader Community Plan-level. Any future discretionary projects 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 Plan would result in unavoidable significant environmental impacts with regard to: Air Quality (Exceedance of Criteria Pollutants—Construction and Operations, and Exposure of Sensitive Receptors to Toxic Air Contaminants—Operations), Cultural Resources (historical resources), Noise – Temporary Noise and Groundborne Vibration, Recreation and Transportation.

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, groups and individuals. 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 Plan and certification of the EIR.

PUBLIC HEARING AND COMMUNICATIONS

Outreach Leading up to the Public Hearing

As previously described, since the Plan Update began, Los Angeles City Planning has held, participated in, and attended numerous community events to share information and hear feedback on the Proposed Plan. The extensive, multi-year public engagement has involved many different community stakeholder, advocacy, and constituent groups, resulting in over 1,600 engagements at over 73 events.

Throughout 2020 City Planning worked to incorporate the feedback heard throughout the years of outreach since an initial draft of the Policy Document was shared in 2017. Following public health guidance in early 2020, public outreach leading up to the public hearing was conducted online or by telephone as it was not possible to hold in person meetings because of physical distancing measures necessary due to the COVID-19 pandemic. In Fall 2020, City Planning released an updated draft Policy Document, draft land use map, and released the first comprehensive draft of the new zoning districts and Community Plan Implementation Overlay (CPIO) District. City Planning also shared bilingual informational handout materials and an interactive zoning map on the project website. Soon after releasing these draft documents, staff held virtual office hours on December 14-16, 2020, to meet with community members and stakeholders, and presented to the neighborhood council, attended meetings of community-based organizations, and meetings at the request of stakeholders. In Spring 2021, City Planning released a four-part video series in English and Spanish that provided a detailed overview of the Proposed Plan. This video series was updated in Fall 2022, and as previously noted the English videos have received nearly 1,400 views and the Spanish videos have received nearly 400 views since the original 2021 release. Throughout 2021 and 2022 City Planning met virtually with individual stakeholders and community groups, including presentations at community workshops hosted by organizations, at the request of the organizations. October 18-19 and November 1-3, 2022, City Planning held Office Hours to answer questions and walk stakeholders through the Draft Plan and materials, both the week ahead of and the week following the Open House and Public Hearing held on October 27, 2022. City Planning also hosted an information booth at Mariachi Plaza at the October 9, 2022 "Heart of LA" Ciclaviva event, distributing materials including a postcard advertising the upcoming Open House and Public Hearing.

Community members and stakeholders who signed up to receive email notifications about the Proposed Plan received eblasts about the release and availability of the updated drafts, video series, and virtual meetings, and it these updates have been publicized on the department's social media platforms and the department's project website.

Website/Interactive Storymap

In addition to providing updated drafts of the Policy Document, CPIO, and zoning for public information and review on the project website, City Planning has maintained an interactive GIS Storymap online to provide more information on the proposed zoning regulations. The interactive map allows users to search a specific address and location on the map and find details about existing and proposed zoning regulations. The Storymap has been available since 2017 with regular maintenance as updates became available.

Open House and Public Hearing

In conformity with the Governor's Executive Order N-20-20 (March 17, 2020) regarding the COVID-19 pandemic, City Planning held a virtual and telephonic Open House and Public Hearing using Zoom [<https://zoom.us/>] on October 27, 2022. The Open House was from 4:00 p.m. to 4:45 p.m. and included an overview presentation to help explain the Plan Update, including the proposed land use, zoning, and the Community Benefits Program. The Public Hearing was held from 5:00 p.m. to 7:00 pm. and offered participants a formal opportunity to provide public comment

on the Proposed Plan. Simultaneous interpretation was provided in Spanish for both the Open House and Public Hearing.

City Planning mailed Public Hearing notices to approximately 40,000 addresses within the Plan Area and 500-foot radius surrounding the CPA boundary. A public notice was also included on the department's Boyle Heights Community Plan project website, planning.lacity.org/bhplan, and a newspaper advertisement was published in the Daily Journal on September 30, 2022. The public notice that was mailed and posted on the website was in both English and Spanish and was also emailed to the Plan's interested parties list. The Public Hearing Officer kept the public comment period open for two weeks following the public hearing. Additional comments were received through November 10, 2022. Below is a summary of the public testimony received and the total written correspondence received by City Planning by the end of the public comment period.

Summary of Public Hearing Testimony and Written Communications

Throughout the community engagement process, numerous comments were received via mail, email, and verbally during outreach events. At the virtual Public Hearing on October 27, 2022, 21 testimony (verbal comment) comments were received on a range of topics addressed by the Proposed Plan. After the Public Hearing, additional comments, including 101 written comments were received via email.

Many of the comments received during the Public Hearing testimony and written public comment are consistent with the comments received throughout the phases of the Proposed Plan update process. Public hearing comments and written comments were very similar in that they expressed concerns related to affordable housing production and preservation, fears of displacement of residents and small businesses, climate change concerns, GHG/VMT reduction, incompatible land uses issues, neighborhood identity, need for open and public space opportunities, more mobility options near housing and amenities, and Los Angeles River access. There were also a few general comments. The comments on the Proposed Plans include topics of:

Housing

- Ensure larger units with 2 or more bedrooms are placed equitably within new housing developments
- Protect and preserve existing naturally occurring affordable housing and RSO units
- Provide protections that regulate and prevent the demolition of rent-stabilized and covenanted affordable housing units
- Provide policies that support tenant protections such as “first right of refusal” and “no net loss.”
- Protect the ability for residents to be able to live near work
- Maintain densities and bonuses that maximize the number of affordable housing units produced

Open and Public Space

- Provide greater access to high quality and safe parks and open spaces, including connectivity to the parks, streets, plazas, paseos and the Los Angeles River
- Provide access to safe and reliable mobility options coupled with transit infrastructure and amenities

Mobility and connectivity

- Complete a comprehensive bicycle lane network and bicycle safety infrastructure
- Support the development of dedicated bus lanes on streets such as Soto Street and Whittier Boulevard

Climate Change and Environmental Justice

- Promote the maintenance and conservation of the urban forest and increase tree canopy to adapt to climate change, reduce the urban heat island effect, and improve air quality.
- Create buffer zones between industrial uses, areas adjacent to freeways and alongside high traffic streets.
- Reduce in Greenhouse Gasses (GHG) emission and vehicle miles traveled (VMT)
- Support transit-oriented development to reduce VMT and GHG emissions
- Support native and drought tolerant plants
- Achieve climate change adaptability by directing new housing and commercial developments near transit corridors
- Build climate resilience through incorporating infrastructure and amenities in development projects, such as hydration stations near transit stations, shade and awnings, cool pavement to reduce heat island effects.

Neighborhood Identity

- Support and protect community-serving small and legacy businesses
- Preserve the existing cultural identity of the neighborhood
- Protect existing buildings with historical or cultural significance from demolition or major alterations
- Expand the CPIO's Subarea B historic preservation procedures to include the Brooklyn Corridor on Cesar E. Chavez Avenue and other eligible historic resources.

Employment and Economic Development

- Ensure that industrial areas will serve as employment centers for local residents

Affordable Housing (Community Benefits Program)

- Introduce the Acutely Low-Income income category for families earning 0-15 percent of the AMI into the Community Benefits Program for affordable housing
- A more localized approach to affordable housing with a Community Benefits Program with income limits for Extremely Low, Very Low- and Low- Income households that is reflective of the needs of Boyle Heights versus the City of Los Angeles as a whole.

General Comments/Other

- Concerns on how zoning changes will impact individual property and homeowners
- Concerns about the separate developer-initiated proposed project to turn the Sears site into a large-scale supportive housing project
- Addressing existing and potential parking issues with increasing housing developments
- Concerns about the Community Plan's EIR Land Use Mix Project Alternative, which studies an alternative land use mix that would allow housing in the Los Angeles River-facing industrial area, in lieu of the Proposed Plan's proposal to continue light industrial uses in this employment-focused area. Commenters expressed concerns about the loss of accessible employment opportunities, future displacement pressures in surrounding neighborhoods, and potential hazards related to the surrounding century-year-old industrial context.

Summary of Cultural Heritage Commission Comments

An informational presentation was given to the Cultural Heritage Commission on December 1, 2022, at the request of that commission. The presentation highlighted the primary overarching goals of the Proposed Plan, with a particular focus on the Community Plan's approach to preserving cultural and historically significant resources in Boyle Heights. Staff highlighted the Character Residential Frontage and Character Commercial Frontage Zoning Districts, which provide objective zoning standards for eligible historic residential neighborhoods, and for the

Brooklyn Corridor on Cesar E Chavez Ave, respectively. Staff also highlighted the proposed review procedures for certain eligible resources within the Plan Area through the Boyle Heights CPIO District, Subarea B. Following the presentation, staff answered questions from the Commissioners, who also provided their comments on the Proposed Plan. The Commission then heard public comments on the Proposed Plan.

The comments from Commissioners and the public were favorable of the proposed preservation planning tools. Commissioners recommended that the boundaries of CPIO Subarea B be expanded to include the historic "Brooklyn Avenue Neighborhood Corridor". That stretch of Cesar E. Chavez Blvd is a Historic Cultural Monument (#590) and is identified as a historic district in the Intensive Historic Resource Survey of the Adelante Eastside Redevelopment Plan.

The Commission also recommended that staff explore the viability of a Transfer of Development Rights (TDR) process, whereby unused floor area at a historic site could be transferred to a nearby donor development site. A TDR program has been established within the new Zoning Code and has been recommended for use within the Downtown Community Plan by the CPC. There are two fundamental issues that make use of the TDR program within the Boyle Heights context. First, for a TDR program to be viable, there needs to be substantial floor area that can be monetized and transferred, and whereas the zoning Downtown provides substantial transferrable floor area, the zoning proposed in Boyle Heights is far less. In addition, most projects (i.e., residential, or commercial/residential) will be required to achieve bonus FAR by providing affordable housing units first, and the use of a TDR program can only occur secondarily. The Boyle Heights Community Plan Update prioritizes affordable housing development, and the FARs proposed would not support both affordable housing incentives and a viable TDR program.



Department of City Planning

City Hall, 200 N. Spring Street, Room 272, Los Angeles, CA 90012

April 19, 2023

TO: City Planning Commission

FROM: Craig Weber, Principal City Planner

TECHNICAL MODIFICATION/CORRECTION TO THE AGENDA FOR THE APRIL 20, 2023 CITY PLANNING COMMISSION SPECIAL MEETING; STAFF RECOMMENDATION REPORT; AND EXHIBITS A.1, A.3, B.1, B.2 FOR CASE NO. CPC-2016-2905-CPU; ENV-2016-2906-EIR

The following technical modifications/corrections are to be incorporated into the special meeting agenda, the staff recommendation report, and Exhibits A.1, A.3, B.1, and B.2 to be considered at the City Planning Commission meeting of Thursday April 20, 2023, related to Item No. 8 on the meeting agenda.

Deleted text is shown in strikethrough and added text is shown in underline.

1. **Modification to the CPC Special Meeting Agenda** for April 20, 2023 to reflect a corrected time to act date, from ~~7-19-2023~~ to 6-28-2023.
2. **Modification to Chapter II of the Boyle Heights Community Plan Implementation Overlay (CPIO) District (Exhibit B.1)**, to include the following under II-2. Eligibility:
 3. Dwelling Units. All units in an Eligible Housing Development shall meet the definition of a "Household Dwelling Unit" as defined in LAMC Ch. 1A Div. 14.2.
3. **Modification to Chapter V of the Boyle Heights Community Plan Implementation Overlay (CPIO) District (Exhibit B.1)**, to include the following:
 - a. Add parcels with Assessor Parcel Number 5172015900 to the Subarea D map.
 - b. Add parcels with Assessor Parcel Numbers 5410009901 and 5410009907 to the Subarea D map.
 - c. Add parcels with Assessor Parcel Numbers 5171015906 and 5171015905 to the Subarea D Map.

4. **Revisions to the Zoning Map (Exhibit B.2):**

- a. Change parcels with Assessor Parcel Number 5410009901 and 5410009907 from the zone [VF2-WH1-4][P1-FA][CPIO] to the zone [LM4-WH1-4][P2-FA][CPIO].
- b. Change the parcels with Assessor Parcel Number 5172015900 (361 S. Anderson Street) from the zone [VM2-WH1-4][IX5-FA][CPIO] to the zone [LM4-WH1-4][P2-FA][CPIO].
- c. Change parcels with Assessor Parcel Number 5171015906 and 5171015905 from the zone [VM1-GW1-3][IX5-FA][CPIO] to the zone [LM4-WH1-4][P2-FA][CPIO].
- d. Change parcels with Assessor Parcel Number 5180008908 (318 N. Mathews Street) from the zone [LN1-MU3-4][RX2-6][CPIO] to the zone [VF2-WH1-4][OS1-N][CPIO].

5. Revisions to the Proposed General Plan Land Use Map (Exhibit A.3):

- a. Change the Land Use Designation of the parcels with Assessor Parcel Number 5172015900 (361 S. Anderson Street) from Light Industrial to Public Facilities
- b. Change the Land Use Designation of the parcels with Assessor Parcel Number 5171015906 and 5171015905 from Light Industrial to Public Facilities.
- c. Change the Land Use Designation of the parcels with Assessor Parcel Number 5180008908 (318 N. Mathews Street) from Medium Neighborhood Residential to Open Space

6. Where revisions to the General Plan Land Use Designation Map (Exhibit A.3) are made as noted in (5) above, revise the related inset maps, acreages, and percentages in the General Plan Land Use Descriptions section of Chapter 1 of the **Community Plan Text (Exhibit A.1)**.

7. Staff Report Corrections:

- a. Amend the Staff Recommendation Report dated 4/20/2023 to read as follows:
 - i. Page A-10: "...and ~~introduces~~ presents for Commission consideration a new income category for Acutely Low Restricted Affordable Units, for households making 0-15 percent of the Area Median Income (AMI). With nearly 23% of persons in Boyle Heights estimated to have incomes below the poverty level, compared to 16% citywide (ACS, 2021), this would ~~introduces~~ affordable housing that is more affordable and accessible to households in Boyle Heights."
 - ii. Page A-35: "Of note, the Plan presents for Commission consideration ~~CPIO would establish~~ an Acutely-Low Income category, which is intended to create new affordable housing units for households that earn 0-15 percent of Area Median Income."
 - iii. Page F-8: "The Proposed CPIO District's Community Benefits Program subarea introduces a requirement that mixed-income projects include 30 percent of units in a new development as 2 -bedroom units or greater and

presents for Commission Consideration introduces a new income category for Acutely Low Restricted Affordable Units, for households making 0-15 percent of the Area Median Income (AMI). This would 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.”

- iv. Page F-11: “Finally, the Proposed Plan Community Benefits Program introduces a requirement that projects include 30 percent of units in a new development as 2-bedroom units or greater and presents for Commission consideration introduces a new income category for Acutely Low Restricted Affordable Units, for households making 0-15 percent of the Area Median Income (AMI). This would 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.”


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.



Planning CPC <cpc@lacity.org>

Boyle Heights Community Plan Chapter 15 - Fees

George Abraham <gabraham@ymail.com>

Tue, Jan 2, 2024 at 3:55 PM

To: cpc@lacity.org

Hello,

I am writing to request a builder-friendly and cost-friendly streamlined application process be made available to developers that already have approved RTI plans under the current zoning, so that they can transition to the new plan that was recently approved by city council.

Many of the same clearances have already been issued as part of the RTI application process and so it would be unnecessary to require a developer to start the process all over if they have already had their plans approved.

Without this streamlined application the shortage of housing stock will get worse in the short term as builders will have to start the permitting process over (even though their projects have already been given the same clearances).

Thank you for your effort and progress thus far with the new community plan!

Best Regards,
George Abraham