

EXHIBIT B:

City Charter, LAMC and General Plan Findings

South Los Angeles Community Plan

CPC-2008-1552-CPU; ENV-2008-1781-EIR

Recommended by the City Planning Commission on June 22, 2017.

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August 2017

FINDINGS

Summary

The Proposed Plan as modified is consistent with the City Charter, LAMC, and General Plan Findings as approved by the City Planning Commission on June 22, 2017, and is consistent with and further supports the Findings of Fact.

Project Location

The South Los Angeles Community Plan Area (CPA) is located approximately three miles southwest of downtown Los Angeles. It is approximately 15.4 square miles and contains 7,272 acres. The CPA is generally bounded by Venice and Pico Boulevards to the north; Arlington and Van Ness Avenues to the west; Figueroa Street and Broadway to the east; and unincorporated Los Angeles County to the south. Other CPAs and jurisdictions that are adjacent to the South Los Angeles CPA include the Wilshire CPA and Westlake CPA to the north; the Southeast Los Angeles CPA to the east, the West Adams - Baldwin Hills - Leimert CPA and the City of Inglewood to the west; and the Harbor Gateway CPA and unincorporated Los Angeles County to the south.

City Charter Findings

1. **Charter Section 556¹** – In accordance with Charter Section 556, the proposed South Los Angeles Community Plan (Proposed Plan), proposed zone and height district change ordinances, plan land use designations, overlays and amendments proposed in the Proposed Plan is in substantial conformance with the purpose, intent, and provision of the General Plan. The Proposed Plan is consistent with and help to further accomplish the goals, objectives, and policies contained in portions of the General Plan, including the General Plan Framework Element, as outlined below. The General Plan Framework Element establishes the standards, goals, policies, objectives, programs, terms, definitions, and direction to guide the update of citywide elements and the community plan. Community plans apply the growth and development policies defined in the Framework Element and the other citywide elements as they relate to a smaller geographic area.
2. **Charter Section 558** – In accordance with Charter Section 558(b) (2), the Proposed Plan, inclusive of the Community Plan Implementation Overlay (CPIO) District and proposed zone change ordinances will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the Proposed Plan and land use ordinances are consistent with the City's General Plan and directly implement the policies of the Framework Element. In addition, the Proposed Plan, inclusive of the proposed CPIO District and zone change ordinances will be in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. The Proposed Plan includes policies and standards that promote the revitalization of corridors, a greater diversity of retail and neighborhood services, the preservation of viable industrial areas, and also encourage sustainable, mixed-use development in major transit centers while protecting adjacent residential neighborhoods. The Proposed Plan and zone change ordinances follow good zoning practice in implementing such policies by including development restrictions such as height limitations in areas that transition between commercial and residential, restrictions on incompatible uses, and focusing development potential in targeted areas around transit. The CPIO District directly implements these policies by regulating permitted land uses, height, bulk and overall design of buildings along major commercial corridors and in the industrial areas of the Community Plan Area.

¹ To the extent that general plan amendments are discussed in the findings in this report it is for informational purposes. There is no requirement in the City Charter or the LAMC to adopt findings for a general plan amendment.

Los Angeles Municipal Code Findings

3. **LAMC Section 11.5.8²** - In November 2016 Measure JJJ was passed and it was certified by the County Clerk on December 13, 2016. Measure JJJ includes direction, in accordance with Charter Section 555, to the Planning Department to complete a comprehensive assessment for any amendment to a community plan to ensure that proposed changes do not:
 1. Reduce the capacity for creation and preservation of affordable housing and access to local jobs; or
 2. Undermine California Government Code Section 65915 or any other affordable housing incentive program.

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

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

Goal LU1: Safe, secure, healthy and high-quality residential environments that provide housing for all economic levels, ages, physical abilities and ethnicities.

Policy LU1.6Affordability. Encourage affordable housing options by promoting the benefits of tax credit programs such as LAHD's Mortgage Credit Certificate program, homebuyer incentive programs that involve the reuse and rehabilitation of existing structures, other tax programs and the density bonus ordinance.

Policy LU1.10Minimize Displacement. New development should aim to minimize the displacement of current residents.

Policy LU1.11Mixed-Income Communities. Encourage additional mixed-income neighborhoods by promoting affordable housing and reducing residential segregation and concentrations of poverty.

Policy LU1.17 Tenants' Right of Return. Support projects that offer former low-income tenants of demolished units with the first right of refusal on leases for the new housing units.

Goal LU5:Adequate housing units are promoted and provided for all segments of the community regardless of income, age, physical ability or ethnic background.

Policy LU5.2Diverse and Affordable Housing. Prioritize housing that is affordable to a broad cross-section of income levels, that provides a range of residential product types, and that supports the ability to live near work.

Policy LU5.3Senior Housing. Encourage that adequate affordable housing units for senior citizens are developed according to incomes in neighborhoods that are accessible to public transit, commercial services and health facilities.

Policy LU5.4Preserve Rent Stabilized Units. Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance and strive for a no net loss of affordable units in the Plan Area.

Policy LU19.15 Transfer of Floor Area. Support the development of a transfer of floor area rights program to facilitate transfers that generate public benefits such as affordable housing.

Capacity to Create Affordable Housing Units

² Notwithstanding the heading, there is no requirement in LAMC Section 11.5.8 for PLUM or the City Council to make findings under that section prior to a community plan amendment.

The Proposed Plan does not reduce the capacity for the creation of affordable housing because the proposed changes in the South Los Angeles Community Plan Area (Plan Area or CPA) do not reduce the amount of residentially zoned and planned land. The Proposed Plan encourages an increase in the overall housing supply for all income levels, including new affordable housing units, through specific zone changes in transit areas and select commercial corridors.

The zone changes in the Proposed Plan support the creation of new housing units in two ways. First, the Proposed Plan removes Qualified Classification (Q) Conditions that limit residential densities along certain commercial corridors, and restores residential densities to those envisioned by the Framework Element of the General Plan. The purpose of restoring residential densities is to encourage redevelopment of underutilized properties and allow more housing units, including affordable units, than currently allowed.

Second, demand for housing for all income groups, including affordable housing, is met through specific land use designation and zone changes of the Proposed Plan. The Proposed Plan incentivizes opportunities for affordable housing in the transit areas and major commercial corridors of the CPA.

Land use designation and zone changes in the proposed Transit-Oriented Development (TOD) Subareas of the CPIO would incentivize greater density, height, and/or floor area ratios, providing additional housing development potential than would be allowed under existing regulations. This increased development potential for additional housing units would result in a net increase in the supply of housing, and in particular affordable housing, above what is existing today. The TOD Subareas include a tiered incentive structure that prioritizes housing for lower income households near transit by providing a lower base FAR, height and density for market rate projects and providing greater FAR, height and density for mixed-income and affordable housing projects. These recommendations direct housing growth to major transit areas with community amenities to support local businesses and provide opportunities for increased transit ridership consistent with the policies of the Proposed Plan, the Framework Element and the Sustainable Communities Strategy.

As disclosed in the combined South Los Angeles and Southeast Los Angeles Community Plan Environmental Impact Report, the Proposed Plan can accommodate approximately 97,897 housing units by 2035, an increase of approximately 14,929 housing units over 2015 estimates³ of 82,968 housing units in South Los Angeles.

Capacity to Preserve Affordable Housing Units

Recent data⁴ identifies approximately 12,642 existing housing units in the South Los Angeles CPA that are subject to the Rent Stabilization Ordinance (RSO). The Proposed Plan maintains zoning consistent with the existing uses on the parcels where approximately 95 percent of these RSO units are located.

The proposed zone and land use designation changes that affect development potential are located within the CPIO TOD Subareas, where future uses and development will be subject to use and development standards. Roughly 12,408 RSO units are outside of the CPIO TOD Subarea boundaries, and only about 234 of these units are located on properties that are proposed to be up-zoned (where development capacity increased). Approximately 2,818 RSO units are within the CPIO District, with proposed changes described below.

Although the intent of the Proposed Plan is to increase housing opportunities at all income levels, the Proposed Plan focuses on incentivizing the provision of affordable units due to the socio-economic demographics of these CPA (including the high number of transit-dependent persons). The increased development potential around transit created by the Proposed Plan provides significant FAR and height incentives for mixed-income and 100 percent affordable housing projects. Mixed-income projects are required to meet the affordability provisions of Measure JJJ. In addition to the FAR and height increases for mixed-income and 100 percent affordable projects, the CPIO's TOD Subareas require that all existing affordable units on-site be replaced in order to ensure that low-income, transit dependent residents are able to continue to live in these transit centers. With the one-for-one replacement of

³ Los Angeles Department of City Planning, 2015 Growth and Infrastructure Report

⁴ Housing and Community Investment Department (HCID), June 2017.

affordable units, the affordability period of the existing RSO units or other affordable units would be extended up to 55 years, significantly extending the life of their affordability and preserving the existing affordable units as well as maintaining the capacity to preserve affordability of future units.

Approximately 2,584 RSO units are located within the CPIO District boundaries where no changes to intensity or density are proposed under the Proposed Plan. These CPIO Subareas do not increase the development potential in these areas and future uses and development will be subject to use and development standards in the CPIO which are in addition to existing zoning regulations. Furthermore, the CPIO Residential Subareas propose no changes to allowable development and in some cases propose downzones consistent with as-built residential densities. These Subareas include the addition of new development standards that promote greater compatibility through new regulations that address building height transitions, pedestrian-scale design, and massing. These new development standards seek to improve the design and compatibility of future residential structures.

There are also a variety of zone changes proposed on select commercial corridors that include increases to building height and/or density and removal of Q conditions that limited residential densities with no increase to allowable FAR. If these properties were to be redeveloped with new housing units, the City could not require the replacement of RSO units with similarly priced RSO units. New residential units could be market-rate. Nevertheless, the removal of existing limits on residential densities for these commercially zoned lots are intended to expand the overall housing supply in the Community Plan Area, particularly along commercial corridors and in commercial districts. This is expected to result in a net increase of all housing types, which could include affordable units.

B. The Proposed Plan does not reduce access to local jobs.

The Proposed Plan does not reduce access to local jobs because the recommended changes do not change the overall quantity of land zoned for commercial uses. Instead, the Proposed Plan increases allowable commercial development in select areas of the CPA, thereby encouraging investment in currently underutilized areas. Existing zoning in commercial areas is generally maintained with some increases in the development potential in the Community Commercial and Regional Commercial land use designations, which allows for a greater variety of commercial uses and increases the opportunity for local jobs. The Proposed Plan encourages a diverse mix of quality uses along the commercial corridors of the CPA and establishes development regulations that seek to enhance the aesthetic character and economic viability of the corridors. In addition, the Proposed Plan fosters the creation of thriving transit centers that provide a greater mix of housing, jobs, goods, and services around light rail transit stations and Rapid bus stops throughout the CPA. The proposed CPIO District also provides incentives for major employment providers such as research and development, professional office, and other such uses in the TOD Regional Subarea. These recommendations support the creation of and access to local jobs, consistent with the policies of the Proposed Plan.

The Proposed Plan supports and preserves local jobs by preserving stable industrial lands for industrial uses. Preservation of industrial zones for jobs in the CPA will maintain the employment base and the jobs/housing balance and help ensure appropriately located land suitable to accommodate existing, new and relocating industrial firms, including space for small-scale or niche manufacturing and emerging green technologies. The Proposed Plan retains the industrial land use designation and zoning in the Western and Gage industrial districts to ensure that opportunities for suitable land are available to accommodate industrial businesses and green and clean technology and jobs. The Proposed Plan protects industrial land by prohibiting non-industrial uses and uses that compromise job-producing potential in the majority of the large industrial districts. In addition, the industrial zoning of select industrial corridors, such as along Slauson Ave, would be retained but would allow the lightest of industrial uses (due to proximity to residential) and commercial uses that would continue to provide local jobs. Staff has determined that lighter industrial uses have the potential to accommodate more job creating uses versus heavier industrial uses, which typically have lower employee-to-facility ratios.

Although the amount of land designated as industrial is decreasing under the Proposed Plan, this occurs in targeted areas of the CPA where industrial land has been developed with predominantly commercial and residential uses. The Proposed Plan transitions these non-viable industrial areas to a land use designation and zone that is more consistent with as-built conditions. Due to existing conditions, these proposed changes would not alter or affect access to jobs in these areas. Furthermore, the job capacity of these areas would not change significantly under the Proposed Plan.

By increasing and preserving allowable commercial and industrial development in select areas of the CPA, the Proposed Plan does not result in a net loss in job capacity, nor reduce access to local jobs.

C. The Proposed Plan does not undermine California Government Code Section 65915 or any other affordable housing incentive.

The Proposed Plan does not undermine California Government Code Section 65915 (State Density Bonus Laws) or any other affordable housing incentives. Under the Proposed Plan, development projects would still be able to qualify for additional density and incentives, including additional height and reduced parking requirements, if they provide the required set aside number of affordable units consistent with the State Density Bonus law.

Change areas that are proposed for “uplans” and/or “upzones” (increases in potential development capacity) as part of the Proposed Plan occur exclusively in the CPIO TOD Subareas which establish incentives that meet or exceed the affordable housing incentives provided in California Government Code Section 65915, the City’s Density Bonus Ordinance and the affordable housing provisions of Measure JJJ. The TOD Subareas provide greater FAR, height and density incentives for 100 percent affordable housing as well as mixed-income housing projects that provide the required set aside percentages of affordable units consistent with the provisions of LAMC Section 11.5.11 and Measure JJJ.

4. **LAMC 12.32 C.2** – In accordance with LAMC 12.32 C.2, the proposed zone change ordinances including the CPIO District will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the proposed land use ordinances are consistent with the City’s General Plan and directly implement the policies of the Framework Element. In addition, the proposed zone change ordinances will be in conformity with public necessity, convenience, general welfare and good zoning practice. These ordinances promote economic well-being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, and industrial needs of the community. The land use ordinances directly implement the policies contained in the Proposed Plan that concentrate potential future growth in existing centers near public transportation while protecting residential neighborhoods. The proposed land use ordinances follow good zoning practice in implementing such policies by including development restrictions such as height limitations in areas that transition between higher and lower densities and including development incentives to encourage new housing near jobs and in locations with multi-modal transportation options.
5. **LAMC 13.14 C.5** – In accordance with LAMC 13.14 C.5, the supplemental development regulations of the proposed South Los Angeles CPIO District is consistent with and necessary to implement the programs, policies and urban design guidelines of the Proposed Plan. The CPIO regulations set forth design and development standards to ensure that new projects enhance the unique architectural, environmental, and/or cultural qualities of the Community Plan Area and maintain compatible land uses, scale, intensity, and density.

The proposed CPIO District implements the goals and policies of the Proposed Plan through specific regulations that help to foster commercial revitalization, limit the overconcentration of certain uses, and ensure that new infill development is generally compatible with the prevailing neighborhood character. The CPIO District focuses growth into transit-oriented development areas located at major transit centers. In addition, the CPIO Subareas refine permitted uses and tailor development standards to the needs and context of the corridors throughout the Community Plan Area.

With regard to compatible land uses, the CPIO District includes use limitations on automotive repair uses, motels, liquor stores, and drive-thrus, among other uses, to help achieve the goals and policies of the Proposed Plan, as well as incentives for certain uses such as banks, sit-down restaurants and grocery stores. In an effort to preserve and protect residential uses, scale is addressed through transitional height standards for commercial and industrial projects. To further the goals of pedestrian and transit orientation and walkable commercial areas of the Proposed Plan, certain CPIO Subareas include standards for building intensity, building façade frontage location, building heights, active ground floor uses, and parking reduction incentives. Other subareas, such as the Hybrid Industrial Subarea, promote flexible, mixed-use areas with compatible light industrial, commercial, and residential uses, such as live-work in select areas of the CPA. In many areas the Compatible

Industrial Subarea serves as a transitional area between more intense, Industrial Innovation Subareas and residential areas.

General Plan Findings

The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Community Plans comprise the Land Use Element of the City's General Plan and are the final determination of land use categories, zoning, development requirements, and consistency findings. Since state law requires that the General Plan have internal consistency, the updated Community Plan must be consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility Plan 2035), Housing, Conservation, Open Space, Noise and Safety. In addition to the seven state mandated elements, the City's General Plan includes a Health Element, Service System Element, a Cultural Element, a Major Public Facilities Areas Element, and an Air Quality Element. Community plans apply the policies defined in the General Plan Framework Element and the other elements as they relate to a smaller geographic area.

The General Plan Findings are listed under categories similar to the categories found in the Framework Element:

Distribution of Land Use

With respect to the distribution of land use, the General Plan Framework Element states the following:

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing 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.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

The Proposed Plan and its zoning recommendations provide for a variety of different land uses to meet the diverse needs of the community, including housing for a projected increase in population, and commercial and industrial businesses that contribute to the economy of the communities as well as the Los Angeles region. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in South Los Angeles through the year 2035. The Proposed Plan includes a recommended pattern of land use that directs future growth to areas of the South Los Angeles CPA where new development can be supported by transportation infrastructure and different types of land uses can be mixed to reduce the length and number of vehicle trips. Mixed-use development around commercial corridors would give residents and visitors mobility choices that would enable reduction in the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with local trip generation in accordance with recent legislation (Senate Bill 375).

By making a strong connection between mobility and land use planning, the Proposed Plan promotes several principles that are key to creating livable communities, including: improved mobility options for residents, employees, and visitors; increased access to a wide range of uses; and expanded opportunity for location-efficient housing in the city.

Population and Employment Growth

With respect to population and employment growth, the General Plan Framework Element states the following:

Objective 3.3: Accommodate projected population and employment growth within the City and each Community Plan Area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.

The State of California requires that cities plan for changes in population, housing demand and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. These projections are developed by the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization for the six-county region. SCAG is mandated by federal and state governments to prepare the Regional Transportation Plan (RTP), a long-range regional transportation plan that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends. The RTP informs SCAG's projection of growth for the region. State and federal regulations require that local plans be consistent with the Regional Air Quality Plan and the Regional Mobility Plan.

Consistent with the above objective contained in the Framework, the Proposed Plan accommodates projected population and employment growth within the Community Plan Area and includes policies and programs that are aimed at providing adequate transportation, utility infrastructure and public services. The proposed South Los Angeles Plan is estimated to reasonably accommodate approximately 313,836 people by 2035, respectively, providing enough capacity to accommodate the SCAG 2035 forecasts of 311,200 people for the CPA. The Proposed Plan accommodates 69,470 jobs in South Los Angeles which meet the SCAG forecasts of 56,500 jobs. The Framework Element includes a 2010 population plan forecast of 314,900 for the South Los Angeles CPA. The Framework forecasts are best estimates since the adoption of the Framework in 1996 and 2001, and as implementation of the Framework proceeds, the "population forecasts may be revised based upon specific land use actions adopted through the community plan update process." Consistent with the Framework strategy, the Proposed Plan accommodates projected growth that reflects forecasts from SCAG and the community plan update process.

In addition, the Proposed Plan meets the requirements of the Sustainable Communities Strategy adopted by SCAG as part of the latest update to the Regional Transportation Plan (RTP) in accordance with Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 375. These legislative acts require that California cities lay out a vision for regional growth that considers the relationship of land use to transportation in reducing vehicle trips to achieve greenhouse gas emission reduction targets. Since SCAG anticipates this level of growth in South Los Angeles, along with other transit-served communities in the City, the Proposed Plan's increases in development potential are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework. In addition, the Community Plan Area has expansive investment in transit infrastructure and is better situated to provide access to transit options and housing opportunities. The Proposed Plan accommodates employment growth in commercial centers and along transit corridors, consistent with the Framework Element's policies on economic development. The Proposed Plan also accommodate mixed-use development in commercial zones, alleviating pressure to upzone many residential areas and helping to preserve existing affordable housing and maintain existing neighborhood character. Increasing capacity in commercial zones outside of residential areas helps make it possible to conserve housing in many existing residential neighborhoods at the existing density and scale.

Residential Neighborhoods

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

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 (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (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.

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.

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Consistent with the above-referenced policy, goal and objective of the Framework Element, the Proposed Plan retains existing land use designations and zoning for residential neighborhoods to protect the scale and character of these areas and limit incompatible uses. The Proposed Plan focuses new commercial and mixed-use development away from the single-family and lower density multi-family residential neighborhoods and primarily into transit-oriented development areas and along identified commercial centers and districts with access to public transportation. The Proposed Plan includes Community Plan Implementation Overlay (CPIO) District that adds transitional height regulations for those areas where commercial and industrial land uses directly abut residentially zoned parcels. The CPIO District also establishes design standards for select residential areas to promote the retention and enhancement of the unique character of these residential neighborhoods throughout the Community Plan Area including Legacy Single-Family, Multi-Family Residential and Character Residential neighborhoods.

Pedestrian-Oriented Districts

With respect to pedestrian-oriented districts, the General Plan Framework states the following:

Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.

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

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

Goal 3L: Districts that promote pedestrian activity and provide a quality experience for the City's residents.

Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.

Pedestrian-oriented districts promote attractive, walkable, pedestrian environments that encourage the establishment of commercial and mixed-use districts. Successful pedestrian districts can enhance the economic vitality of their uses. The Proposed Plan includes policies aimed at making streets more walkable, encouraging appropriate design and orientation of adjacent ground floor uses, provisions for street trees and furniture, and maintenance of streets and alleys. The Proposed Plan includes CPIO District that addresses the important element of creating walkable environments by including development standards for the design and orientation of buildings adjacent to sidewalks and activation of the ground floor uses along major commercial and transit corridors to encourage pedestrian activity. The CPIO District also includes restrictions on building types and uses that may conflict with pedestrian activity, such as freestanding restaurants with drive-thrus and auto-related uses.

Commercial Areas

Consistent with the General Plan Framework Element, the Proposed Plan evaluates the Framework's existing centers and districts and amends the Long Range Land Use Diagram to make adjustments to the general boundaries of four commercial areas: Neighborhood Districts, Community Centers, Mixed-Use Boulevards, and Regional Centers to further support a diverse set of uses. In accordance with the Framework Element, the Long Range Land Use Diagram is flexible and suggests a range of uses within its land use definitions. Precise determinations are made in the community plans. Findings for each commercial area are provided below.

With respect to Neighborhood Districts, the Framework Element states the following:

Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.

Objective 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.

In accordance with the Framework Element, the clustering of neighborhood-serving uses minimizes automobile trips while encouraging pedestrian-oriented districts in close proximity to adjacent residential neighborhoods. Neighborhood Districts are located at several key areas throughout the Community Plan Area. The Framework identifies Neighborhood Districts throughout the CPA including at several intersections along Western Ave, Vermont Ave, Slauson Ave, and Vernon Ave. The Proposed Plan includes policies that call for encouraging appropriate housing opportunities, limiting incompatible uses, and ensuring that there are a variety of uses that serve the daily needs of adjacent residential areas. The CPIO District implements the policies of the Proposed Plan by establishing use and design regulations that contribute to neighborhood district identity and maintain their function as providing important neighborhood serving uses. The CPIO District also tailors regulations to meet neighborhood-specific needs. In conformance with the Framework Element, the development standards for the CPIO's Neighborhood-Serving Subareas strive to enhance the pedestrian and aesthetic appeal of the neighborhood district areas and limit uses to those appropriate to a lower intensity, neighborhood context. To conserve the neighborhood character in Neighborhood Districts, new commercial structures are required to step back from adjacent low-scale residential properties.

With respect to Community Centers and Mixed-Use Boulevards, the Framework Element states the following:

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

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

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

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

Community Centers and Mixed-Use Boulevards are intended to accommodate greater densities and scales while promoting pedestrian-oriented developments that serve the surrounding community. The Framework Element identifies Community Centers at key locations including Manchester and Vermont, and Manchester and Broadway. In addition, Mixed-Use Boulevards are identified along several of the major corridors throughout the CPA.

Consistent with the above-referenced goals and objectives, the Proposed Plan reinforces existing and encourages new Community Centers and Mixed-Use Boulevards by accommodating a broad range of uses that serve residents, enhance housing choice, and provide additional job opportunities. The goals and policies of the proposed South Los Angeles Community Plan seek to revitalize the commercial corridors of the CPA, balance the needs for additional housing vs commercial uses along the corridors, and design for transitions between commercial development and adjoining low-scale neighborhoods. The Proposed Plan also emphasizes the integration of housing with commercial uses in proximity to major transportation stops. The CPIO District implements the policies of the Proposed Plan by establishing design standards that improve the transition between new development along the corridor and adjacent lower scale residential uses and promotes an attractive character throughout the CPA. The CPIO District also tailors regulations to meet neighborhood-specific needs. The CPIO District establishes use limitations for overconcentrated and undesirable uses and provides incentives for an array of retail businesses and neighborhood services such as full-service grocery stores and sit-down restaurants in order to encourage a more diversified mix of quality uses.

With respect to a Regional Center, the Framework Element states the following:

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve residents, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

A Regional Center is a hub of regional commerce and activity that serves a large area and contains a diversity of uses such as retail commercial, government buildings, major entertainment and cultural facilities, and professional offices. The Framework Element identifies a Regional Center that spans the northern portion of South Los Angeles. The Proposed Plan expands the Regional Center to encompass a larger area generally located between the Santa Monica Freeway on the north and Martin Luther King Jr. Boulevard on the south. The Regional Center includes portions of the Washington Boulevard Transit Corridor, as well as Exposition Park and several large scale businesses, employers and civic facilities including the University of Southern California (USC), and major auto dealerships.

Consistent with the above-referenced goal and objective, the Proposed Plan includes goals and policies for the Regional Center that seek to create pedestrian-friendly streets and a vibrant and livable district by: promoting mixed-use, transit-oriented development; requiring high quality and well-designed buildings; attracting major retail providers that are currently lacking in the community; providing housing at all levels of affordability; and enhancing the appearance and identity of the area. To further encourage economic vitality of this Regional Center, the Proposed Plan implements policies and programs by addressing design standards for new development and further tailoring allowed uses through the application of the CPIO District. In some locations the CPIO District increases housing and employment opportunities through a tiered incentive structure that permits a lower by-right building envelope which may be increased as projects provide certain desirable uses, such as full-service grocery stores, banks or mixed-income housing.

Industrial Lands

With respect to Industrial Lands, the General Plan Framework Element states the following:

Goal 3J: Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 3.14.2: Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).

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.

The Proposed Plan implements the above goal, objective and policies of the Framework Element. Existing viable industrial lands in the South Los Angeles Community Plan Area is proposed to be retained and protected under the Proposed Plan to ensure the economic sustainability of the community, City, and the region. These areas are important to provide land for existing businesses and industry, as well as new businesses in clean technology and green companies, research and development, and food production, among others. The Proposed Plan places limits on the introduction of non-industrial uses in industrial districts. To encourage sustainability and improve the built environment, the Proposed Plan includes a CPIO District with development standards for site and building design for new industrial buildings and use restrictions that prohibit non-industrial businesses from encroaching into stable industrial districts.

Transit Stations

With respect to transit stations, the General Plan Framework Element states the following:

Goal 3K: Transit stations to function as a primary focal point of the City's development.

Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

The significant transit infrastructure investment in the CPA, with Metro's Expo and Green Lines, in conjunction with the extensive network of bus lines, provides ample opportunities for transit-oriented development that can support increased housing, employment, and amenities as well as increased transit use. In conformance with the Framework Element and SB 375, the Proposed Plan concentrates future growth along transit corridors and around station areas. Consistent with the Framework Element, the Proposed Plan looks to locate jobs and housing near transit to help reduce commutes, increase walking and biking rates and improve access to transit. This thereby creates a public health benefit, while helping to achieve the mandated clean air and greenhouse gas emission targets.

The goals and policies of the Proposed Plan promotes mixed-use transit centers that support: safe, pedestrian-friendly environments with convenient access to transit and context specific development; high-quality, attractive buildings with ground floor uses that activate the street; a broad range of goods and service providers and limits on incompatible uses; and development that prioritizes housing for the transit dependent. Because not all transit areas are the same, the Proposed Plan does not propose a "one-size-fits-all" plan, rather it provides a context sensitive plan that is tailored to the existing intensity and scale of the surrounding neighborhoods. In regards to transit orientation, the policies in the Proposed Plan is implemented through the CPIO District. The CPIO District includes Transit-Oriented Development (TOD) Subareas that provide greater housing and employment opportunities through tiered development standards that provide a base floor area ratio (FAR) of 1.5:1 for by-right projects and allow increases in FAR (ranging from 3:1 to 6:1 according to the neighborhood context) for projects that include community benefits such as mixed-income housing or community-identified, targeted uses. To encourage more pedestrian- and transit-oriented developments, the CPIO District includes standards that promote a building typology and development pattern that reduce dependency on automobiles, offer mobility choices, encourage development with less impact on roads and encourage sufficient density to support walkable communities. The CPIO's TOD Subareas include significant FAR and height increases for mixed-income and 100 percent affordable projects and require that all existing affordable units on-site be replaced in order to ensure that low-income, transit dependent residents are able to continue to live in these transit centers. This supports our transit infrastructure through higher ridership and supports the creation of inclusive mixed-income transit centers where all enjoy the benefits of TOD.

Cultural and Historic Resources

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

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

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

With respect to cultural and historic resources, the Conservation Element states the following:

Conservation Element - Objective: protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

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

Consistent with the above goal, policy and objectives, the Proposed Plan seeks to maintain and protect important cultural and historic resources while allowing for the development of economically viable uses. The Proposed Plan reflects a diverse housing stock, ranging from 50 to over 100 years of age. The Framework Element's conservation objectives focus on the conservation of significant resources to enhance community and neighborhood character.

The Proposed Plan seeks to tailor citywide preservation policies established through the General Plan, by creating goals, policies and programs to further promote neighborhood conservation and historic preservation. In conformance with the Framework and Conservation Elements, historic resource preservation and neighborhood conservation standards are implemented through the CPIO District. In concert with the findings of the Los Angeles Historic Resources Survey (SurveyLA) and other historic resources surveys, the Proposed Plan provides protections for identified resources located within the area of the CPA in the CPIO District. This is achieved through design standards that are implemented through the CPIO District as well as a requirement that project sites identified through SurveyLA as eligible historic resources be reviewed and cleared by the Office of Historic Resources who will ensure they adhere to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings if deemed historic. Furthermore, the CPIO District includes a Character Residential Subarea that is applied to residential neighborhoods in South Los Angeles identified as potential historic districts by SurveyLA and other historic surveys. Inclusion in the Character Residential Subarea provides staff level review of low density residential neighborhoods to ensure new development is consistent with the scale of existing development.

Housing

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

Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

Objective 4.3: Conserve scale and character of residential neighborhoods.

Objective 4.4: Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations.

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

Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2 Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4 Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Objective 1.2 Preserve quality rental and ownership housing for households of all income levels and special needs.

Policy 1.2.2 Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City's stock of decent, safe, healthy or affordable housing.

Policy 1.2.8 Preserve the existing stock of affordable housing near transit stations and transit corridors. Encourage one-to-one replacement of demolished units.

Objective 1.3 Forecast and plan for changing housing needs over time in relation to production and preservation needs.

Policy 1.3.5 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.

Objective 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.

Policy 2.2.3 Promote and facilitate a jobs/housing balance at a citywide level.

Objective 2.4 Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

Policy 2.4.1 Promote preservation of neighborhood character in balance with facilitating new development.

Policy 2.4.2 Develop and implement design standards that promote quality residential development.

Objective 2.5 Promote a more equitable distribution of affordable housing opportunities throughout the City.

Policy 2.5.1 Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers.

The Proposed Plan is consistent with and helps to implement the above-stated housing objectives, policies, and programs of the City in that it encourages the development of additional housing for current and future residents in designated centers throughout the CPA. The Proposed Plan provides for a mix of housing types, balancing additional housing at higher densities in appropriate locations near transit with the preservation of existing, single-family and lower density neighborhoods in other parts of the Community Plan Area. The Proposed Plan promotes livable neighborhoods, consistent with the adopted Housing Element, by encouraging new residential development to be located near transit options and existing services, thereby increasing housing opportunities, mobility options and improving accessibility to employment and activity centers.

The Proposed Plan retains existing land use designations and zoning for residential neighborhoods to protect the scale and character of these areas and limit incompatible uses. The policies of the Proposed Plan includes: compliance with adopted citywide and community plan design standards and guidelines; prevents the encroachment of incompatible uses into residential neighborhoods; promotes greater access to homeownership for diverse groups; supports programs for home maintenance and rehabilitation assistance; calls for adequate lighting, well-kept streets and recreational facilities in residential areas; alleviates overcrowded housing conditions; prevents displacement and loss of affordable units; and preserves the existing scale and character of residential neighborhoods. Several policies of the Proposed Plan are implemented through the CPIO District which includes development standards such as transitional height and design requirements for commercial and industrial parcels that abut residential areas and

Residential Subareas that tailor design standards to protect and enhance the appearance of certain residential neighborhoods. The Proposed Plan includes incentives for mixed-use developments, which encourage the integration of housing with other compatible land uses in commercial areas as called for in the Framework Element. By providing increased housing capacity in transit-rich areas, the Proposed Plan seeks to alleviate overcrowded housing conditions and development pressures within the residential neighborhoods. In addition, the CPIO District establishes a tiered incentive structure that prioritizes mixed-income and affordable housing in transit-rich areas and requires that projects utilizing the incentive replace previously existing affordable units on the project site.

The Citywide Housing Element (2013 – 2021) sets forth a blueprint of City policies that promote housing supply, affordability, accessibility, and design that will accommodate the projected needs of the City's population. Consistent with the above-referenced policies of the Housing Element, design guidelines and policies are established to create quality pathways and access routes, such as pedestrian walkways, paseos, parkways and bike paths. In accordance with the Housing Element, the Proposed Plan includes the use of the CPIO District as implementation mechanisms consistent with the policies and objectives of the Housing Element to ensure that housing is adequately incorporated within mixed-use developments in commercial areas and that the scale and character of select residential neighborhoods including Legacy Single-Family, Multi-Family and Character Residential areas are preserved.

Urban Form and Neighborhood Design

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

GOAL 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.1: Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.

Policy 5.1.1: Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.

Policy 5.2.1: Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be, provided.

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.6: Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.

Objective 5.7: Provide a transition between conservation neighborhoods and their centers.

Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus of investment in the community.

The Proposed Plan is consistent with the City's goals, policies, and objectives for urban form and neighborhood design in that it concentrates new growth in designated centers and in locations with access to public transportation. The policies of the Proposed Plan regarding urban form and neighborhood design are implemented through the CPIO District which includes subareas that tailor regulations to meet

neighborhood-specific needs. The CPIO District establishes design standards that support high-quality architecture and urban design for future projects. The CPIO District also provides transitions in scale between lower density residential neighborhoods and adjacent commercial and industrial areas through height limitations, height step-backs, and other design standards. The South Los Angeles Design Guidelines are supplemental to the CPIO regulations and can be used by project applicants as guidance when designing new projects. Projects within the CPIO District would be encouraged to conform to the Guidelines. Decision-makers can use the Guidelines to condition discretionary projects. The topic areas covered by the Guidelines include architectural elements, building façades, vehicular access, street walls, building materials, lighting, security doors and grilles, landscaping, sustainability, and cultural amenities among others.

Economic Development

With respect to economic development, the Framework Element states the following:

Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.

Policy 7.2.8: Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.

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

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

Policy 7.5: Identify emerging and pro-actively clean industries to specifically attract to the City of Los Angeles.

Objective 7.6: Maintain a viable retail base in the City to address changing resident and business shopping needs.

Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.

Policy 7.10.1: Focus available implementation resources in centers, districts, and mixed-use boulevards or "communities of need."

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

Consistent with the above-policies, the Proposed Plan supports sustainable development principles to promote economic development throughout the Community Plan Area. The goals and policies of the Proposed Plan supports a strong and competitive commercial sector with a diversity of uses that serve the needs of the community and development that enhances the distinct commercial areas by promoting pedestrian orientation, local hiring, and restrictions on detrimental uses while prioritizing healthy food options and other desirable uses. In addition, the Proposed Plan supports a strong economic employment base by preserving stable industrial land and encouraging industries that are sustainable and environmentally sensitive.

The Proposed Plan is consistent with the Framework Element in that it concentrates future growth around commercial centers and corridors supported by transit infrastructure while limiting development in surrounding low-density neighborhoods. The TOD Subareas of the CPIO District surrounding Metro's Green and Expo Line stations are encouraged to develop as multi-modal villages that include a mixture of uses that provide jobs, housing, open space, goods and services while responding to the character of the neighborhood. By establishing transit-oriented development areas, the Proposed Plan is in conformance with the General Plan by creating a balance of jobs and housing near multi-modal transportation options to encourage economic sustainability.

The CPIO District promotes the revitalization of commercial corridors and encourages a vibrant mix of uses that increase access to a greater variety of good and services, in close proximity to surrounding established neighborhoods. To improve the health, welfare and economic vitality in the commercial areas and transit corridors, development standards are proposed for the over-concentration of certain uses that rely on a standardized development typology dominated by excessive automobile orientation. The CPIO District implements the policies of the Proposed Plan by incentivizing the attraction of larger full service grocery stores that sell fresh produce and healthy foods in these underserved areas. They also provide incentives for sit-down restaurants, banks, drug stores, and federally qualified health centers among others.

The CPIO District establishes design regulations for commercial development to reduce the potential negative impact including landscape buffers, building intensity parameters, and transitional heights. The CPIO District also establishes design regulations that require appropriate buffering and screening and use restrictions that prohibit new noxious uses in industrial areas that abut residential areas. Furthermore, the CPIO District and the South Los Angeles Design Guidelines seek to improve and enhance the quality and aesthetic appeal of the commercial and industrial corridors throughout the CPA.

Community Facilities and Public Services

With respect to community facilities and services, the General Plan Framework Element states the following:

Objective 5.4: Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they serve.

Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

Consistent with the above-referenced objectives, the Proposed Plan encourages proper design and effective use of community facilities to ensure personal safety at all times of day. The Proposed Plan reinforces the development and improvements of community facilities by promoting Crime Prevention Through Environmental Design techniques. The land use ordinances implement the Proposed Plan by encouraging pedestrian-oriented developments, active ground floor spaces and open spaces to allow for more pedestrian activity and provide for more "eyes on the street."

Additionally, the Proposed Plan encourages the location of community facilities, such as schools, in appropriate locations in order to maintain safety. To enhance the livability of all neighborhoods, the Proposed Plan encourages the joint-use of school open spaces and recreational facilities for the community at large.

Livable Neighborhoods

With respect to livable neighborhoods, the Framework Element states the following:

Policy 5.8.3: Revise parking requirements in appropriate locations to reduce costs and permit pedestrian-oriented building design:

a. Modify parking standards and trip generation factors based on proximity to transit and provision of mixed-use and affordable housing.

b. Provide centralized and shared parking facilities as needed by establishing parking districts or business improvement districts and permit in-lieu parking fees in selected locations to further reduce on-site parking and make mixed-use development economically feasible.

With respect to livable neighborhoods, the Plan for a Healthy Los Angeles (Health Element) states the following:

Policy 1.5 Plan for Health: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.

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

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

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

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

Policy 5.1 Air Pollution and Respiratory Health: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.2 People: Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.

Policy 5.4 Noxious Activities: Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.

Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.

Consistent with the above-referenced Framework policies, the Proposed Plan includes parking requirements to support livable neighborhoods and the use of alternative modes of transportation. The CPIO District implements this policy by including parking reduction incentives in transit-oriented areas. The Proposed Plan introduces policies on shared-parking facilities within commercial areas and siting parking near transit centers help to protect residential neighborhoods from parking encroachment. Additionally, parking management districts in areas of high demand are encouraged. To promote sustainability principles, new construction projects are encouraged to include outdoor receptacles and plug-in for alternative fuels and electric vehicles.

In conformance with the policies of the Plan for a Healthy Los Angeles, the Proposed Plan includes the following:

- Plans that accommodate future growth at transit centers to encourage walking and transit ridership, a jobs-housing balance, and reduced reliance on the automobile as a way to reduce greenhouse gas emissions and improve air quality as well as alleviate overcrowding in residential neighborhoods.
- Incentives for projects that incorporate affordable housing and requirements to replace existing affordable units.

- Incentives for desired uses such as full service grocery stores, federally qualified health centers, health clubs, and drug stores.
- Protections against air pollution and toxins near residential areas by prohibiting new noxious uses in abutting industrial areas thereby reducing land use incompatibilities.
- Policies aimed at preventing new oil extraction facilities that are detrimental to the health and safety of South Los Angeles residents.
- Regulations that prevent further overconcentration of auto-related uses including body shops along the corridors of the CPA, many of which abut residential uses at the rear.

Other General Plan Elements

The Proposed Plan is in substantial conformance with the purpose, intent, and provisions of the General Plan in that it helps to implement policies contained in a number of General Plan Elements, including the Air Quality Element, Open Space Element, and the Service Systems Element – Public Recreation Plan. The Proposed Plan promotes a compact development pattern concentrated in the Regional and Community Commercial designated areas to help the City to achieve regional air quality benefits over traditional, single-use sprawl development. This is consistent with the Air Quality Element which encourages the City to develop in a more compact, efficient urban form.

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

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

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

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

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

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

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

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

The Proposed Plan is consistent with the Circulation Element (Mobility Plan 2035) of the General Plan in that they concentrate future employment and housing in accessible locations near transit stations, thereby helping to minimize increases in vehicle trip generation and improve air quality. The Proposed Plan places primary emphasis on maximizing the efficiency of the extensive transit infrastructure in the CPA integrating transportation planning with land use planning in a way that concentrates future growth and mixed-use development in areas within walking distance of transit service. The Proposed Plan builds upon these opportunities to concentrate growth and limit new development in surrounding low-density neighborhoods. These strategies promote improved livability within the CPA and for the City at-large, by encouraging the use of alternative forms of transportation, improving accessibility, and providing housing opportunities near centers of employment.

The Proposed Plan recommends modified street standards that are consistent with existing street

dimensions, while planning for wider sidewalk widths where current dimensions are not conducive for adequate pedestrian circulation. The Proposed Plan includes policies that support the movement of goods and people through each mode of transportation, including walking, bicycling, riding transit, and driving of motor vehicles. The Proposed Plan encourages new developments to include pedestrian amenities and promote the reclaiming of lands for recreational use and additional circulation networks. Policies and programs included in the Proposed Plan are also aimed at preserving and maintaining the existing alley network, which can enhance both pedestrian and vehicular circulation within the Community Plan Area. To promote more sustainability principles in the Community Plan Area, and to be in compliance with SB 375, the Proposed Plan supports a “complete streets” system that allows for multi-modal transportation options to enhance mobility through various land uses and neighborhoods efficiently and effectively.

Open Space. In support of the Open Space Element, the Proposed Plan includes design regulations and guidelines to maximize the provision of pedestrian amenities, landscaped plazas, paseos, and other open spaces as part of new development. In addition, the Proposed Plan encourages the maintenance of alley networks, and public rights-of-way to enhance access to private development. The Proposed Plan supports the continued conversion of many suitable alleys into pedestrian malls and walkways, providing enhanced urban open space opportunities. The Proposed Plan is consistent with the Public Recreation Plan of the Service Systems Element in that it supports the acquisition and expansion of parkland and recreational facilities, including the prioritization of open space and parkland in underserved areas. The Proposed Plan calls for the identification of areas that have not traditionally been considered as resources, such as utility right-of-ways and privately developed pocket parks. The Proposed Plan includes policies to maintain and enhance publicly owned right-of-ways for community gardens, and pedestrian and recreational uses, including alleys. For example, a pedestrian-bicycle path is planned for the Metro-owned railroad right-of-way along the Slauson Corridor traversing through the CPA and includes several opportunity sites along the path for a variety of activities that could include farmers markets, exercise equipment, and public plazas.