

4.10 LAND USE AND PLANNING

This section provides an overview of the existing land uses, land use designations, and planning policy for the West Adams CPA and the surrounding area and evaluates the potential for land use impacts associated with implementation of the West Adams New Community Plan. The Draft EIR evaluates the environmental impacts related to land use based upon information from a variety of sources including, the City of Los Angeles General Plan and the City of Los Angeles Zone Information and Map Access System (ZIMAS), SCAG Regional Comprehensive Plan (RCP), SCAG Compass Growth Vision, SCAG Regional Housing Needs Assessment (RHNA), SCAG Regional Transportation Plan (RTP), Regional Transportation Improvement Plan (RTIP), South Coast Air Quality Management District Air Quality Management Plan, and the Los Angeles County Metropolitan Transit Authority (Metro). A regulatory framework is provided in this section describing applicable agencies and regulations related to land use.

The following discussion describes the physical environmental conditions in the West Adams CPA at the time the environmental analysis commenced. It constitutes the baseline physical conditions by which the City of Los Angeles will determine whether a Land Use impact is significant. Special emphasis is placed on environmental resources that are rare or unique to the West Adams CPA and that may be affected by the adoption and implementation of the West Adams New Community Plan.

REGULATORY FRAMEWORK

Federal

There are no federal land use regulations applicable to the proposed project.

State

California Government Code Section 65300. Each city and county in California is required per California Government Code Section 65300 to prepare and adopt a comprehensive, long-term general plan for the physical development of the community and any land outside the community's boundaries that may have an impact on the community's ability to plan for its future growth. A general plan is the essential planning document for all future development within a community.

Regional

Regional plans that provide general policies and guidance for growth and development in the project area include SCAG's RTP, Growth Vision Report, and RCP. These regional plans and associated regulatory documents are further discussed below.

Regional Transportation Plan (RTP). SCAG's 2012 RTP, adopted in April 2012, presents a long-term transportation vision through the year 2035 for the SCAG region. Specific issues addressed within the RTP include mobility, air quality, climate change, energy, transportation financing, security and safety, environmental justice and mitigation, revenues and expenditures, transportation conformity, implementation and monitoring, corridor preservation, and future connections and growth. The RTP provides a basic policy and program framework for long-term investment in the regional transportation system in a coordinated, cooperative, and continuous manner. Transportation investments in the SCAG region that receive State or federal transportation funds must be consistent with the RTP and must be included in the RTIP when ready for funding. The RTP also includes population, housing, and employment forecasts that provide advisory information to local jurisdictions for use in planning activities.

Growth Vision Report. In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has collaborated with interdependent sub-regions, counties, cities, communities, and neighborhoods in a process referred to by

SCAG as Southern California Compass, which resulted in the development of a shared Growth Vision Report for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG began Compass in 2002, spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. The shared regional vision sought to address issues such as congestion and housing availability, which may threaten the region's livability.

The underlying goal of the growth visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income. To organize the strategies for improving the quality of life in the SCAG region, a series of principles was established by the Growth Vision Subcommittee. These goals are contained in the Growth Vision Report. The four principles are intended to promote and maximize regional mobility, livability, prosperity, and sustainability. Decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. Specific policy and planning strategies also are provided as a way to achieve each of the principles.

The Compass Growth Vision notes that limitations on the amount of undeveloped land suitable for development may hinder the ability to accommodate new housing and jobs within the region. The report determined that under current adopted general plans, only 29 percent of the SCAG 2030 growth projection for the coastal basin of Los Angeles and Orange counties could be accommodated through new development on vacant land. Infill, or new development in already developed areas, will be relied upon to provide locations for nearly half of the anticipated new housing region-wide. The Compass Growth Vision concludes that the strategy of combining compact, mixed-use development with housing and jobs near major transportation infrastructure will be of enormous benefit in accommodating future growth, while also recognizing that incremental and strategic changes in small parts of the region can yield great benefits to the region as a whole, as well as to individual cities.¹

Regional Comprehensive Plan (RCP). SCAG has also prepared and issued the 2008 RCP in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.² The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan incorporates principles and goals of the Compass Blueprint Growth Vision and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

Regional Housing Needs Assessment (RHNA). The RHNA is a key tool for SCAG and its member governments to plan for this growth. The RHNA quantifies the need for housing within each jurisdiction between 2006 and 2014. Communities then plan, consider and decide how they will address this need through the process of completing the Housing Elements of their General Plans. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment. The RHNA is produced periodically by SCAG, as mandated by State law, to coincide with the region's schedule for preparing Housing Elements. It consists of two measurements of housing need: (a) existing need; and (b) future need.

¹SCAG, *Southern California Compass Growth Vision Report*, June 2004, available at <http://www.compassblueprint.org/files/scag-growthvision2004.pdf>, accessed February 14, 2012.

²SCAG, *2008 Regional Comprehensive Plan*, 2008, available at <http://www.scag.ca.gov/rcp/index.htm>, accessed February 14, 2012.

The existing need assessment is based on data from the most recent U.S. Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of low-income households paying more than 30 percent of their income for housing, as well as severe overcrowding.

The future need for housing is determined primarily by the forecasted growth in households in a community, based on historical growth patterns, job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors household growth, vacancy need and replacement need form the “construction need” assigned to each community. The City of Los Angeles was assigned a RHNA of 112,876 for the 2006 to 2014 planning period.

Finally, the RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low income households in certain communities. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution.

South Coast Air Quality Management District (SCAQMD). The West Adams CPA is also located within the South Coast Air Basin (Basin) and is, therefore, within the jurisdiction of the SCAQMD. The role of the SCAQMD is discussed in Section 4.3 Air Quality of this Draft EIR.

Local

City of Los Angeles General Plan (General Plan). The General Plan addresses community development goals and policies relative to the distribution of land use, both public and private. The General Plan includes a Framework Element, Citywide Elements, Specific Plans, and Community Plans, and gives policy direction to the planning regulatory and implementation programs. The ten Citywide Elements include the Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and the Transportation Element. These elements provide long-range Citywide policy and direction, taking into account Citywide goals and needs. The Land Use Element of the General Plan is divided into 35 Community Plans for the purpose of developing, maintaining and implementing the General Plan. These Community Plans collectively comprise the Land Use Element of the General Plan.

The General Plan Framework (Framework), adopted December 1996 and amended most recently in August 2001, is a long range, Citywide, comprehensive growth strategy. The Framework is a special element of the General Plan and defines Citywide policies that influence most of the City’s General Plan Elements. It focuses on providing strategies for accommodating growth by encouraging growth in a number of higher intensity commercial and mixed-use districts, centers, and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations. As stated in the Framework, “[the Framework] does not convey or affect entitlements for any property. Specific land use designations are determined by the Community Plans.” Thus, the Framework neither overrides nor supersedes the Community Plans.

The Framework is intended to be flexible and provides a Long Range Land Use Diagram recommending the creation of new land use categories for targeted growth areas in various areas of the City that will contain international centers, regional centers, community centers, neighborhood districts, and mixed use boulevards based on the planning principles, goals, objectives and policies it discusses. Potential uses within these areas are general and broad ranging, and the Framework does not discuss individual sites or projects in these areas. The Framework provides that precise determinations regarding future growth and development will be made through the Community Planning process. The Framework encourages future growth and development within target areas, but does not require that future development and growth be limited to target areas.

The Framework contains goals, objectives, and policies related to land use that address the issues of distribution of land use, policies specific to Framework land use designations, and density. Policies from the Framework that are applicable to issues of Land Use and Planning are listed in **Table 4.10-1**.

TABLE 4.10-1: RELEVANT GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES	
Objective/Policy	Goal/Objective/Policy Description
LAND USE	
Objective 3.1	Accommodate a diversity of uses that support the needs of the City's existing and 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.
Policy 3.1.2	Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.
Policy 3.1.3	Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a Citywide linear network of parklands and trails, neighborhood parks, and urban open spaces.
Policy 3.1.4	Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram
Policy 3.1.5	Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided: a. That the basic differentiation and relationships among land use districts are maintained; b. There is no reduction in overall housing capacity; c. Additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.
Policy 3.1.6	Allow for the adjustment of General Plan Framework Element land use boundaries to account for changes in the location or introduction of new transit routes and stations (or for withdrawal of funds) and, in such cases, consider the appropriate type and density of use generally within one quarter mile of the corridor and station to reflect the principles of the General Plan Framework Element and the Land Use/Transportation Policy.
Policy 3.1.7	Allow for development in accordance with the policies, standards, and programs of specific plans in areas in which they have been adopted. In accordance with Policy 3.1.6, consider amending these plans when new transit routes and stations are confirmed and funding is secured.
Policy 3.1.8	Consider the formulation of plans that facilitate the local community's identification of precise uses, densities, and design characteristics for development and public streetscape for neighborhood areas smaller than the community plans, provided that the Framework Element's differentiation and relationships among land use districts are generally maintained, there is no significant change in the population and employment capacity of the neighborhood, and there is no significant reduction in overall housing capacity.
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.
Policy 3.2.1	Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use; community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.
Policy 3.2.2	Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.
Policy 3.2.3	Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.
Policy 3.2.4	Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.
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.

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Objective/Policy	Goal/Objective/Policy Description
Policy 3.3.1	Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram, using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.
Policy 3.3.2	Monitor population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area. The results of this monitoring effort will be annually reported to the City Council and shall be used in part as a basis to: <ol style="list-style-type: none"> a. Determine the need and establish programs for infrastructure and public service investments to accommodate development in areas in which economic development is desired and for which growth is focused by the General Plan Framework Element. b. Change or increase the development forecast within the City and/or community plan area as specified in Chapter 2: Growth and Capacity) when it can be demonstrated that: <ol style="list-style-type: none"> 1. Transportation improvements have been implemented or funded that increase capacity and maintain the level of service; 2. demand management or behavioral changes have reduced traffic volumes and maintained or improved levels of service; 3. The community character will not be significantly impacted by such increases. c. Initiate a study to consider whether additional growth should be accommodated, when 75 percent of the forecast of any one or more category is attained within a community plan area. If a study is necessary, determine the level of growth that should be accommodated and correlate that level with the capital, facility, or service improvements and/or transportation demand reduction programs that are necessary to accommodate that level. d. Consider regulating the type, location, and/or timing of development, when all of the preceding steps have been completed, additional infrastructure and services have been provided, and there remains inadequate public infrastructure or service to support land use development.
Objective 3.4	Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.
Policy 3.4.1	Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located: <ol style="list-style-type: none"> a. In a network of neighborhood districts, community, regional, and downtown centers; b. In proximity to rail and bus transit stations and corridors; c. Along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram
Policy 3.4.2	Encourage new industrial development in areas traditionally planned for such purposes generally in accordance with the Framework Long-Range Land Use Diagram (Figure 4.10-1) and as specifically shown on the community plans.
Objective 3.4.3	Establish incentives for the attraction of growth and development in the districts, centers, and mixed-use boulevards targeted for growth that may include: <ol style="list-style-type: none"> a. Densities greater than surrounding areas; b. Prioritization of capital investment strategies for infrastructure, services, and amenities to support development; c. Economic incentives (e.g., redevelopment, Enterprise Zones, Neighborhood Recovery, and other); d. Streamlined development review processes; e. "By-right" entitlements for development projects consistent with the community plans and zoning; f. Modified parking requirements in areas in proximity to transit or other standards that reduce the cost of development; g. Pro-active solicitation of development.
Objective 3.5	Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development.
Policy 3.5.1	Accommodate the development of single-family dwelling units in areas designated as "Single Family Residential" on the General Plan Framework Long-Range Land Use Diagram. The density permitted for each parcel shall be identified in the community plans using land use categories specified.
Policy 3.5.2	Require that new development in single-family neighborhoods maintains its predominant and distinguishing characteristics such as property setbacks and building scale.

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Policy 3.5.3	Promote the maintenance of existing single-family neighborhoods and support programs for the renovation and rehabilitation of deteriorated and aging housing units.
Policy 3.5.4	Require new development in special use neighborhoods such as water-oriented, rural/agricultural and equestrian communities to maintain their predominant and distinguishing characteristics.
Policy 3.5.5	Promote the maintenance and support of special use neighborhoods to encourage a wide variety of these and unique assets within the City.
LAND USE-MULTI-FAMILY RESIDENTIAL	
Objective 3.6	Allow for the intensification of selected single-family areas that directly abut high-density development as "transitions" between these uses.
Policy 3.6.1	Ensure that the new development of "duplex" or multi-family units maintains the visual and physical character of adjacent single-family neighborhoods, including the maintenance of front property setbacks, modulation of building volumes and articulation of facade to convey the sense of individual units, and use of building materials that characterize single-family housing.
Objective 3.7	Provide for the stability and enhancement of multi-family 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.
Objective 3.7.1	Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities, with the density permitted for each parcel to be identified in the community plans.
Policy 3.7.2	Consider decreasing the permitted densities, by amendments to the community plan, of areas designated for multi-family residential where there is a mix of existing unit types and density and/or built densities are below the maximum permitted. When determining whether to reduce these densities, consider the following criteria: a. There is inadequate public infrastructure or services to provide for the needs of existing or future residents for which the cost of improvements would result in an undue burden on the community or are infeasible; b. The quality of life of the area's residents has been adversely impacted by the density of development (crime, noise, pollution, etc.); c. The neighborhood is physically and functionally stable; Existing housing units are structurally sound or can be upgraded without undue costs; d. There is a desire of the residents to preserve existing housing and neighborhood qualities; e. Adequate housing potential exists or can be provided in nearby areas, including those designated for mixed-use development, in order to offset the loss of any potential units due to the reduced densities.
Policy 3.7.3	Allow the reconstruction of existing multi-family dwelling units destroyed by fire, earthquakes, flooding, or other natural catastrophes to their pre-existing density in areas wherein the permitted multi-family density has been reduced below the pre-existing level.
Policy 3.7.4	Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.
Policy 3.8	Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.
Policy 3.8.1	Accommodate the development of neighborhood-serving uses in areas designated as "Neighborhood District." The range and densities/intensities of uses permitted in any area shall be identified in the community plans.
Policy 3.8.2	Encourage the retention of existing and development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms).
Policy 3.8.3	Encourage the owners of existing commercial shopping centers that contain chain grocery and drug stores to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity.
Policy 3.8.4	Enhance pedestrian activity by the design and siting of structures in accordance Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.

TABLE 4.10-1: RELEVANT GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES	
Objective/Policy	Goal/Objective/Policy Description
Policy 3.8.5	Initiate a program of streetscape improvements, where appropriate.
Policy 3.8.6	Accommodate the development of neighborhood-serving uses in areas designated as "Neighborhood District." The range and densities/intensities of uses permitted in any area shall be identified in the community plans.
LAND USE-GENERAL COMMERCIAL AREAS	
Objective 3.12	Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics.
Policy 3.12.1	Accommodate the development of uses in areas designated as "General Commercial" in the community plans. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.
Policy 3.12.2	Consider adjusting permitted densities of areas designated for General Commercial, where existing buildings are developed at densities substantially below the maximum permitted by amendments to the community plans, where appropriate, based on consideration of the following: <ul style="list-style-type: none"> a. Where commercial parcels of less than 150 feet in depth abut areas designated for single-family residential; b. Where the total area and/or configuration of the commercial parcel precludes the development of adequate on-site parking, unless adjacent to a transit station or code-required parking is provided in a common parking facility in proximity to the site; c. Where site driveways may adversely impact traffic flows along principal streets or in adjacent residential neighborhoods; d. Where there are local community objectives for the preservation of the prevailing scale and character of development.
Objective 3.14	Provide land and supporting services for the retention of existing and attraction of new industries.
Policy 3.14.4	Limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.
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: <ul style="list-style-type: none"> a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development; b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development; c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods; d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses; e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas; f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses; g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.
Policy 3.14.7	Consider the potential redesignation of non-industrial properties located adjacent to lands designated and developed with industrial uses for industrial purposes by amending the community plans or by conditional use permits based on the following criteria: <ul style="list-style-type: none"> a. The redesignation is required to accommodate the expansion of existing industrial uses to facilitate their retention in areas in which they are located; b. There is substantial support of the property owners of the parcels to be redesignated; c. There is no significant disruption or intrusion into existing residential neighborhoods, Commercial districts, or other land uses; there are no adverse environmental impacts (traffic, noise, lighting, air pollution, other) on adjacent land uses due to the industrial uses; and there is adequate infrastructure to support the expanded industrial use(s).

TABLE 4.10-1: RELEVANT GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES	
Objective/Policy	Goal/Objective/Policy Description
EXISTING AREAS OF OVER-CONCENTRATION OF DENSITY	
Objective 3.18	Provide for the stability and enhancement of multi-family residential, mixed-use, and/or commercial areas of the City and direct growth to areas where sufficient public infrastructure and services exist.
Policy 3.18.1	Consider decreasing the permitted densities of areas designated for multi-family residential, mixed-use, and/or commercial uses where there is: <ol style="list-style-type: none"> 1. A mix of existing unit types and densities; 2. Built density is below the maximum permitted; 3. A significant concentration of high density development relative to the intensity of development in the surrounding area or other communities in the City. This may be accomplished by amendments of the permitted densities in Community Plans or by zoning. Determination of reducing permitted densities should consider the following criteria: <ol style="list-style-type: none"> a. There is inadequate public infrastructure or services to provide for the needs of the existing residents and/or businesses and the cost of additional improvements would result in an undue burden on the community or are infeasible; b. The quality of life of the area's residents and/or businesses has been adversely affected by the density of development as measured by crime, noise, pollution, traffic congestion, overcrowded schools, lack of open space, limited sewer capacity and other comparable conditions; c. There is an over-concentration of existing high density multi-family residential, mixed and commercial uses relative to the intensity of development in the surrounding area or other communities in the City; d. The neighborhood and/or commercial area is physically and functionally stable; e. The existing buildings are structurally sound or can be upgraded without undue costs; f. There is a desire of the residents to preserve existing housing and neighborhood qualities; g. Adequate housing and/or commercial potential can be provided in nearby areas with sufficient infrastructure and services capacities, including those designated for mixed-use development, in order to offset the loss of potential housing units and/or commercial square-footage due to reduced densities.
SOURCE: City of Los Angeles, <i>The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan</i> , re-adopted 2001.	

Los Angeles Municipal Code (LAMC). Development in the City is also governed by the applicable land use, zoning and subdivision regulations in the LAMC, in particular Chapter 1 thereof. The Comprehensive Zoning Plan of the City of Los Angeles (Zoning Ordinance), this is set forth in Section 12.00 et seq. of the LAMC, includes the development standards for the various zoning districts in the City. Section 13.00 et seq. of the LAMC includes the development standards for various supplemental use districts in the City ordinances in the zoning code regulations apply specifically to parcels (as distinguished from regulations of general applicability with which all projects must comply).

Historic Preservation Overlay Zones (HPOZs). The City of Los Angeles has developed an expansive program of HPOZs that provide for review of proposed exterior alterations and additions to historic properties within designated districts. The West Adams CPA contains three HPOZs; Lafayette Square, Jefferson Park, and West Adams Terrace.

Community Redevelopment Agency of the City of Los Angeles – Redevelopment Areas (CRA/LA). The CRA/LA has prepared redevelopment plans to present a process and Framework within which specific projects would be undertaken. The plans provide the CRA/LA with the ability to take certain actions, such as to buy and sell land within the area covered by the plan, improving dilapidated facilities, and to use tax increment financing. The West Adams CPA includes five redevelopment project areas, including the Crenshaw/Slauson, Mid-City Recovery, Crenshaw Original, Crenshaw 1st Amendment, and Rodeo/La Cienega Redevelopment Project Areas. Each of these redevelopment plans provides strategies and policies for removing physical blight. In 2012, the CRA/LA was eliminated by State Legislature, resulting in a change in the implementation of redevelopment project areas and accompanying plans. The implementation of such plans may become the responsibility of a Successor Agency or ultimately with the City of Los Angeles Department of City Planning.

1998 West Adams Community Plan. The 1998 West Adams Community Plan sets forth land uses designations, implementing measures, and land use policies for the West Adams CPA. The West Adams Community Plan was designed to accommodate the anticipated growth in population and employment of the West Adams CPA to the year 2010. The 1998 West Adams Community Plan encouraged the preservation and enhancement of existing residential neighborhoods while providing a variety of housing opportunities through compatible new housing, improvement of the function, design, and economic vitality of the community's commercial corridors and commercial areas, and the densification of land use near the new commuter rail station in the form of mixed-use housing and commercial projects.

In order to keep the Community Plans up-to-date, the City established a Community Plan Program. The Community Plans will be updated under this program to: encourage wise growth; identify appropriate locations for new development; assess public infrastructure, service, and facility needs; minimize lengthy discretionary approvals; and provide certainty and predictability for developers, homeowners and anyone else concerned with the future development of Los Angeles. This program has lead to the proposed project, where the existing West Adams Community Plan is being revised with an update (the West Adams New Community Plan) that will guide land use development through 2030.

EXISTING SETTING

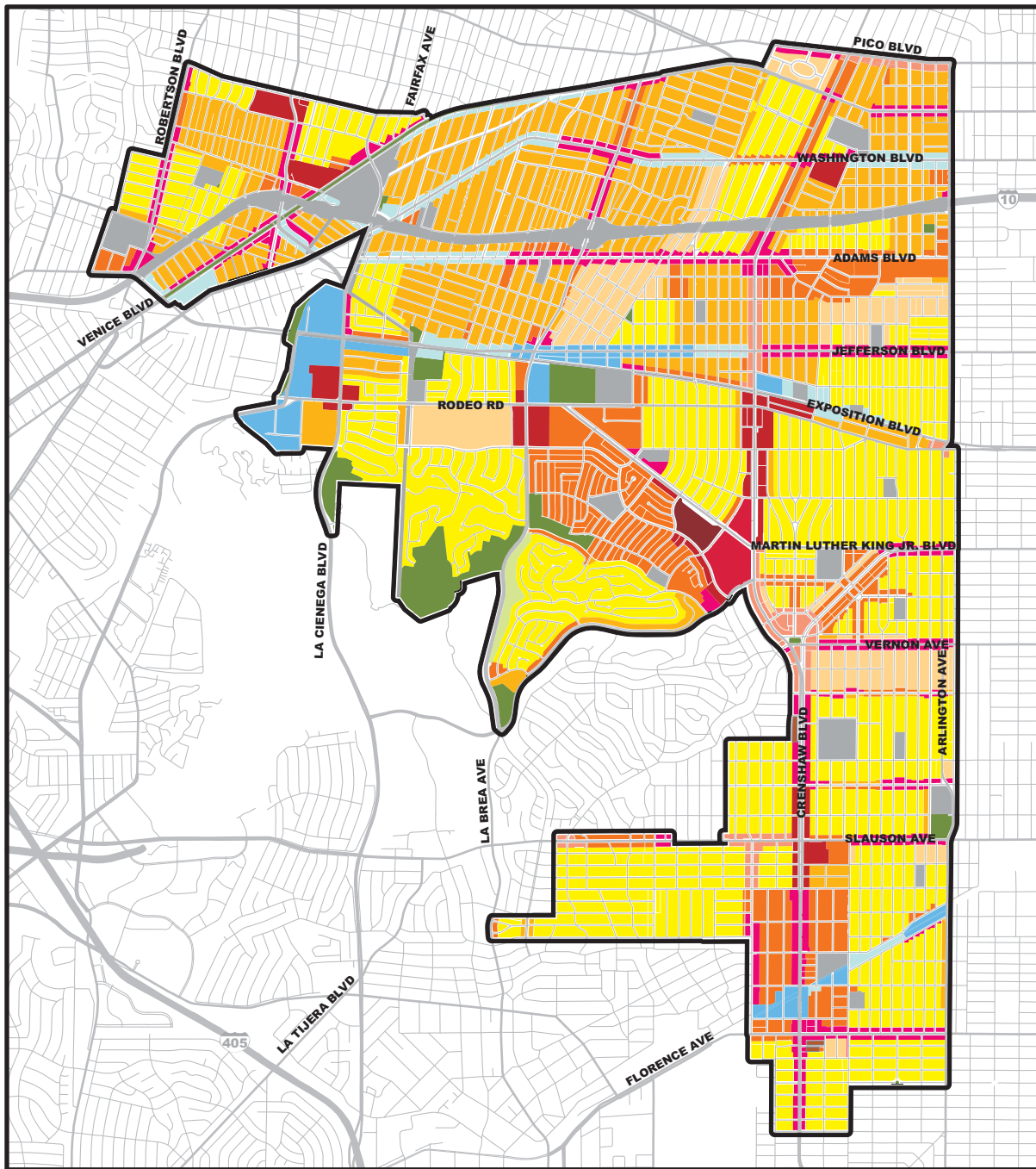
The West Adams CPA is located approximately seven miles southwest of Downtown Los Angeles and contains approximately 6,130 acres (excluding streets and other infrastructure) or approximately 9.58 square miles of developable land area. It is bounded on the north by Pico and Venice Boulevards, on the west by Robertson Boulevard and the eastern limits of Culver City, on the south by the Baldwin Hills, City of Inglewood, and portions of unincorporated Los Angeles County, and on the east by Arlington and Van Ness Avenues.

The topography is generally level with areas of rolling hills. The southern boundary of the area is punctuated by the Baldwin Hills; the northern face of which incorporates slopes in excess of 30 percent. The topography is further distinguished by an extensive natural mesa extending through much of the historic West Adams neighborhoods located in the northeast portion of the West Adams CPA.

In addition to the I-10 Freeway, which is the sole freeway traversing the West Adams CPA from east to west, other major transportation corridors include Crenshaw, La Cienega, and Robertson Boulevards, as well as La Brea and Fairfax Avenues, all providing north-south circulation. Major east-west circulation is provided along Pico, Venice, Washington, Adams, and Jefferson Boulevards in the northern portion of the West Adams CPA with Martin Luther King Jr. and Leimert Boulevards, as well as Slauson and Florence Avenues in the south.

The majority of land uses in the West Adams CPA are residential with most of the housing being more than 30 years old. Existing residential land use patterns in the West Adams CPA fall within the middle ranges of the land use designations, from low- to medium-high. There are approximately 4,550 acres of residential land in the West Adams CPA or 74 percent of the land area of the community. This acreage includes single- and multi-family residential uses. Single-family neighborhoods are generally located in the southern and eastern portion of the West Adams CPA. Single-family, or low density (zoning designation R1, requiring a minimum area of 5,000 square feet per dwelling unit) residential land uses occupy approximately 57 percent of total residential land use acreage. Land uses in the West Adams CPA are shown in **Figure 4.10-1**.

Multi-family residential uses are located primarily in the northern section of the West Adams CPA. This area, primarily north of Jefferson Boulevard, consists of residential land uses with densities ranging from low-medium (zoning designation R2, with a minimum area of 2,500 square feet per dwelling unit), medium (zoning designation R3, with a minimum area of 800 square feet per dwelling unit), and high medium (zoning designation R4, with a minimum area of 400 square feet per dwelling unit). Currently, there are no high-density land uses within the West Adams CPA as defined by the R5 designation (minimum area of 200 square feet per dwelling unit) under the LAMC. **Figure 4.10-2** shows the current zoning designations for all of the land uses within the West Adams CPA.

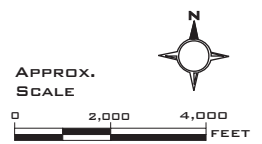


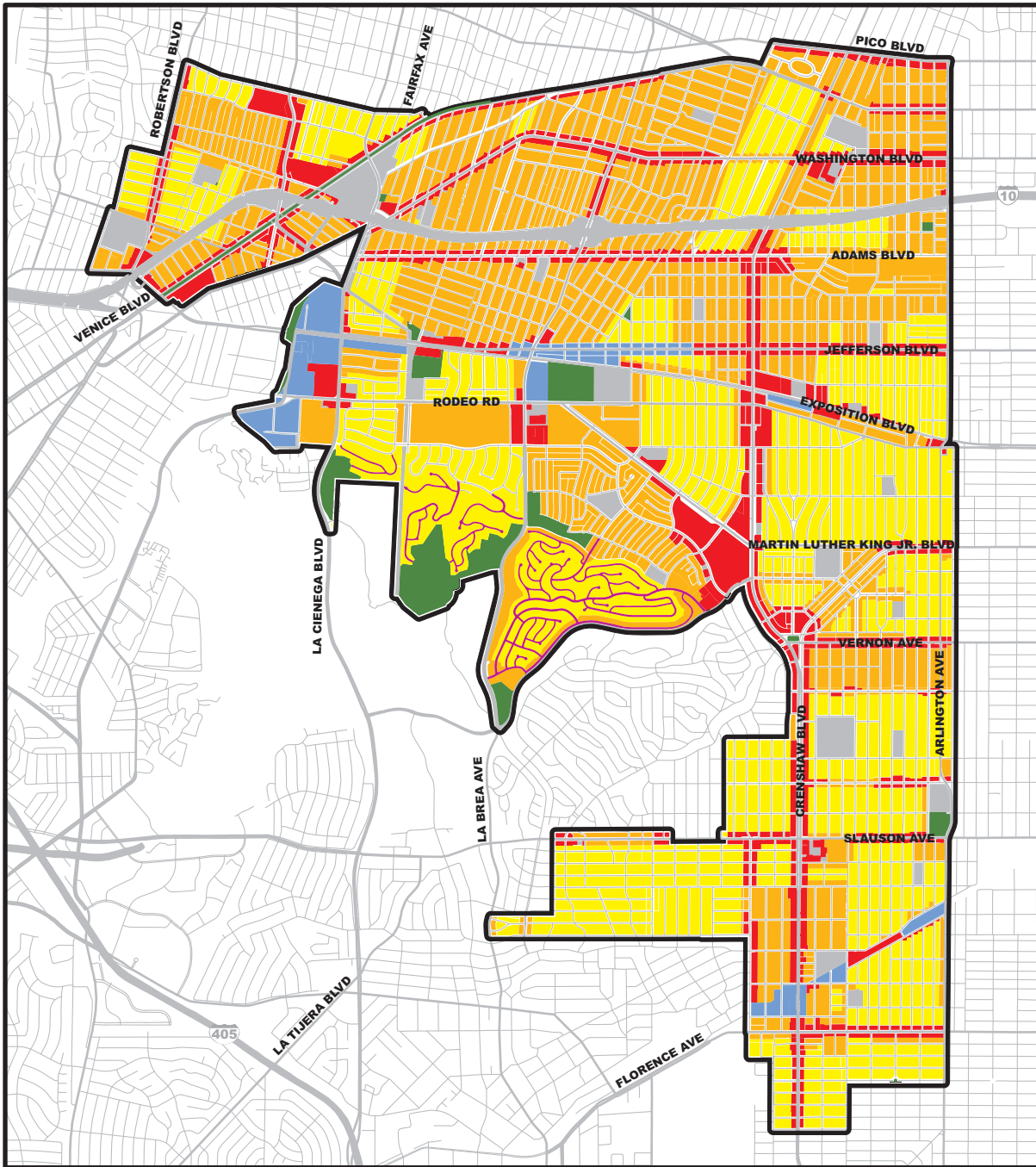
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LEGEND:

West Adams CPA	High Medium Residential	Commercial Manufacturing
Minimum Residential	Neighborhood Commercial	Limited Industrial/Manufacturing
Low Residential	General Commercial	Open Space
Low Medium I Residential	Community Commercial	Public Facilities
Low Medium II Residential	Regional Center	
Medium Residential	Regional Commercial	

SOURCE: City of Los Angeles, ESRI, and TAHA, 2012.



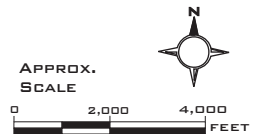


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LEGEND: West Adams CPA

- | | |
|-----------------------------|-----------------|
| Single-Family Residential | Manufacturing |
| Multiple-Family Residential | Open Space |
| Commercial | Public Facility |

SOURCE: City of Los Angeles, ESRI, and TAHA, 2012.



Existing commercial land uses in the West Adams CPA total approximately 613 acres, or approximately 10 percent of the land area. Commercial land uses are predominately dispersed within the General and Community Commercial corridors located throughout the West Adams CPA and primarily include a variety of low-rise retail, office, government agency, and institutional buildings. Neighborhood Commercial corridors comprise a smaller portion of the commercial land uses and are generally located in that portion of the West Adams CPA, south of Martin Luther King Jr. Boulevard.

Industrial uses total approximately 322 acres, or approximately 5 percent of the land area, and are primarily distributed along the east to west corridors. Thoroughfares in the central and northern portion of the West Adams CPA are primarily designated as Commercial and Limited Manufacturing. Limited Industrial land uses can be found adjacent to Metro’s Expo LRT right-of-way, as well as in the southern portion of the West Adams CPA adjacent to the Crenshaw and Harbor Subdivision Transit Corridor rights-of-way.

For open space, residents of the West Adams CPA have direct access to the Baldwin Hills and particularly, the Kenneth Hahn State Recreation Area, a portion of which (approximately 80 acres) is located within the CPA. The balance of 120 acres of open space in the West Adams CPA is dispersed throughout in Neighborhood and Community Parks.

Land uses currently existing in the West Adams CPA are shown in **Table 4.10-2**. The land use totals in the table represent existing land uses compiled during windshield surveys in the West Adams CPA conducted by City staff and land use data from the County Assessor’s Office database. The windshield survey was conducted by City staff only for targeted change areas. This survey was merged with the Assessor’s data and then compiled into 13 ‘use code’ categories: Institutional, Light Industrial, Heavy Industrial, Other, Mixed-Use, Open Space, Multi-Family Residential, Two-Family Residential, Single-Family Residential, Undeveloped, Retail Commercial, Office Commercial, and Large-Scale Retail Commercial. Although these categories do not accurately reflect what is built on the land, they do reflect, in a categorized manner, what the ‘use’ is on the land. **Table 4.10-3** shows the land use types and existing zoning.

TABLE 4.10-2: SURVEY OF EXISTING WEST ADAMS CPA LAND USES			
Land Use Designation	Total Acres /a/	Existing Land Use Code	Percent of Total Acres /b/
Minimum Residential	21.78	Single Family Residential	<0.1%
		Undeveloped	100%
Low Residential	2,261.81	Single Family Residential	93%
		Two-Family Residential	4%
		Multi-Family Residential	2%
		Mixed Use	<0.1%
		Office Commercial	<0.1%
		Retail Commercial	0.1%
		Light Industrial	<0.1%
		Heavy Industrial	<0.1%
		Institutional	1%
		Open Space	<0.1%
		Undeveloped	<0.1%
Low Medium I Residential	361.15	Single Family Residential	47%
		Two-Family Residential	26%
		Multi-Family Residential	25%
		Office Commercial	<0.1%
		Retail Commercial	0.1%
		Heavy Industrial	<0.1%
		Institutional	0.4%
		Undeveloped	<0.1%
Other	<0.1%		

TABLE 4.10-2: SURVEY OF EXISTING WEST ADAMS CPA LAND USES			
Land Use Designation	Total Acres /a/	Existing Land Use Code	Percent of Total Acres /b/
Low Medium II Residential	1,263.22	Single Family Residential	48%
		Two-Family Residential	16%
		Multi-Family Residential	35%
		Mixed Use	<0.1%
		Office Commercial	0.2%
		Retail Commercial	0.3%
		Light Industrial	0.1%
		Institutional	1%
		Open Space	<0.1%
		Undeveloped	<0.1%
		Other	<0.1%
Medium Residential	638.73	Single Family Residential	14%
		Two-Family Residential	5%
		Multi-Family Residential	73%
		Mixed Use	0.2%
		Office Commercial	0.1%
		Retail Commercial	1%
		Light Industrial	<0.1%
		Heavy Industrial	<0.1%
		Institutional	6%
		Open Space	<0.1%
		Undeveloped	0.2%
High Medium Residential	4.22	Single Family Residential	20.52%
		Multi-Family Residential	64.49%
		Institutional	14.99%
General Commercial	297.76	Single-Family Residential	6%
		Two-Family Residential	2%
		Multi-Family Residential	15%
		Mixed-Use	8%
		Office Commercial	7%
		Retail Commercial	40%
		Light Industrial	5%
		Heavy Industrial	0.9%
		Institutional	13%
		Open Space	0.4%
		Undeveloped	2%
Other	0.4%		
Neighborhood Commercial	79.73	Single-Family Residential	4%
		Two-Family Residential	0.8%
		Multi-Family Residential	7%
		Mixed-Use	7%
		Office Commercial	6%
		Retail Commercial	54%
		Light Industrial	4%
		Institutional	15%
		Open Space	0.4%
		Undeveloped	1%
Community Commercial	173.01	Single-Family Residential	3%
		Two-Family Residential	0.5%
		Multi-Family Residential	4%
		Mixed-Use	0.3%
		Office Commercial	9%
		Retail Commercial	62%
		Light Industrial	2%
		Heavy Industrial	3%
Institutional	16%		

TABLE 4.10-2: SURVEY OF EXISTING WEST ADAMS CPA LAND USES			
Land Use Designation	Total Acres /a/	Existing Land Use Code	Percent of Total Acres /b/
		Open Space	0.6%
		Undeveloped	2%
Regional Center	42.24	Retail Commercial	86%
		Undeveloped	14%
Regional Commercial	19.92	Retail Commercial	65%
		Institutional	1%
		Undeveloped	34%
Commercial Manufacturing	140.73	Single-Family Residential	4%
		Two-Family Residential	0.9%
		Multi-Family Residential	7%
		Mixed-Use	3%
		Office Commercial	6%
		Retail Commercial	35%
		Light Industrial	32%
		Heavy Industrial	2%
		Institutional	9%
		Undeveloped	1%
		Other	0.1%
Limited Manufacturing	122.45	Office Commercial	1%
		Retail Commercial	6%
		Light Industrial	84%
		Heavy Industrial	2%
		Institutional	6%
		Undeveloped	0.5%
Limited Industrial	58.59	Single-Family Residential	4%
		Multi-Family Residential	2%
		Mixed-Use	2%
		Office Commercial	5%
		Retail Commercial	11%
		Light Industrial	61%
		Heavy Industrial	5%
		Institutional	3%
Undeveloped	7%		
Open Space	198.67	Single-Family Residential	<0.1%
		Retail Commercial	<0.1%
		Light Industrial	1%
		Institutional	18%
		Open Space	80%
Public Facilities	445.60	Single-Family Residential	0.1%
		Two-Family Residential	<0.1%
		Multi-Family Residential	0.2%
		Retail Commercial	0.5%
		Light Industrial	<0.1%
		Heavy Industrial	4%
		Institutional	64%
		Open Space	31%
		Undeveloped	<0.1%
Other	0.6%		

/a/ Includes undeveloped acreage in the total.
/b/ May not equal 100 percent due to rounding.
SOURCE: City of Los Angeles Department of City Planning, GIS, 2009.

TABLE 4.10-3: EXISTING WEST ADAMS CPA LAND USE TYPES AND ZONING					
Land Use	Corresponding Zones	Net Acres	Percent Area	Total Acres	Total Percent Area
RESIDENTIAL				4,551	56
Single-Family				2,283	28
Minimum	OS, A1, A2, RE40	22	1		
Low	RE9,RS, R1, RU, RD5, RD6	2,261	99		
Multi-Family				2,267	28
Low-Medium I	R2, RD3, RD4, RZ3, RZ4, RU, RW1	361	16		
Low-Medium II	RD1.5, RD2, RW2, RZ2.5	1,263	56		
Medium	R3	639	28		
High Medium	R4	4	<1		
COMMERCIAL				613	7
Neighborhood	C1, C1.5, C2, C4, P	80	13		
General	C1.5, C2, C4, P	298	49		
Community	CR, C2, C4, P, PB	173	28		
Regional	CR, C1.5, C2, C4, R3, R4	62	10		
INDUSTRIAL				322	4
Commercial	CM, P	141	44		
Limited	CM, MR1, M1, P	181	56		
OPEN SPACE/PUBLIC FACILITIES				643	8
Open Space	OS, A1	198	31		
Public Facilities	PF	445	69		
STREETS				2,092	25
Private Street		2	<1		
Public Street		2,090	100		
TOTAL				8,221	100.0
SOURCE: City of Los Angeles Department of City Planning, 2011.					

In addition to the land uses mentioned above, there are existing transit areas within the West Adams CPA. These areas refer to an area of approximately 0.5-mile radius around transit stations. This includes land uses within a comfortable walking distance to transit, taking into account physical barriers such as roadways, rivers, etc. The highest development intensities are targeted generally within one-quarter mile of the transit stations. It is intended that a mix of uses be accommodated to provide population support and enhance activity near the station. These activities include: retail, commercial offices, personal services, entertainment, restaurants and housing that serve both transit users and local residents. The incorporation of extensive streetscape amenities to promote pedestrian activity is also encouraged.

Transit areas within the West Adams CPA are located primarily along the Expo LRT and Crenshaw/LAX Transit Corridor LRT Project. The Expo LRT provides four stations (Exposition/Crenshaw, Exposition/Farmdale, Exposition/La Brea, and Jefferson/La Cienega) within the West Adams CPA boundaries, and an additional station is located just west of the West Adams CPA in Culver City at the Venice/Robertson/National Boulevards intersection. With the proposed Crenshaw/LAX Corridor LRT Project, an additional three stations (Crenshaw/Exposition, Crenshaw/Martin Luther King Jr., and Crenshaw/Slauson) would be located within the West Adams CPA, as well as a fourth station located just west of the CPA in the City of Inglewood at the West Boulevard/Redondo Avenue/Florence Avenue intersection. A fifth, currently unfunded station, located at Crenshaw Boulevard/Vernon Avenue is also planned.

Specific Plan Areas

The West Adams CPA contains two specific plan areas, the Crenshaw Corridor and the South Los Angeles Conditional Use Approval for Sale of Alcohol (Alcohol Sales). The purpose of the Crenshaw Corridor Specific Plan is to designate qualitative and quantitative standards to regulate floor area ratios, the use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation. The purpose of the Sale of Alcohol Specific Plan is to revise the procedures for obtaining conditional uses for the sale of alcoholic beverages. Specific Plans are necessary for specialized plan areas that are unique and do not have the same developmental needs as the rest of the planning area. These plans ensure that development proceeds in compliance with the entire plan area.

Crenshaw Corridor Specific Plan. The Crenshaw Corridor Specific Plan extends along Crenshaw Boulevard from the I-10 Freeway on the north to Florence Avenue on the south. The purpose of the plan is to promote controlled development and redevelopment, and establish a coordinated aesthetic for the area. Additionally, the plan seeks to promote pedestrian activity and reduce traffic congestion in those areas designated as “pedestrian oriented.” **Figure 4.10-3** shows the location of the Crenshaw Corridor Specific Plan area within the West Adams CPA.

Alcohol Sales Specific Plan. The West Adams CPA contains a disproportionately large number of establishments selling alcoholic beverages which may contribute to health, safety, and general welfare problems in the area. The existence of such problems creates serious impacts to residents of nearby single- and multi-family areas. The Alcohol Sales Specific Plan was drafted to regulate and restrict the development of these land uses. **Figure 4.10-3** shows the location of the Sale of Alcohol Specific Plan area within the West Adams CPA.

Redevelopment Areas - CRA/LA

The West Adams CPA contains all, or portions of, five redevelopment project areas. These Redevelopment Project Areas are shown in **Figure 4.10-4**. Although dissolution of the CRA/LA took effect on February 1, 2012 under AB1x-26, the California Supreme Court’s decision did not abolish the City’s 31 existing Redevelopment Project Areas nor eliminate the Redevelopment Plans.

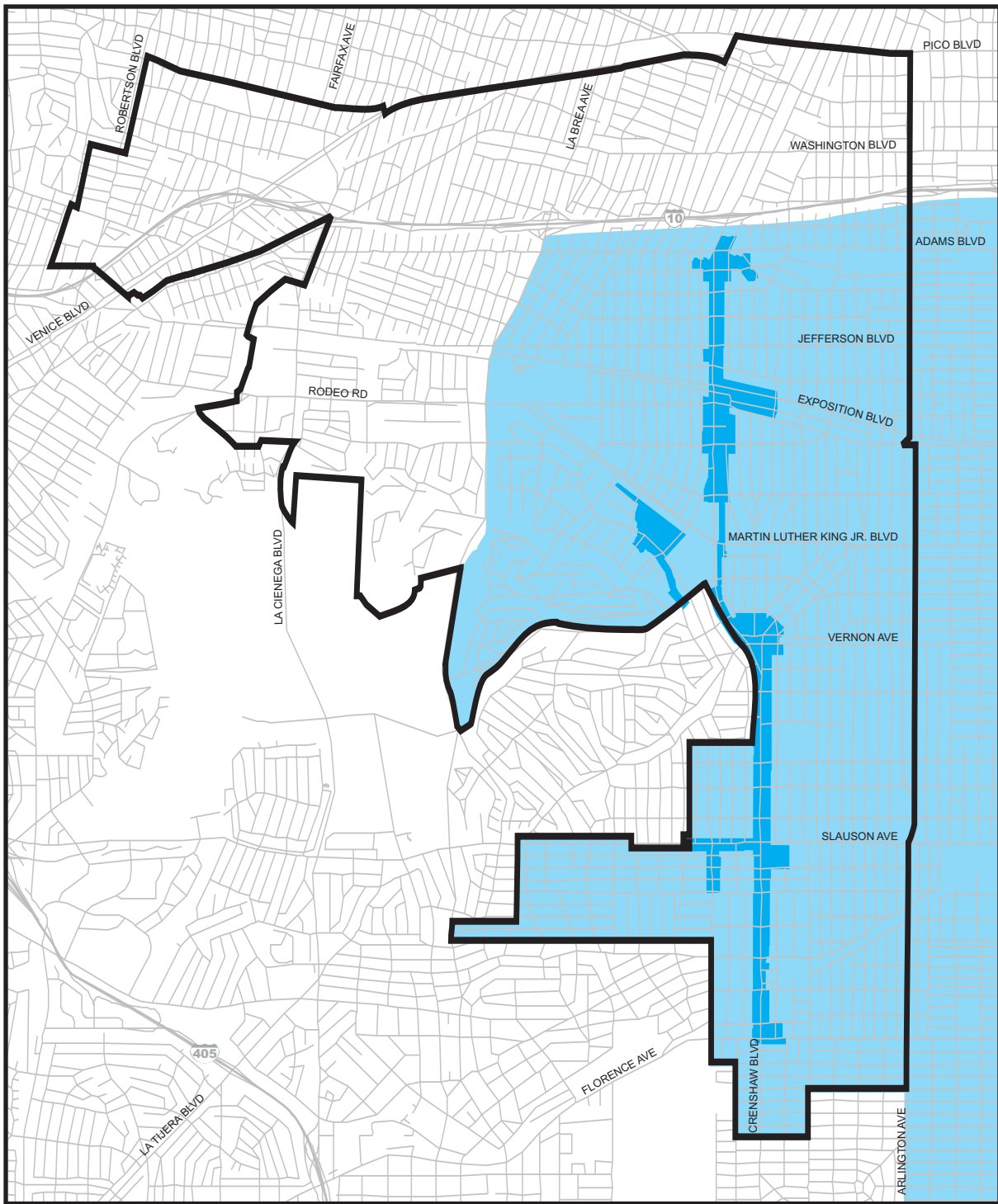
Mid-City Recovery. The Mid-City Recovery Redevelopment Project is located west of Downtown Los Angeles. The project consists of five non-contiguous areas, including the commercial corridors along Pico, Venice, Washington, Adams, and Jefferson Boulevards generally between Western and Fairfax Avenues, and Crenshaw Boulevard between the I-10 Freeway and Martin Luther King Jr. Boulevard.³

Rodeo/La Cienega. The Rodeo/La Cienega Redevelopment Project is located at the southwest corner of Rodeo Road and La Cienega Boulevard. It consists of a 24-acre site with 384 residential units. It was adopted in 1982 and amended in 1994.

Crenshaw Original and Crenshaw 1st Amendment. The original 54-acre Crenshaw Redevelopment Project (Crenshaw Original) was adopted in 1984 to rehabilitate the former Crenshaw Shopping Center. The project was expanded in 1994 (Crenshaw 1st Amendment) in response to the 1992 civil disturbances. The 152-acre Amended Crenshaw Redevelopment Project consists of Baldwin Hills Crenshaw Plaza, Santa Barbara Plaza, portions of Crenshaw and Martin Luther King Jr. Boulevards, and Leimert Park Village.

Crenshaw/Slauson. The 262-acre Crenshaw/Slauson Redevelopment Project was adopted in 1994. The project area includes the major corridors Slauson and Florence Avenue, as well as Crenshaw Boulevard.

³California Redevelopment Agency-Los Angeles, Project Areas by Regions website, <http://www.crala.org/internet-site/Projects/index.cfm>, accessed April 26, 2011.



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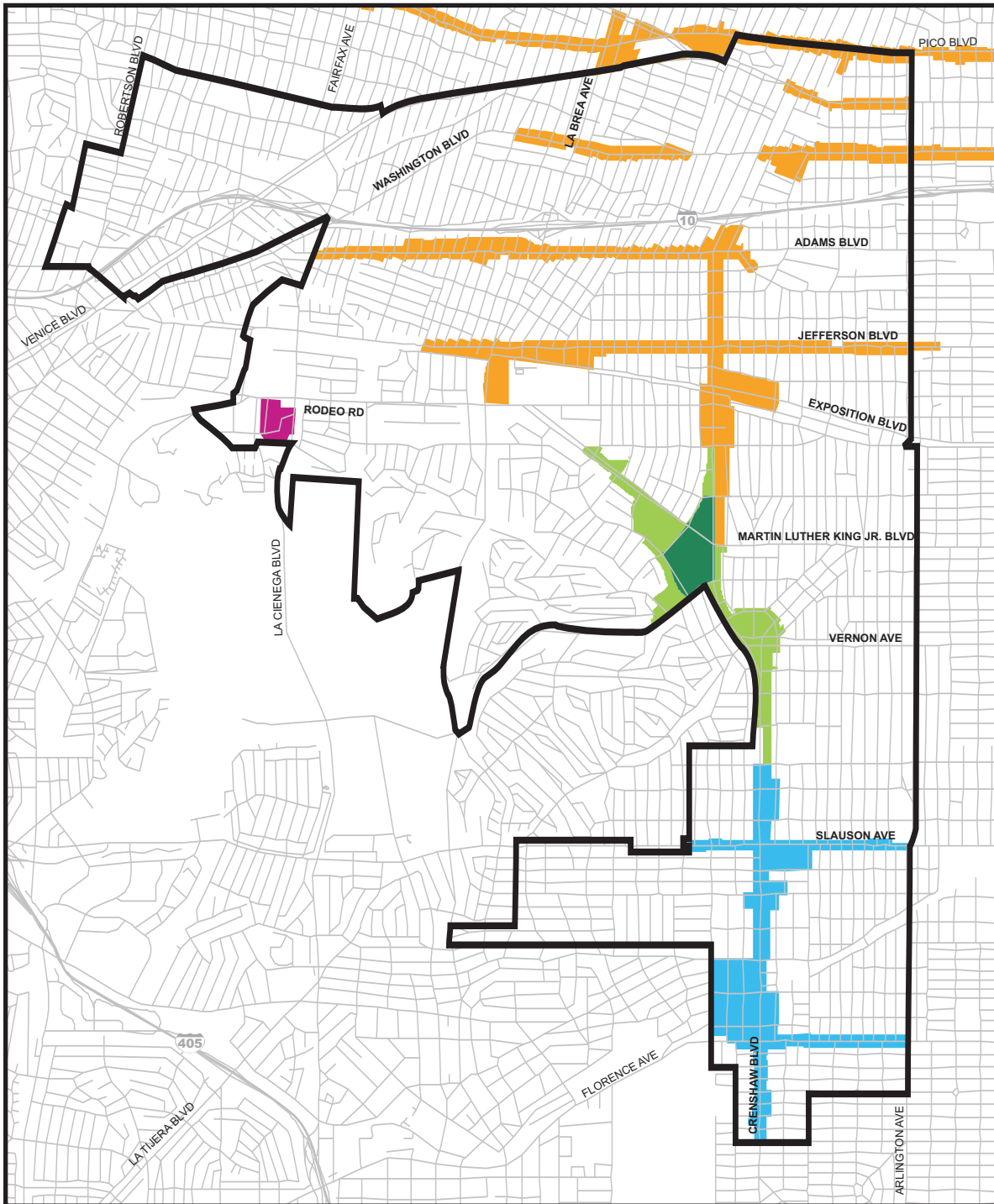
LEGEND:

- West Adams CPA
- Crenshaw Corridor
- Alcohol Sales Specific Plan

SOURCE: City of Los Angeles, ESRI, and TAHA, 2012.

APPROX.
SCALE





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LEGEND:

- West Adams CPA
- Mid-City Recovery
- Rodeo/La Cienega
- Crenshaw (1st Amendment)
- Crenshaw (Original)
- Crenshaw/Slauson

APPROX.
SCALE



0 2,000 4,000 FEET

SOURCE: City of Los Angeles, ESRI, and TAHA, 2012.

State Enterprise Zones

The Los Angeles Enterprise Zone also occupies a large portion of the West Adams CPA as shown in **Figure 4.10-5**. State Enterprise Zones are State-designated areas that assist businesses by lowering their operating costs through tax credits and deductions. Within these areas, businesses can take advantage of State tax credits and deductions not available to businesses elsewhere. The goal of the incentives is to stimulate business attraction, growth, and increased employment opportunities within economically challenged areas of the City. The State offers incentives such as: hiring credits, sales and use tax credits, expense and interest deductions. The City of Los Angeles offers local incentives such as, Department of Water and Power (DWP) rate discount, site fee waivers, sewer facility hookup payment plans, Work Opportunity Tax Credit, and reduced off-street parking requirements. The Los Angeles Enterprise Zone was conditionally designated by the State on October 15, 2006 and is valid through October 15, 2021.⁴

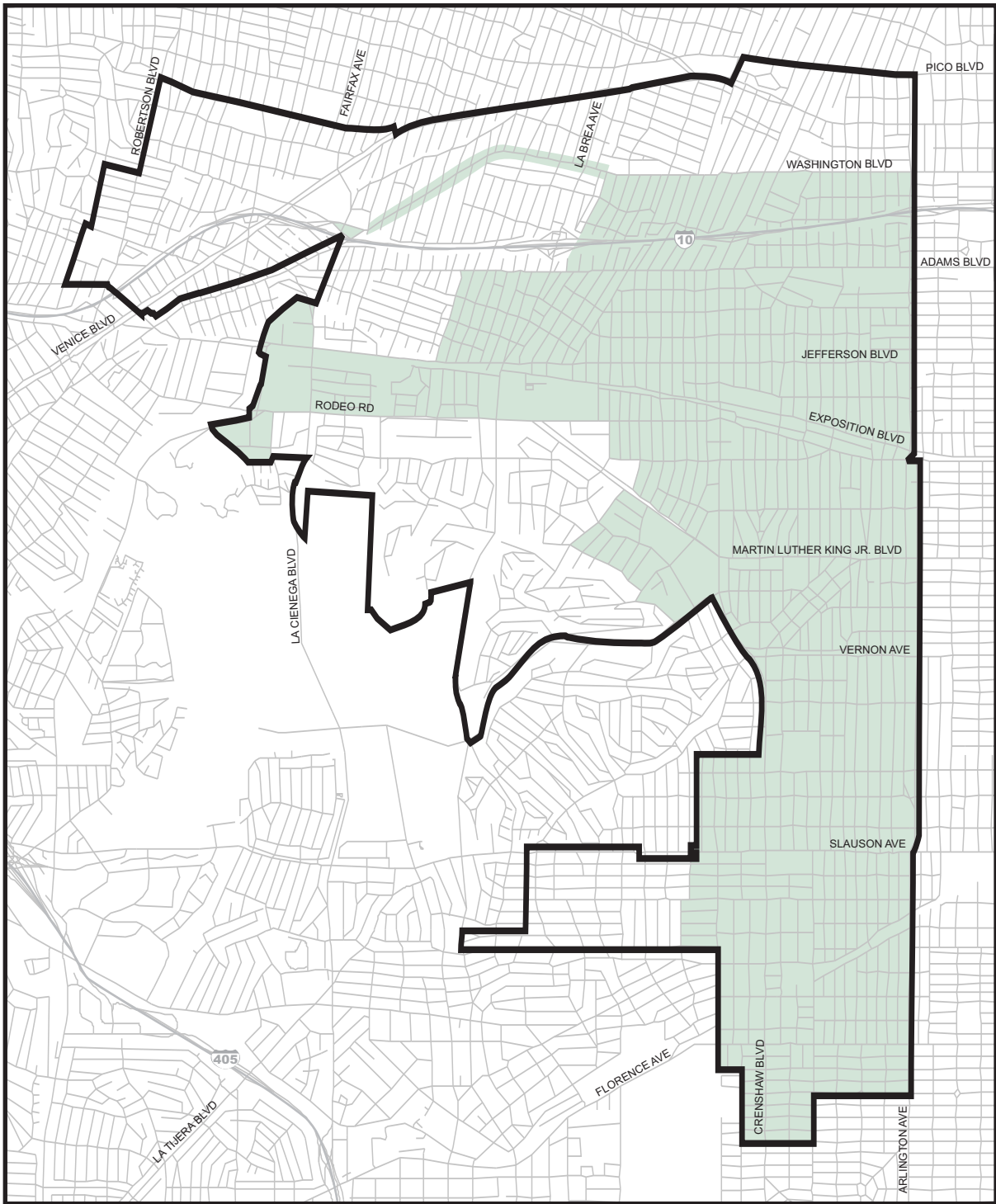
Historic Preservation Overlay Zones

The City of Los Angeles has developed an expansive program of HPOZs that provide for review of proposed exterior alterations and additions to historic properties within designated districts. Individual buildings in an HPOZ need not be of landmark quality, rather, it is the collection of a cohesive, unique, and intact collection of historic resources that qualifies a neighborhood. HPOZ areas range in size from neighborhoods of approximately 50 parcels to more than 3,000 properties. The West Adams CPA contains three HPOZs: Jefferson Park, Lafayette Square, and West Adams Terrace.⁵ Refer to Figure 4.5-1 in Section 4.5 Cultural Resources, of this EIR for the location of the HPOZs within the West Adams CPA. **Table 4.10-4** provides a brief description of each HPOZ. One additional HPOZ, Western Heights, is immediately adjacent to the CPA north of the I-10 Freeway from Arlington Avenue to Western Avenue.

TABLE 4.10-4: HISTORIC PRESERVATION OVERLAY ZONES WITHIN THE WEST ADAMS CPA		
HPOZ	Effective Date	Description
Jefferson Park	7/05/2011	The Jefferson Park neighborhood is perhaps one of the City's finest examples of both an early street car suburb, and the proliferation of the Arts and Crafts movement of the early 1900s, in the form of simple, yet elegant, single-story bungalows for the growing middle class.
Lafayette Square	9/03/2000	The last and greatest of banker George L. Crenshaw's ten residential developments in the city of Los Angeles. Houses in Lafayette Square reflect residential styles popular during the 1910s and 1920s such as Craftsman, Italianate, Spanish Colonial Revival, and American Colonial Revival.
West Adams Terrace	1/19/2004	Includes subdivisions with lavish homes designed for the working class who wanted to move out of central Los Angeles in the early 20 th century.
SOURCE: City of Los Angeles Office of Historic Resources, 2012.		



⁴ City of Los Angeles Mayor's Office of Economic and Business Policy, Business Incentive Zones website, http://www.losangelesworks.org/frameset.cfm?linkto=http://www.ci.la.ca.us/cdd/bus_zone.html, accessed February 15, 2012.

⁵City of Los Angeles Office of Historic Resources, Historic Preservation Overlay Zones website, available at <http://www.preservation.lacity.org/hpoz/la>, accessed February 15, 2012.



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LEGEND:

-  West Adams CPA
-  Los Angeles State Enterprise Zone

SOURCE: City of Los Angeles, ESRI, and TAHA, 2012.

APPROX.
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THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact related to aesthetics if it would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental impact; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

City of Los Angeles CEQA Thresholds Guidelines

In addition, as set forth in the City of Los Angeles CEQA Thresholds Guide (2006), the determination of significance shall be made on a case-by-case basis, considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; or
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

IMPACTS

The proposed project is the adoption of the West Adams New Community Plan and its implementing ordinances. These ordinances, which include standards and guidelines for projects within the West Adams CPA, include a Community Plan Implementation Overlay District (CPIO) containing several subdistricts throughout the plan area, as well as amendments to the existing Crenshaw Corridor Specific Plan. The proposed project further involves General Plan Amendments and zone changes to create consistency with the City's General Plan Framework Element, as well as create consistency between both planned and existing uses of parcels and their relationship to surrounding areas. The proposed project further restricts detrimental uses, incentivizes development in targeted areas, and provides development standards to ensure that new construction is consistent with neighborhood character, as well as corrects minor errors within the existing plan. The proposed West Adams New Community Plan and implementing ordinances contain design guidelines that could influence land use compatibility, land use consistency, and habitat conservation plans.

Table 4.10-5 summarizes the characteristics of the CPIO subdistricts and Crenshaw Corridor Specific Plan Amendments in relation to land use.

Construction

The West Adams New Community Plan describes the capacity for future development for a portion of the City and does not constitute a commitment to any project-specific construction. Therefore, no further discussion of construction impacts is necessary.

TABLE 4.10-5: CPIO SUBDISTRICT AND SPECIFIC PLAN AMENDMENT STANDARDS AND GUIDELINES REGARDING LAND USE			
CPIO Subdistrict and Specific Plan Amendment	Land Use Compatibility	Land Use Consistency	Habitat Conservation Plans
COMMERCIAL CORRIDORS AND MAJOR INTERSECTION NODES CPIO SUBDISTRICT			
Corridors	1.5:1 Maximum FAR 30 Percent Minimum Lot Coverage Pedestrian Oriented Ground Floor /a/ 45 foot Maximum Height Setback transition to Residential Neighborhoods Discretionary projects involving an Eligible Historic Resource may require compliance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as mitigation pursuant to CEQA.	Nomenclature change of Commercial Manufacturing land use category to Hybrid Industrial Restriction of incompatible uses Consistent with SCAG Principles, Policies, and Goals	The proposed project does not take place within an HCP, therefore no CPIO standards/guidelines are needed
Nodes	2:1 Baseline FAR 3:1 Maximum FAR 1:1 Minimum FAR 50 Percent Minimum Lot Coverage Pedestrian Oriented Ground Floor 55 foot Maximum Height Setback transition to Residential Neighborhoods Discretionary projects involving an Eligible Historic Resource may require compliance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as mitigation pursuant to CEQA.	Nomenclature change of Commercial Manufacturing land use category to Hybrid Industrial Restriction of incompatible uses Consistent with SCAG Principles, Policies, and Goals	The proposed project does not take place within an HCP, therefore no CPIO standards/guidelines are needed
Significant Impact	No	No	No
CRENSHAW CORRIDOR SPECIFIC PLAN AMENDMENTS			
	Ministerial sign-off procedure for signs, minor façade repair/storefront rehabilitation, paint and Leimert Park Village neighborhood serving uses. 1.5:1 Maximum FAR (Portions of all subareas) 2:1 Maximum FAR (Portions of all subareas, except E) 3:1 Maximum FAR (Mixed Use Projects in portions of Subarea A, B, C, F) Increased street frontage setbacks for projects with outdoor amenities (Subareas D, E) Maximum FAR may be increased by up to 1.0 when allowed by height district, through introducing one square foot of floor area for each square foot of podium or surface parking area relocated to subterranean levels 48 foot Maximum Height (portions of subareas B, D, F) 60 foot Maximum Height (portions of subareas A, B, C, F) 75 foot Maximum Height (Mixed Use Projects in portions of Subarea A, B, C, F)	Nomenclature change of General Commercial land use category to Neighborhood Commercial Restriction of incompatible uses Consistent with SCAG Principles, Policies, and Goals	The proposed project does not take place within an HCP, therefore no CPIO standards/guidelines are needed

TABLE 4.10-5: CPIO SUBDISTRICT AND SPECIFIC PLAN AMENDMENT STANDARDS AND GUIDELINES REGARDING LAND USE			
CPIO Subdistrict and Specific Plan Amendment	Land Use Compatibility	Land Use Consistency	Habitat Conservation Plans
	Setback transition to Residential Neighborhoods Discretionary projects involving an Eligible Historic Resource may require compliance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as mitigation pursuant to CEQA.		
Significant Impact	No	No	No
HYDE PARK INDUSTRIAL CORRIDOR CPIO SUBDISTRICT			
	1.5:1 Maximum FAR (Subareas A, C, D, F) 2:1 Maximum FAR (Subareas B, E) Pedestrian Oriented Ground Floor /c/ Bicycle, Vehicular, and Pedestrian Network Improvements Accessible Open Space and Greenway Linkage Improvements /d/ 30 foot Maximum Height (Subarea D) 45 foot Maximum Height (Subarea F) 45 foot to 60 foot Maximum Height (Subareas A, C) 45 foot to 75 foot Maximum Height (Subareas B, E) Industrial setback transition to Residential Neighborhoods, Public Open Space, or School /e/ Discretionary projects involving an Eligible Historic Resource may require compliance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as mitigation pursuant to CEQA.	Reclassification of Limited Manufacturing land use to Hybrid Industrial Restriction of incompatible uses Consistent with SCAG Principles, Policies, and Goals	The proposed project does not take place within an HCP, therefore no CPIO standards/guidelines are needed
Significant Impact	No	No	No
JEFFERSON/LA CIENEGA TOD CPIO SUBDISTRICT			
	1.5:1 Maximum FAR (Subarea A) 2:1 Maximum FAR (Subarea F) 3:1 Maximum FAR (Subareas B, C, D, E, G) 30 Percent Minimum Lot Coverage (Subareas A, B, D, E, F) 50 Percent Minimum Lot Coverage (Subareas C, G) Pedestrian Oriented Ground Floor Building Frontage Façade at Sidewalk Bicycle Parking On-street Carshare and Bicycleshare Parking Bicycle, Vehicular, and Pedestrian Network Improvements Open Space Improvements 45 foot Maximum Height (Subareas A, D) 55 foot Maximum Height (Subareas C, G) 75 foot Maximum Height (Subareas B, E, F)	Nomenclature change of Low Residential land use category to Low II and Low III Residential, and nomenclature change of Limited Manufacturing land use to Hybrid Industrial Restriction of incompatible uses Consistent with SCAG Principles, Policies, and Goals	The proposed project does not take place within an HCP, therefore no CPIO standards/guidelines are needed

TABLE 4.10-5: CPIO SUBDISTRICT AND SPECIFIC PLAN AMENDMENT STANDARDS AND GUIDELINES REGARDING LAND USE			
CPIO Subdistrict and Specific Plan Amendment	Land Use Compatibility	Land Use Consistency	Habitat Conservation Plans
	Setback transition to Residential Neighborhoods /f/ Discretionary projects involving an Eligible Historic Resource may require compliance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as mitigation pursuant to CEQA.		
Significant Impact	No	No	No
LA BREA/FARMDALE TOD CPIO SUBDISTRICT			
	1.5:1 Maximum FAR (Subarea B) 2:1 Maximum FAR (Subarea C) 3:1 Maximum FAR (Subareas A, C, D, F) 30 Percent Minimum Lot Coverage (Subareas B, C, D, E) 50 Percent Minimum Lot Coverage (Subarea A) Pedestrian Oriented Ground Floor Building Frontage Façade at Sidewalk Bicycle, Vehicular, and Pedestrian Network Improvements Accessible Open Space and Greenway Linkage Improvements /g/ 45 foot Maximum Height (Subareas B, C, E, F) 55 foot Maximum Height (Subareas A, D) 65 foot Maximum Height (Subarea A) Setback transition to Residential Neighborhoods Discretionary projects involving an Eligible Historic Resource may require compliance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as mitigation pursuant to CEQA.	Reclassification of Limited Industrial land use category to Hybrid Industrial Restriction of incompatible uses Consistent with SCAG Principles, Policies, and Goals	The proposed project does not take place within an HCP, therefore no CPIO standards/guidelines are needed
Significant Impact	No	No	No
VENICE/NATIONAL TOD CPIO SUBDISTRICT			
	2:1 Maximum FAR (Subarea B) 3:1 Maximum FAR (Subareas A, C, D, E) Tower Footprint (Subarea A) Tower Separation (Subarea A) 30 Percent Minimum Lot Coverage (Subareas C, E) 50 Percent Minimum Lot Coverage (Subareas A, B) Pedestrian Oriented Ground Floor Building Frontage Façade at Sidewalk On-street Carshare and Bicycleshare Parking Bicycle, Vehicular, and Pedestrian Network Improvements Accessible Open Space and Greenway Linkage Improvements /g/ 45 foot Maximum Height (Subarea D)	Reclassification of Commercial Manufacturing use to Community Commercial and Hybrid Industrial uses Restriction of incompatible uses Consistent with SCAG Principles, Policies, and Goals	The proposed project does not take place within an HCP, therefore no CPIO standards/guidelines are needed

TABLE 4.10-5: CPIO SUBDISTRICT AND SPECIFIC PLAN AMENDMENT STANDARDS AND GUIDELINES REGARDING LAND USE			
CPIO Subdistrict and Specific Plan Amendment	Land Use Compatibility	Land Use Consistency	Habitat Conservation Plans
	55 foot Maximum Height (Subareas B, C, E) 65 foot to 150 foot Maximum Height (Subarea A) Setback transition to Residential Neighborhoods /h/ Projects involving a Designated Historic Resources must comply with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, and undergo review pursuant to CEQA. Discretionary projects involving an Eligible Historic Resource may require compliance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as mitigation pursuant to CEQA.		
Significant Impact	No	No	No
/a/ Recommended in all corridors, required on Washington and Robertson Boulevards for Administrative Clearance. /b/ Recommended for Administrative Clearance. /c/ Required in subareas C, D, and F for Administrative Clearance. /d/ Required in subareas A, B, C, and E for Administrative Clearance. /e/ Required in subareas A, B, and E for Administrative Clearance. /f/ Required in subareas A, C, and D for Administrative Clearance. /g/ Required in subarea A for Administrative Clearance. /h/ Required in subareas C and E for Administrative Clearance. SOURCE: City of Los Angeles Department of City Planning, <i>West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay Districts and Crenshaw Corridor Specific Plan Amendments</i> , 2012; TAHA, 2012.			

Operations

Land Use Compatibility

Land use incompatibility can occur where differences exist among uses that are near each other. These incompatibilities may result from differences in the physical scale of development, noise levels, traffic levels, hours of operation, and other factors. As described below, the West Adams New Community Plan and implementing ordinances propose changes regarding land use compatibility in the following ways:

- **Zone and Height District Changes.** Refinements to zoning regulations are proposed to enable opportunities for increased business and employment opportunities; particularly along commercial corridors and at centers. Floor Area Ratio (FAR) and building heights in some planning subareas would be increased or decreased through changes to the height district. In addition, transitional buffers for building heights adjacent to residential uses, as well as the rezoning of some industrial areas to either commercial or less intense hybrid industrial uses may be proposed in order to permit ground floor commercial and further limit outdoor storage.
- **Community Plan Implementation Overlay (CPIO) Subdistricts.** Overlays are proposed that would provide supplementary use (overlay) districts and subareas throughout the West Adams CPA that directly implement the goals, policies, and programs of the West Adams New Community Plan. The CPIO subdistricts will be used in combination with proposed underlying zone and height district regulations to further tailor use and development standards. They involve review procedures that require sign-off (ministerial approval) for projects that comply with the standards while allowing for minor adjustment and exceptions (discretionary approval) for projects that exceed the adopted standards by a predetermined maximum.

In addition, several land use designations currently shown in the existing land use maps would be revised as part of the Framework update and would no longer exist or would be refined: For example, Commercial Manufacturing, Limited Manufacturing, and Low Residential would be eliminated; new categories such as Hybrid Industrial, Low II Residential, and Low III Residential would be added to the West Adams CPA. Revising the West Adams CPA land use map to reflect such changes would make the proposed project consistent with the Citywide Framework. Other changes would be implemented throughout the West Adams CPA, including zone changes to retain existing single- and multi-family residential uses, and refining existing industrial and commercial land uses. These changes would help maintain the existing character of these land uses with the West Adams CPA. Zone changes would also take place at the appropriate locations to encourage mixed-use and TOD. In addition, changes are proposed in the CPIO subdistricts and Specific Plan Amendments that would limit adjacent incompatible uses. Examples include limitations of off-site alcohol sales, fast food establishments, storage buildings for household goods, swap meets, and gun and pawn shops. In some cases the use is prohibited, and in other cases there is a geographic proximity limitation (e.g., not more than one establishment permitted within 0.5 miles of another such establishment).

Table 3-5 in Chapter 3.0 Project Description, illustrates the change in acreages between the surveyed/existing conditions and the proposed West Adams New Community Plan by land use designation. The proposed project is a refinement of the 1998 West Adams Community Plan. Existing goals and policies would be retained and augmented. The West Adams New Community Plan focuses on land use, related mobility issues, and urban design. Beyond these changes, the proposed project and implementing ordinances do not introduce major changes to land use in the West Adams CPA.

In addition, the proposed project does not include any extensions of roadways or other development features through currently developed areas that could physically divide or isolate existing neighborhoods or an established community. The land use changes proposed would create consistency between the West Adams New Community Plan land use map and the actual built land uses on parcels.

However, none of these changes would result in the construction of large blocks of development that would divide or isolate other land uses in the West Adams CPA. Floor Area Ratio (FAR) and building heights in some planning sub-areas would be increased or decreased through changes to the height district. In addition, transitional buffers for building heights adjacent to residential uses, as well as the rezoning of some industrial areas to either commercial or less intense hybrid industrial uses are proposed in order to permit ground floor commercial and further limit outdoor storage.

The West Adams CPA is a developed area, and the project does not propose any land use changes that would substantially change land use patterns in the West Adams CPA. Development that would occur under the proposed project would occur mostly in the CPIO subdistricts along major boulevards in the West Adams CPA. No disruption, division, or isolation of an established community would take place.

The West Adams New Community Plan is a refinement of the 1998 Community Plan. Existing goals and policies would be retained and augmented. The proposed project focuses on land use and related mobility issues, urban design, and the phasing of public infrastructure and services. The West Adams New Community Plan and implementing ordinances would restrict incompatible uses, implement development standards, and maintain neighborhood character. Additionally, the proposed project would not displace or disrupt existing residential neighborhoods. Beyond these changes, the proposed project does not introduce major changes to land use in the CPA. Therefore, the proposed project would result in less-than-significant impacts related to land use compatibility.

Land Use Consistency

Land use inconsistency can occur when a proposed project would conflict with any applicable land use plan, policy, or regulation. As described below, the West Adams New Community Plan and implementing ordinances propose changes related to land use consistency in the following manner:

- **General Plan Amendments.** General Plan Amendments are proposed to maintain consistent neighborhood character, retain existing uses, improve business, employment, and housing opportunities, and preserve existing retail and neighborhood services. A limited amount of land that is classified for residential use in predominately commercial or industrial areas would be reclassified to commercial or industrial land use designations to create consistency between land use designations and existing uses on the site and/or existing surrounding land uses. This occurs in the Jefferson/La Cienega Boulevards TOD CPIO Subdistrict and the Crenshaw Corridor Specific Plan area near Exposition and Crenshaw Boulevards. Some General Plan Amendments would also create consistency with future proposed land uses, restrict incompatible uses, apply updated Framework Land Use categories or eliminate Framework Land Use categories that no longer exist, and correct minor errors. Some General Plan Amendments would be accompanied by zone changes.

In addition to consistency with the local General Plan, several regionally- and locally-adopted land use plans, policies, and regulations would be applicable to development under the West Adams New Community Plan. These include SCAG's RCP, RTP, and Compass Growth Vision. The following discusses the consistency of the proposed project with applicable land use plans and policies. Furthermore, as discussed in Section 4.3 Air Quality, the West Adams New Community Plan would be consistent with the 2007 Air Quality Management Plan.

SCAG Regional Comprehensive Plan and Regional Transportation Plan

The West Adams CPA is located within the six-county region that comprises the SCAG planning area. The West Adams New Community Plan meets SCAG's criteria for a regionally significant project; therefore, an analysis with respect to the RCP and RTP is provided in **Table 4.10-6**. Development as a result of the proposed project would be generally consistent with adopted policies included in SCAG's RCP and RTP that are related to land use.

TABLE 4.10-6: CONSISTENCY WITH SCAG RCP AND RTP		
Goal	SCAG RCP/RTP Goals	Project Consistency
RCP LAND USE AND HOUSING CHAPTER		
Goal 1	Focusing growth in existing and emerging centers and along major corridors.	Consistent: The proposed project would encourage reinvestment in areas that are existing activity centers, major corridors, and commercial centers.
Goal 2	Creating significant areas of mixed-use development and walkable, "people-scaled" communities.	Consistent: Changes are proposed predominately to TOD districts located along major corridors that allow for mixed-use development. In addition, the project proposes a CPIO to tailor use and development standards to enhance the character of these areas and encourage pedestrian-oriented commercial development and walkability.
Goal 3	Providing new housing opportunities, with building types and locations that respond to the region's changing demographics.	Consistent: The proposed project includes land use changes to allow for TOD districts, including mixed-use buildings, located near transit stations along major corridors within the West Adams CPA.
Goal 4	Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations.	Consistent: See response to Goal 2 and 3.
Goal 5	Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.	Consistent: See response to Goal 4. In addition, the proposed project would promote infill development and redevelopment in already urbanized areas.
Goal 6	Preserving existing, stable, single-family neighborhoods.	Consistent: The proposed project includes development guidelines which direct development to particular locations within the CPA, thereby alleviating development pressure in residential neighborhoods. In addition, new commercial development adjacent to single-family neighborhoods will be required to step back in order to encourage a proper transition to lower density areas. Therefore, the proposed project would preserve and enhance the existing stable single-family residential neighborhoods in the West Adams CPA.
Goal 7	Protecting important open space, environmentally sensitive areas and agricultural lands for development.	Consistent: The proposed project would promote infill development and redevelopment in already urbanized areas. Therefore, the proposed project would not promote development on open space, agricultural lands, wetlands, groundwater recharge areas, or land containing special-status species.
RCP AIR QUALITY CHAPTER		
Goal 1	Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.	Consistent: The proposed project would promote TOD districts along commercial corridors, which would promote the use of bicycles, public transit, and walking to reduce vehicle miles traveled. The project proposes a CPIO to tailor use and development standards to enhance the character of these areas and encourage pedestrian-oriented commercial development and walkability.
Goal 2	Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.	Consistent: See response to Goal 1.
Goal 3	Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM10, PM2.5, ultrafine), and carbon monoxide.	Consistent: See response to Goal 1.

TABLE 4.10-6: CONSISTENCY WITH SCAG RCP AND RTP		
Goal	SCAG RCP/RTP Goals	Project Consistency
RCP OPEN SPACE AND HABITAT CHAPTER		
Goal 1	Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems.	Consistent: The proposed project is located in an urbanized area. No changes are proposed in areas adjacent to natural lands, including the Kenneth Hahn Recreation Areas.
Goal 2	Conserving wildlife linkages as critical components of the region's open space infrastructure.	Consistent: See response to Goal 1.
Goal 3	Coordinating transportation and open space to reduce transportation impacts to natural lands.	Consistent: See response to Goal 1. In addition, the proposed project includes land use changes for TOD districts in already urbanized areas.
Goal 4	Enhance the region's parks, trails and community open space infrastructure to support the aesthetic, recreational and quality-of-life needs, providing the highest level of service to our growing region.	Consistent: Although the Plan identifies several potential and planned recreation or greenway opportunity areas located throughout the CPA, the proposed project does not propose any specific recreation projects, but also would not result in the elimination of any existing parks or other recreation resources.
Goal 5	Preserve the productivity and viability of the region's agricultural lands while supporting a sustainable economy and region.	Consistent: The proposed project does not contain any rural or agricultural areas.
RCP WATER CHAPTER		
Goal 2	Achieve water quality improvements through implementation of land use and transportation policies and programs that promote water stewardship and eliminate water impairments and waste in the region.	Consistent: The propose project provides for increased density of housing and commercial buildings within targeted areas of the West Adams CPA. Increased urban density is known to increase water use efficiency.
Goal 3	Foster comprehensive and collaborative watershed planning within the region that produces waterwise programs and projects with multiple benefits and ecosystem protections, integrating local government planning efforts with those of special districts, environmental advocates and other watershed stakeholders.	Consistent: Development in the West Adams CPA would comply with existing policies in the General Plan that require the City to consider a watershed-based approach to stormwater management. In addition, the General Plan encourages the prevention of erosion that might damage watersheds.
REGIONAL TRANSPORTATION PLAN		
Goal 1	Maximize mobility and accessibility for all people and goods in the region.	Consistent: Changes are proposed predominately to TOD districts located along major corridors in the West Adams CPA. The project proposes these changes mainly to areas located directly adjacent to the Exposition light rail transit stations and the Crenshaw/LAX light rail transit stations. The West Adams New Community Plan proposes a CPIO and Specific Plan amendments to tailor use and development standards to enhance the character of these areas and encourage pedestrian-oriented commercial development and walkability. In addition, development in the CPA would comply with existing General Plan policies that ensure mobility and accessibility for all people and goods.
Goal 3	Preserve and ensure a sustainable regional transportation system.	Consistent: See response to Goal 1.
Goal 4	Maximize the productivity of our transportation system.	Consistent: See response to Goal 1.

TABLE 4.10-6: CONSISTENCY WITH SCAG RCP AND RTP		
Goal	SCAG RCP/RTP Goals	Project Consistency
Goal 5	Protect the environment, improve air quality and promote energy efficiency.	Consistent: See response to Goal 1. In addition, the details in the response to Goal 1 will lead to decreased use of personal automobiles, which would improve air quality.
Goal 6	Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures.	Consistent: See response to Goal 1.
SOURCE: SCAG, RCP and RTP, 2012.		

SCAG Compass Growth Vision

As stated above, the West Adams New Community Plan meets SCAG’s criteria for a regionally significant project; therefore, an analysis with respect to the Compass Growth Vision is provided in **Table 4.10-7**. The proposed plan would be generally consistent with applicable principles and land use policies of the Compass Growth Vision because it would increase housing stock in the West Adams CPA and would promote and maximize regional mobility, livability, prosperity, and sustainability.

TABLE 4.10-7: CONSISTENCY WITH SCAG COMPASS GROWTH VISION REPORT		
Principle/Policy	SCAG Compass Growth Vision Policies	Project Consistency
Principle 1	Improve mobility for all residents.	Consistent: The proposed project would promote mobility, provisions for public infrastructure, public safety, as well as healthy and sustainable communities. In addition, development in the West Adams CPA would comply with existing General Plan policies that ensure mobility and accessibility for all people and goods.
Policy 1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Consistent: See response to Principle 1. The project proposes changes to potential TOD areas located directly adjacent to Exposition light rail transit line stations and Crenshaw/LAX light rail transit line stations. The proposed project would also promote infill development and redevelopment in already urbanized areas.
Policy 1.2	Locate new housing near existing jobs and new jobs near existing housing.	Consistent: The proposed project would promote the development of TOD districts which would contain mixed use buildings. These mixed use buildings would foster a jobs/housing proximity.
Policy 1.3	Encourage transit-oriented development.	Consistent: See responses to Principle 1 and Policies 1.1 and 1.2.
Policy 1.4	Promote a variety of travel choices.	Consistent: The proposed project would promote TOD districts along commercial corridors, which would promote the use of bicycles, public transit, and walking to reduce reliance on automobiles. The project proposes a CPIO and Specific Plan amendments to tailor use and development standards to enhance the character of these areas and encourage pedestrian-oriented commercial development and walkability.
Principle 2	Foster livability in all communities.	Consistent: See responses to above Principles and Policies. Additionally, development under the proposed project would conserve and enhance the natural amenities of the community such as the Baldwin Hills, views, and open space areas. Furthermore, the proposed project would encourage strategies for sustainable growth that will support and revitalize neighborhoods and commercial areas that need physical and economic improvements.

TABLE 4.10-7: CONSISTENCY WITH SCAG COMPASS GROWTH VISION REPORT		
Principle/Policy	SCAG Compass Growth Vision Policies	Project Consistency
Policy 2.1	Promote infill development and redevelopment to revitalize existing communities.	Consistent: No development is proposed outside of the existing urban fabric and the proposed project would encourage infill development and redevelopment within the West Adams CPA.
Policy 2.2	Promote developments that provide a mix of uses.	Consistent: See response to Policy 1.2.
Policy 2.3	Promote "people-scaled" pedestrian-friendly communities.	Consistent: See response to Principle 1 and Policy 1.4.
Policy 2.4	Support the preservation of stable, single-family neighborhoods.	Consistent: No changes are proposed that would reduce existing single-family residential development. Development under the proposed project would preserve and enhance existing stable single-family residential neighborhoods by targeting growth to major boulevards, corridors, and activity nodes in the West Adams CPA.
Principle 3	Enable prosperity for all people.	Consistent: See response to Principles 1 and 2.
Policy 3.1	Provide a variety of housing types in each community to meet the housing needs of all income levels.	Consistent: Existing residential land use patterns in the West Adams CPA fall within the middle ranges of the land use designations, from low to high-medium. The project proposes changes to retain existing single- and multi-family residential uses and would increase dwelling units in the West Adams CPA by approximately 29 percent. Therefore, the proposed project would not change the composition or range of housing types currently existing in the West Adams CPA.
Policy 3.3	Ensure environmental justice regardless of race, ethnicity or income class	Consistent: No land uses are proposed that would unduly expose minority populations to environmental impacts.
Principle 4	Promote sustainability for future generations.	Consistent: The proposed project would encourage strategies for sustainable growth through TOD districts that will support and revitalize neighborhoods and commercial areas, provide access to transportation, and improve access to community serving uses and retail.
Policy 4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Consistent: The West Adams CPA does not contain any rural or agricultural areas. Development from the proposed project would conserve and enhance the natural amenities of the community such as open space and recreation areas. The proposed project would not promote development on environmental sensitive areas.
Policy 4.2	Focus development in urban centers and existing cities.	Consistent: The West Adams CPA is part of the incorporated City of Los Angeles and the project would not propose development outside of existing City boundaries. Furthermore, the proposed project would encourage development along commercial and transit corridors, which would increase accessibility to services and facilities, reduce vehicular trips, and encourage walking.
Policy 4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	Consistent: The proposed project would accommodate population growth and would provide new housing and commercial opportunities along major corridors. This would increase infill development, accessibility to services, facilities, and public transit. Vehicular trips would be reduced as walking and biking would be encouraged.
Policy 4.4	Utilize "green" development techniques.	Consistent: See response to Policy 4.3.
SOURCE: SCAG, <i>Compass Growth Vision</i> , 2004.		

While implementation of the proposed project would result in capacity for additional development in the West Adams CPA, its policies are generally geared toward, or result in, reducing environmental impacts associated with future development. The preceding analysis does not identify any SCAG RCP, RTP, or Compass Growth Vision policies that are inconsistent with the purpose and intent of the proposed project. Overall, the West Adams New Community Plan would not conflict with, and would work to implement, key regional policies applicable to the West Adams CPA and surrounding areas. Therefore, this impact would be less than significant.

The Zoning Ordinance, which is set forth in Section 12.00 et seq. of the LAMC, includes the development standards for the various zoning districts in the City. The West Adams CPA currently includes many areas of inconsistency between General Plan designations and zoning, and zoning and actual land uses. The West Adams New Community Plan and implementing ordinances propose zone changes, plan land use designations and district amendments, and establish overlay zones, as appropriate. Zone changes (implemented by ordinance) would regulate development standards such as heights of structures, setbacks, lot coverage, density and intensity, open space, use of land, parking and design. Upon adoption of the proposed project all zoning and General Plan land use designations would be consistent. Therefore, the proposed project would result in less-than-significant impacts related to land use consistency.

Habitat Conservation Plans

As discussed in Section 4.4 Biological Resources, there are no habitat conservation plans within the West Adams CPA. Therefore, no impact related to habitat conservation plans would occur.

MITIGATION MEASURES

Construction

The West Adams New Community Plan describes the capacity for future development for a portion of the City and does not constitute a commitment to any project-specific construction. Therefore, no mitigation measures are required.

Operations

Land Use Compatibility

Impacts related to land use compatibility would be less than significant. No mitigation measures are required.

Land Use Consistency

Impacts related to land use consistency would be less than significant. No mitigation measures are required.

Habitat Conservation Plans

No impacts related to habitat conservation plans would occur. No mitigation measures are required.

SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Construction

The West Adams New Community Plan describes the capacity for future development for a portion of the City and does not constitute a commitment to any project-specific construction. Therefore, no impacts related to construction would occur.

Operations

Land Use Compatibility

Impacts related to land use compatibility were determined to be less than significant without mitigation.

Land Use Consistency

Impacts related to land use consistency were determined to be less than significant without mitigation.

Habitat Conservation Plans

No impacts related to habitat conservation plans would occur.