

# **EXHIBIT A: Overview and Staff Recommendation Report**

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**South Los Angeles Community Plan**  
CPC-2008-1552-CPU; ENV-2008-1781-EIR

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

***Contents:***

- *Community Plan Overview*
- *June 22, 2017 City Planning Commission Public Hearing - Item #6 Report*

August 2017

# What do the **South and Southeast Los Angeles** Community Plans Do?



## Foster Thriving Transit Centers

- Create walkable, vibrant, attractive and complete transit centers that provide a greater mix of housing, jobs, goods and services, and that enhance community identity.
- Accommodate housing opportunities for a range of income levels, especially affordable housing, near transit station areas.



## Promote Revitalized Commercial Corridors

- Encourage uses that support healthy living, provide important goods and services, and foster job opportunities.
- Limit or prohibit new overconcentrated uses and uses that are detrimental to the health and welfare of the community.
- Ensure new projects are of high quality design and provide better transitions to residential neighborhoods through new development standards.



## Address Residential-Industrial Land Use Conflicts

- Establish new regulations to provide better transitions and screening between industrial and residential uses and to prohibit new noxious uses.
- Re-designate industrially-zoned properties to a zone more consistent with what's built, where appropriate.
- Protect viable industrial districts from retail / residential encroachment to prevent land use conflicts and maintain a strong local employment base.



## Preserve Residential Neighborhoods

- Minimize overcrowding in residential areas and preserve the character and scale of lower density residential neighborhoods by directing new growth to transit centers and away from residential areas.
- Establish development regulations that protect identified historic properties and preserve the historic character of certain residential neighborhoods.



## Establish Community Plan Implementation Overlays (CPIOs)

- The CPIO is a zoning tool that implements many of the Community Plans' goals and policies, giving them "teeth" and accomplishing all of the above.
- Establishes subareas that tailor regulations to meet neighborhood-specific needs.
- Allows for over-the-counter approval of projects that comply with CPIO standards.



### For More Info:

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Email us @ [melissa.alfaituli@lacity.org](mailto:melissa.alfaituli@lacity.org) (South) or [marie.cobian@lacity.org](mailto:marie.cobian@lacity.org) (Southeast)  
Call us @ (213) 978-1201 (South) or (213) 978-0626 (Southeast)

# ¿Qué hacen los Planes Comunitarios del Sur y Sureste de Los Angeles?



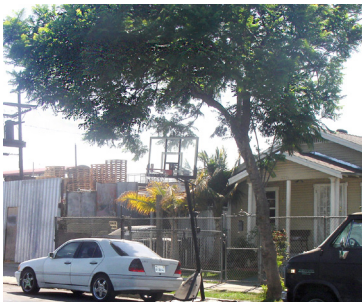
## Fomentan áreas de tránsito prósperas

- Crean áreas de tránsito que son cómodas para peatones, vibrantes, bonitas y completas, que provean una mayor mezcla de viviendas, trabajos, bienes y servicios, y que elevan la identidad de la comunidad.
- Acomodan más oportunidades de vivienda para varios niveles de ingresos, especialmente la vivienda asequible, cerca de las áreas de tránsito.



## Promueven corredores comerciales revitalizados

- Alientan usos que apoyan la vida saludable, proporcionan bienes y servicios importantes, y crean oportunidades de trabajo.
- Limitan o prohíben nuevos usos prolíficos y ciertos usos que son perjudiciales para la salud y el bienestar de la comunidad.
- A través de las nuevas normas de desarrollo, aseguran que nuevos proyectos son de diseño de alta calidad y que hay mejores transiciones entre el corredor y los vecindarios residenciales.



## Disminuyen conflictos entre usos industriales y residenciales

- Establecen nuevas regulaciones para proporcionar una mejor transición entre usos industriales y residenciales, y para prohibir nuevos usos nocivos.
- Cambian la zonificación de ciertas propiedades con la zonificación industrial, a la zonificación que más corresponde con lo que está construido.
- Conservan distritos industriales sólidos contra la intrusión de usos comerciales o residenciales para prevenir conflictos entre usos de tierra y mantener la base para empleos.



## Conservan los vecindarios residenciales

- Disminuyen la superpoblación en las áreas residenciales y preservan el carácter y la escala de los vecindarios residenciales, dirigiendo el nuevo desarrollo hacia las áreas de tránsito.
- Establecen reglas de desarrollo que protegen las propiedades históricas y preservan el carácter histórico de ciertos vecindarios residenciales.



## Establecen zonas de superposición (CPIOs)

- El CPIO es una herramienta de zonificación que implementa muchos de los objetivos de los planes comunitarios, dándoles "dientes" y haciendo que se realicen los puntos anteriores.
- Los CPIOs establecen varias subáreas con regulaciones específicas ajustadas a las necesidades de cada área.
- También permiten aprobación más fácil para proyectos que cumplen con los estándares del CPIO.



## Para más información:

Visítanos @ [sites.google.com/site/southlaplan](https://sites.google.com/site/southlaplan) (el Sur) or [sites.google.com/site/seastlanpcp](https://sites.google.com/site/seastlanpcp) (el Sureste)  
Mándanos un correo electrónico a [melissa.alofaituli@lacity.org](mailto:melissa.alofaituli@lacity.org) (el Sur) o [marie.cobian@lacity.org](mailto:marie.cobian@lacity.org) (el Sureste)  
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## DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

### City Planning Commission

**Date:** June 22, 2017  
**Time:** After 8:30 a.m.  
**Place:** Crenshaw Christian Center  
7901 South Vermont Ave  
Los Angeles, CA 90044

**Public Hearings:** Limited Hearing  
Required.  
Public Hearings held  
December 3 and 6  
2016.

**Appeal Status:** Not Applicable

**Case No.:** CPC-2008-1552-CPU (South LA) and  
CPC-2008-1553-CPU (Southeast LA)

**CEQA No.:** ENV-2008-1781-EIR (South LA) and  
ENV-2008-1780-EIR (Southeast LA)

**Incidental  
Cases:** None

**Related Cases:** None

**Council No.:** South LA: 1 - Cedillo,  
8 - Harris-Dawson, 9 - Price,  
10 - Wesson, 15 - Buscaino  
Southeast LA: 8 – Harris-Dawson,  
9 – Price, 14 – Huizar, 15 – Buscaino

**Plan Areas:** South Los Angeles and  
Southeast Los Angeles

**Specific Plan:** South LA: North University Park  
Specific Plan, Coliseum District  
Specific Plan  
Southeast LA: Jordan Downs Specific  
Plan

**Certified NC:** Both: USC Specific Plan, South Los  
Angeles Alcohol Specific Plan  
South LA: Empowerment Congress  
Central Area, Empowerment  
Congress Southwest Area, Pico  
Union, United Neighborhoods  
Southeast LA: Central-Alameda,  
Downtown Los Angeles, South  
Central, Watts, Zapata-King  
Both: Community and Neighbors for  
Ninth District Unity, Empowerment  
Congress North Area, Empowerment  
Congress Southeast Area, Voices of  
90037, Harbor Gateway North

**GPLU:** Various

**Zone:** Various

**Applicant:** City of Los Angeles

**Representative:** City of Los Angeles

**PROJECT LOCATION:** **South Los Angeles Community Plan Area (CPA) and Southeast Los Angeles CPA.** The South Los Angeles CPA is generally bounded by Venice and Pico Boulevards to the north; Arlington and Van Ness Avenues to the west; unincorporated Los Angeles County to the south; and the Southeast Los Angeles CPA to the east. The Southeast Los Angeles CPA is generally bounded by the Santa Monica Freeway to the north; the City of Vernon, unincorporated Los Angeles County, and the City of Southgate to the east; unincorporated Los Angeles County to the south; and the South Los Angeles CPA to the west. The boundary between the South Los Angeles and Southeast Los Angeles CPAs is Figueroa Street and Broadway.

**PROPOSED PROJECT:** The project includes amending both the policy documents and the land use maps of the South Los Angeles and Southeast Los Angeles Community Plans (Proposed Plans). The project will also adopt several zoning ordinances to implement the updates to the two community plans, including changes for certain portions of the Community Plan Areas to allow specific uses, development standards (including height, Floor Area Ratio, and massing) and design standards. These zoning ordinances will take a number of different forms, including amendments to the Zoning Map for zone and height district changes under LAMC Section 12.32 and the adoption of two Community Plan Implementation Overlay (CPIO) Districts under LAMC Section 13.14. Also, to ensure consistency between the updated community plans and the other City plans and ordinances, the project will include amendments to the Framework and Circulation (Mobility Plan 2035) Elements of the General Plan, and others as necessary.

- REQUESTED ACTIONS:**
1. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the South Los Angeles and Southeast Los Angeles Community Plans as part of the General Plan of the City of Los Angeles, as modified in the attached South Los Angeles and Southeast Los Angeles Community Plan Resolutions, the policy documents of the Community Plans, the Land Use and Zoning Change Matrices and Maps, the General Plan Land Use Maps inclusive of changes in Community Plan Area boundaries, Symbols, Footnotes, Corresponding Zone and Land Use Nomenclature (Exhibits A, B, C, E).
  2. Pursuant to Section 13.14.C, 12.32, and 12.04 of the Municipal Code and City Charter Section 558, adopt the South Los Angeles CPIO District and the Southeast Los Angeles CPIO District, as shown in the proposed CPIO Ordinances (Exhibit D).
  3. Pursuant to Section 12.32 of the Municipal Code, adopt rezoning actions to effect changes of zone as identified on the Land Use and Zone Change Maps, and Land Use and Zone Change Matrices (Exhibits E).
  4. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Circulation Map of the Circulation Element (Mobility Plan 2035) of the General Plan to reclassify selected streets within the South Los Angeles and Southeast Los Angeles CPAs as shown on the Street Reclassification Matrices (Exhibit E).
  5. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Long Range Land Use Diagram of the Citywide General Plan Framework Element to reflect changes and modifications to the geography of neighborhood districts, community centers, regional centers,


and mixed use boulevards as shown on the proposed Long Range Land Use Diagram Framework Map (Exhibit C).

#### RECOMMENDED ACTIONS:

1. **Conduct** a limited public hearing on the Proposed Plans as described in this Staff Recommendation Report.
2. **Approve** the Staff Recommendation Report as the Commission Report.
3. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt** the attached South Los Angeles and Southeast Los Angeles Community Plan Resolutions, the South Los Angeles and Southeast Los Angeles Community Plan policy documents, Land Use and Zone Change Matrices and Maps and General Plan Land Use Maps inclusive of changes in Community Plan area boundaries, Symbols, Footnotes, Corresponding Zone and Land Use Nomenclature, amending the South Los Angeles and Southeast Los Angeles Community Plans as part of the General Plan of the City of Los Angeles, as modified (Exhibits A, B, C and E) .
4. **Approve** and **Recommend** that the City Council **adopt** the requested rezoning actions to effect changes of zone and height district as identified in the Land Use and Zone Change Subarea Maps (Exhibit E), the Land Use and Zone Change Subarea Matrices (Exhibit E), the proposed South Los Angeles CPIO District, and the proposed Southeast Los Angeles CPIO District (Exhibits D).
5. **Instruct** the Department of City Planning to finalize the necessary General Plan land use designation maps, zone and height district change ordinances to be presented to the City Council, and make other technical corrections as necessary.
6. **Amend** the Circulation Map of the Circulation Element (Mobility Plan 2035) of the General Plan to reclassify selected streets within the South Los Angeles and Southeast Los Angeles Community Plans as shown on the Street Reclassification Matrices (Exhibit E).
7. **Amend** the Long-Range Land Use Diagram of the Citywide General Plan Framework Element to reflect changes and modifications to the geography of neighborhood districts, community centers, regional centers, and mixed use boulevards as shown on the Proposed General Plan Framework Map (Exhibit C).
8. **Authorize** the Director of Planning to present the resolutions, Community Plan policy documents and General Plan amendments to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter (Exhibit A).
9. **Find** that in accordance with Los Angeles Municipal Code Section 13.14 C.5, the proposed supplemental development regulations of the Community Plan Implementation Overlay (CPIO) Districts are consistent with, and necessary to implement, the programs and policies of the South Los Angeles and Southeast Los Angeles Community Plans (Exhibits D).
10. **Find** that the City Planning Commission has reviewed and considered the combined Draft Environmental Impact Report (South LA: ENV-2008-1781-EIR and State Clearinghouse No. 2008101098 / Southeast LA: ENV-2008-1780-EIR and State Clearinghouse No. 2008101097) in its determination approving the Proposed Plan and transmit the EIR to the City Council for certification (Exhibit F).

11. **Approve** and **Recommend** that the City Council adopt the Findings, and direct staff to prepare additional environmental findings for City Council consideration.
12. **Authorize** the Director of Planning to present the resolution, Community Plan (Policy Document) and General Plan amendments to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter.
13. **Recommend** that the City Council find that the approved and recommended modifications to the Proposed Plans do not constitute significant new information under CEQA Guidelines Section 15088.5 and certify and adopt the Environmental Impact Report (South LA: ENV-2008-1781-EIR and State Clearinghouse No. 2008101098 / Southeast LA: ENV-2008-1780-EIR and State Clearinghouse No. 2008101097) in its determination approving the Recommended Plan, as modified.

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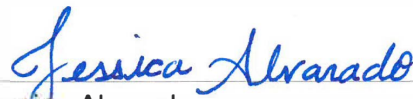
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### Exhibits (Attached)

A	Draft Resolutions
B	Proposed Community Plan Policy Documents and Design Guidelines
C	Proposed and Existing General Plan Land Use Maps and Framework Maps
D	Proposed Community Plan Implementation Overlay (CPIO) District Maps and Ordinances
E	Proposed Land Use and Zone Change Area Maps and Matrices, Street Reclassification Tables, Additional Plan Map Boundary, Symbol, Footnote, Corresponding Zone and Land Use Nomenclature Changes
F	Draft Environmental Impact Report (DEIR) and Technical Appendices
G	Eligible Historic Resources Maps



## PROPOSED PLANS ANALYSIS

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### Project Summary

The proposed South Los Angeles and Southeast Los Angeles Community Plans (Proposed Plans) are comprehensive revisions of the existing community plans, which were last updated in March of 2000. The Proposed Plans were developed through an extensive outreach process over the last 10 years with the communities of South and Southeast Los Angeles. They include updates to the community plan policy documents and changes in General Plan land use designations and zones in certain areas that, in addition to planning for and accommodating foreseeable growth in the Proposed Plan areas, are intended to achieve the following overarching objectives.

### *Plan Objectives*

**Promote Smart Growth.** Accommodate projected population, housing, and employment consistent with the growth strategies of the Framework Element, as well as the policies of Senate Bill (SB) 375 and the Sustainable Communities Strategy, including by locating growth in transit centers and corridors, encouraging a jobs/housing balance near transit centers, and preserving existing residential neighborhoods.

**Foster Active, Mixed-Use Transit Areas.** Create walkable, vibrant, attractive and complete transit centers that provide a greater mix of housing (especially mixed-income and affordable housing), jobs, goods and services, and that enhance community identity.

**Promote Revitalized Corridors.** Revitalize underutilized commercial areas through strategic incentives for targeted development along major corridors, and selected restrictions aimed at limiting new uses, such as off-site alcohol sales, auto-oriented uses, recycling centers, drive-thrus, and outdoor storage, among others. Establish regulations that advance the aesthetics and function of new development in commercial and industrial areas. Ensure new projects provide better transitions to residential neighborhoods through new development standards.

**Promote Appropriate Uses that Support Community Needs.** Encourage uses that support healthy living, provide important goods and services, and foster job opportunities. Accommodate housing opportunities for a range of income levels, especially mixed-income and affordable housing, particularly near transit centers. Discourage the displacement of existing residents and communities.

**Maintain a Vibrant Economy.** Protect viable industrial districts from retail/residential encroachment to prevent land use conflicts and maintain a strong local employment base. Encourage a variety of creative business and employment opportunities, as well as environmentally sensitive industrial uses.

**Reduce Residential-Industrial Land Use Conflicts.** Protect residential neighborhoods from encroachment by industrial uses and other incompatible uses. Establish new regulations to provide better transitions and screening between industrial and residential uses and to prohibit new noxious uses. Re-designate industrially planned/zoned land that is predominantly developed with residential and/or commercial uses to a land use designation that is consistent with the existing built environment.

**Preserve Residential Neighborhoods.** Minimize overcrowding in residential areas and preserve the character and scale of lower density residential neighborhoods by directing new growth to transit centers and away from residential areas. Establish development regulations that preserve the historic character and/or and enhance the positive characteristics of certain residential neighborhoods.

**Foster a Healthy and Sustainable Community.** Provide opportunities to increase mobility, sustainability, and public health by creating more pedestrian friendly environments, promoting green building practices, improving access to public transit, and increasing the number of healthy food outlets. Encourage walking, bicycling and transit ridership as a means of mobility in order to reduce automobile dependence and traffic and to decrease greenhouse gas emissions and improve air quality.

**General Plan Consistency.** Update land use designations and zoning regulations to create consistency and remove outdated language, as well as reduce complex, contradictory and unnecessary regulatory conditions.

With the adoption and implementation of the Proposed Plans, new housing and employment opportunities would be created mostly in commercial areas and around transit stations, in accordance with the Framework Element's policy to focus growth in higher-intensity commercial centers close to transportation and services. The Proposed Plans also establish policies for the protection of residential neighborhoods. Most residential neighborhoods in the CPAs, including established single-family neighborhoods, are not expected to change significantly due to the plan updates. The character of existing single-family and lower-density neighborhoods would be preserved by maintaining lower density land use designations, limiting the allowed residential density of some neighborhood commercial areas, and establishing design guidelines. In addition, the historic character of certain residential neighborhoods in South Los Angeles would be protected and enhanced through additional protections for historic resources. New development capacity would be directed towards transit-oriented areas and commercial corridors, and away from existing residential neighborhoods. The commercial areas of the CPAs would support new development that accommodates a variety of uses and encourages pedestrian activity, creating focal points and activity centers for surrounding neighborhoods. Established industrial areas would be preserved for future industrial use and would continue to serve as valuable source of employment and revenue to the CPAs.

The South and Southeast Los Angeles Community Plan updates are each composed of several interrelated components, described in more detail in the following sections:

- Community Plans (Policy Documents and General Plan Land Use Maps)
- Land Use Designation, Zone and Height District Change Matrices
- Community Plan Implementation Overlay (CPIO) Districts
- Design Guidelines
- Additional components including: street reclassifications, and updates to the Framework Element Long-Range Land Use Diagram

## **Background**

### ***Regional Context***

The South Los Angeles and Southeast Los Angeles Community Plans are two of 35 community plans which comprise the Land Use Element of the City's General Plan. The Land Use Element is one of seven state-mandated elements of the General Plan. Community plans provide a long-term vision for the diverse geographies of the City. Three community plan areas (South Los Angeles, Southeast Los Angeles, and West Adams-Baldwin Hills-Leimert) make up the City's South Los Angeles Planning Region, which is one of seven Area Planning Commission sub-regions citywide. Combined, these three community plan areas cover roughly 45 square miles, and had a census 2010 population of approximately 724,000 people, or approximately 20% of Los Angeles' 3.8 million residents. The three community plan areas in the South Los Angeles Region share many similarities in terms of land use issues impacting "quality of life." It is the intention of the community plans to promote an arrangement of land uses, streets, and services that encourage economic vitality; social and physical well-being; and the general health, safety, welfare and convenience for the people who live, work and recreate in these areas.

The South Los Angeles and Southeast Los Angeles Community Plan Areas are diverse and vibrant communities with distinct residential neighborhoods and extensive commercial boulevards. While Southeast Los Angeles has one of the more significant industrial land enclaves of any Community Plan Area and has the potential to become a hub for emerging businesses, South Los Angeles boasts one of the highest concentrations of historic resources in the City of Los Angeles. Located south and southwest of Downtown Los Angeles, the Community Plan Areas are served by the Metro Blue Line, which has the second largest ridership within the region, as well as the Metro Green and Expo lines, providing connections to Downtown Los Angeles, Long Beach, LAX, Santa Monica, and destinations throughout the greater Los Angeles region.

### ***New Community Plan Program***

The Department of City Planning (DCP) initiates updates to community plans in order to comply with state law and to address land use issues and conditions, both long standing and emerging. In 2006, the City established the New Community Plan (NCP) Program in order to update the current community plans. The intent of the NCP Program is to update the community plans regularly in order to encourage smart growth, identify appropriate locations for new development, minimize lengthy discretionary approvals, and provide certainty and predictability for developers, homeowners and anyone else concerned with the future development of the City of Los Angeles. One of the primary goals of the NCP Program is to accommodate projected growth consistent with the Framework Element. The NCP Program also established an ongoing method to revise community plans with citizen input in order to address prevailing neighborhood and community issues. Recommended changes to community plans and their policies and programs are based on public input as well as collaboration with other City departments and governmental agencies.

### ***Update Process***

Initiated in 2007, the updates to the South Los Angeles and Southeast Los Angeles Community Plans are part of DCP's New Community Plan Program. Initially prepared in the 1970s, the plans were most recently updated in the year 2000. As previously mentioned, the current plan updates include a number of components, including: 1) Community Plan policy documents for South Los

Angeles and Southeast Los Angeles; 2) General Plan Land Use Maps; and 3) Zone Changes, and the introduction of new zoning overlays which implement the plan policies. This includes amendments to the General Plan Mobility Element street classifications, and ordinances that establish the Community Plan Implementation Overlay (CPIO) Districts. The updated community plans are intended to guide development through 2035.

The Department implemented a comprehensive community plan update process that included the following four phases:

**Phase I - Information Gathering.** During this phase of the process, planners conducted a “windshield” land use survey that allowed staff to get a basic understanding of the community. Single-family or other stable residential areas, were initially visually assessed; while those areas experiencing or having a high potential to experience change (such as the transit-oriented development areas) were surveyed and land uses were documented.

**Phase II - Public Outreach.** Development of the Draft Plans involved an ongoing process engaging numerous community stakeholders, advocacy and constituent groups, the 13 Certified Neighborhood Councils serving the Community Plan Areas, as well as ongoing coordination with Department and City staff and the Council Offices. In addition, each Community Plan had a Community Plan Advisory Committee (CPAC) made up of members that were appointed by the various City Council members whose districts fall within the Plan Areas. The South Los Angeles and Southeast Los Angeles CPACs are comprised of local residents, business owners, and representatives from community and faith-based organizations. The CPACs were established to advise the Planning Department throughout the plan update process. The CPACs met monthly during various phases of the process and provided invaluable input throughout development of the Proposed Plans. In addition, the CPACs helped draft the vision statements and policies for the Proposed Plans.

Numerous meetings were held between 2007 and 2009 throughout the CPAs with Neighborhood Councils, Community Redevelopment Agency Advisory Committees, various community based groups, business groups, faith-based and educational interest groups, as well as focus group meetings with residents to identify community concerns. The input obtained from these meetings was used to help formulate preliminary concepts and themes for the draft plans. Conceptual Plans were shared during community-wide workshops held in late 2009, which were then further refined in response to community feedback. A joint Public Workshop was held on October 3, 2009 in the northern portion of the CPAs and was attended by approximately 250 persons. An additional Public Workshop for each Plan Area was held in the southern portion of the Plan Areas in November of 2009.

Following the community-wide workshops, another round of outreach to the Neighborhood Councils and key community groups took place in 2013 to provide an update on the proposed implementation strategies of the Plans. Most recently, the DCP conducted outreach meetings that consisted of Office Hours in various locations in the community from November 14-19, 2016, and two joint Open House/Public Hearings on December 3 and 6, 2016 where the Draft Plans were presented to the community for review and feedback.

Throughout the public outreach process, DCP maintained informative websites that provided background information about the program, announcements of upcoming meetings, and other pertinent information about the plan updates. The websites feature an *explainer video* that explains how the proposed CPIO works and how it would benefit the community. In addition, staff maintained active Facebook pages for each plan, which have a combined following of over 600

interested users. In November 2016 the South and Southeast Los Angeles staff also created a *Virtual Open House* to provide online access to all the information and materials of the Proposed Plans. The Virtual Open House features an interactive Story Map on the proposed CPIO and a searchable Web Map that allows visitors to research specific zoning recommendations for individual properties.

With a high number of Spanish-speaking stakeholders bilingual outreach was important to engage community members. DCP project managers assigned to these plans are bilingual (Spanish) and the handouts, websites, and other materials were translated in Spanish to the extent possible and Spanish-speaking staff were available at all outreach events.

**Phase III - Plan Development/Technical Reports.** Following the workshops where initial plan concepts were vetted with the community, staff began to draft the Community Plan policy documents and implementing ordinances, as well as coordinate with the transportation and environmental consultants developing the Transportation Improvement and Mitigation Programs (TIMPs) and Draft Environmental Impact Report (Draft EIR or DEIR) for the Plans. Preliminary drafts of the policy documents were made available to the community on the Community Plan websites in December 2012 and updated versions of the documents were posted in 2014 and 2016. Other draft documents were also posted online as they became available. The combined Draft EIR for the Proposed Plans was completed and published on November 3, 2016.

**Phase IV - Adoption Phase.** Following release of the DEIR, two joint public hearings were held to review the Proposed Plans with the community and receive public testimony regarding plan recommendations. A detailed summary of public hearing testimony can be found in the Public Hearing and Communications section of this report. Additional steps in the adoption phase include presenting the Plans to the South Los Angeles Area Planning Commission, City Planning Commission, Planning and Land Use Management Committee (PLUM), and City Council.

**South and Southeast Los Angeles – “Parallel Track.”** The South Los Angeles and Southeast Los Angeles CPAs are geographically contiguous, sharing a common boundary along Figueroa Street and Broadway and many similar land use issues. The CPAs also include common stakeholders, elected officials, department and agency representatives, certified neighborhood councils, and other community groups. In contrast to other community plan updates, the South and Southeast Los Angeles Community Plans have Community Plan Advisory Committees. Although they are two separate projects, each with its own case number, the community plan updates have largely followed a parallel track since their inception in 2007. Throughout the plan update process, there have been numerous joint meetings held including a Joint Public Workshop (November 2009) and two Open House/Public Hearings (December 2016). For these reasons, a combined Draft Environmental Impact Report was prepared for both CPAs and the Proposed Plans are being brought through the adoption process together.

## **Discussion of Key Issues**

While the South Los Angeles and Southeast Los Angeles Community Plan Areas have a number of notable assets, they are also among the most challenged parts of the City with a host of land use and quality of life issues impacting their neighborhoods. Extensive public engagement throughout the duration of the plan update process helped identify a number of key issues informing the policies and land use recommendations of the Proposed Plans. These challenges include the following:

### ***Need to Revitalize Corridors***

One of the most predominant comments received during the first years of the plan update process was the concern about the condition of the commercial corridors throughout the Community Plan Areas. The corridors in South Los Angeles and Southeast Los Angeles are significantly underutilized and have suffered years of disinvestment. As a result, the community lacks essential goods and services. The commercial corridors throughout the Plan Areas are in need of investment and upgrading and are typically lined with incompatible uses. Public concerns were voiced about an overconcentration of certain uses (including liquor stores, auto repair shops, motels and recycling collection facilities) and a shortage of goods and services that support the needs of the community (such as quality grocery stores, sit-down restaurants, federally qualified health centers, and banks) which have impacted the quality of life for the residents. In addition, many of the traditional commercial centers of the Plan Areas have seen an influx of auto-oriented development, including strip-mall commercial with parking adjacent to the sidewalk. This development pattern conflicts with the traditional urban form with storefronts built to the sidewalk. A number of the comments submitted called for reviving and beautifying these corridors.

How the proposed Community Plans address the corridors is of great importance to the communities. In an effort to improve this issue, a primary goal of the Proposed Plans is to revitalize corridors and enhance these underserved areas through strategic policies and incentives. Through new development standards, the Proposed Plans aim to ensure new projects are of high quality design and provide better transitions to residential neighborhoods.

**Urban Design Standards.** The Proposed Plans establish mandatory design standards for new development along the commercial corridors through adoption of the Community Plan Implementation Overlay Districts which strive to enhance and upgrade the aesthetic quality of the corridors.

**Use Restrictions.** The Proposed Plans include restrictions on community-identified uses that excessively dominate the corridors and/or that are detrimental to the neighborhoods. These uses would be either prohibited or subject to a distance separation requirement in order to prevent further proliferation of such uses, including auto-related uses, stand-alone restaurants with drive-thrus, smoke shops, and motels, among others.

**Incentives for Targeted Uses.** The Proposed Plans include incentives for businesses that provide quality goods and services that support community needs. Incentivized uses include banks, full-service grocery stores, sit-down restaurants, child care centers and health clubs, among others. These targeted uses were identified through the community outreach process.

### ***Housing Needs***

Affordable housing is a significant issue within the communities. Throughout the public outreach process, community views on affordable housing have varied greatly. Many comments around affordable housing throughout the Community Plan Areas, particularly in the southern portions of the CPAs, indicated general opposition to additional new affordable housing. Community members voiced the concern about the “poorly-designed, low quality” of affordable housing projects and an over-concentration of affordable housing in these communities and support the “equitable distribution of affordable housing” citywide. Input in support of vast affordable housing strategies originated from housing advocates and community members primarily in the northern

portion of the Plan Areas. Many community members commented that while they recognize the need for additional affordable housing, they are also concerned about the concentration of 100% affordable housing projects in this part of the city, and voiced a need for more mixed-income housing projects that incorporate both affordable and market rate units. The provision of affordable housing and housing in general has become a more pressing concern as the cost of housing continues to rise.

The City of Los Angeles continues to grow, and with that growth comes the need for more housing. Without the increase in housing supply, the increased demand on the existing housing stock has detrimental effects including an upward pressure on rent levels, displacement of low-income residents, overcrowded housing conditions, and increased prices of for-sale housing. These citywide trends also affect the South and Southeast Los Angeles communities.

By directing growth to transit-rich centers and promoting growth with smart, sustainable infill development, the Proposed Plans support citywide goals of reducing housing costs, minimizing environmental impacts and enhancing the quality of life. At the core of this strategy are mixed-use, mixed-income, complete neighborhoods strategically located near transit that provide opportunities for housing, jobs, transit and basic amenities for all segments of the population.

**Consistency with Affordable Housing Incentives Program.** On November 8, 2016, Los Angeles voters adopted Measure JJJ (*The Build Better LA Initiative*) which required the Department of City Planning, Director of Planning to develop affordable housing incentive guidelines for all housing developments located within one-half mile radius of a major transit stop. Those Transit-Oriented Communities (TOC) guidelines are under review as of the release of this staff report. Based on the TOC guidelines presented to CPC on May 25, 2017, the CPIO incentive program recommended under the Proposed Plans meets or exceeds the eligibility requirements of the TOC guidelines and is therefore consistent with these guidelines. Measure JJJ expressly allowed Community Plans to make adjustments to TOC Incentives. It is the intent of these Plans to substitute the TOC Incentives for the South and Southeast Community Plan Areas for the incentive structure provided in the CPIOs (see page A17 for further discussion). This is consistent with the requirement that percentages for Affordable Housing not be reduced below the percentages set forth in Measure JJJ.

**Displacement.** While rising housing costs impact all segments of the housing market, it is particularly dire for those with low incomes. As described in the City's Housing Element, the rapid run-up in housing prices in the 2000s (and since the end of the Great Recession) has meant that 60% of Los Angeles residents are paying more than they can afford for housing. From 2000 to 2010, rents increased by 31% in real terms, while incomes only rose 1.2%. This helps explain why nearly a half million (62%) Los Angeles renters paid more than what they can afford for their rents in 2011 and are paying more than 30% of their income for housing costs. The loss of existing rental units with affordability covenants also aggravates the shortage of affordable housing. The need for affordable housing citywide will only intensify as the City's population continues to grow.

The Proposed Plans address this issue by creating increased opportunities for mixed-income and 100 percent affordable housing at major transit stops throughout the CPAs. Increasing the supply of housing, particularly affordable housing, at transit centers supports goals of reducing traffic, improving air quality, reducing greenhouse gas emissions, and alleviating development pressure in residential neighborhoods. Furthermore, it ensures that populations most likely to utilize public transit have access to public transit. Working in coordination with the City's Housing and Community Investment Department, under the Proposed Plans affordable housing development projects would be required to replace the existing affordable units on a development site in

compliance with Assembly Bill (AB) 2222. These provisions will result in the retention of existing affordable units and a net-gain of additional affordable units in the transit areas of the CPAs. While Mixed-Income and 100% Affordable Housing projects will be incentivized by the CPIO Districts in these areas through higher maximum Floor Area Ratios (FARs) and heights, as well as increased density, the Proposed Plans do not provide incentives for the construction of 100 percent market rate housing which would be subject to existing FAR limits in most areas.

**Concentration of Poverty.** Household incomes across many South LA neighborhoods are disproportionately low as compared to the rest of the City. Many residents of the South LA region feel their communities already have their fair share of affordable housing. South and Southeast Los Angeles are primarily low-income communities and include areas with some of the most affordable housing stock of the city. Over the last several decades the majority of new developments in these Community Plan Areas have been 100 percent affordable housing projects, with the exception of student housing in proximity to the University of Southern California, and more recently two proposed mixed-use projects along Washington Boulevard. Many studies show the socioeconomic effects of concentrated poverty, as well as the impacts to commercial areas. Generally, low-income areas do not attract quality retail and service providers to the area and thereby lack a complete and diversified commercial sector that meets the needs of community residents. This is an ongoing concern of the South and Southeast Los Angeles communities, where commercial corridors are dominated by uses such as discount stores, check-cashing and pay-day lenders, fast-food restaurants, and liquor stores.

The Proposed Plans create increased opportunities for mixed-income and mixed-use housing at major transit stops in order to promote a greater variety of housing price points that people at different income levels can afford as well as retail opportunities currently missing from the community.

**Overcrowding.** Overcrowded housing conditions are prevalent in various portions of the CPAs. Southeast Los Angeles, for example, is said to have the densest zip code in the nation. In many cases, multiple families/groups of people live in one dwelling unit in order to share the housing cost. Overcrowding can often result in a myriad of negative side effects that disrupt the residential neighborhoods, including unsafe garage conversions, unpermitted units, stress on infrastructure, increased development pressures, and an excess of cars creating parking issues.

The Proposed Plans seek to alleviate overcrowding and increased development pressures within residential neighborhoods by increasing the development capacity of the Plans at strategic locations and in particular by encouraging greater housing opportunities in transit areas and commercial centers. The South and Southeast Los Angeles Community Plan Areas are well served by public transit, including both bus and light rail, and therefore strategic transit-adjacent locations have been identified throughout the community plan areas (see Exhibit D Proposed CPIO Maps).

**Homeownership.** There is a need for increased homeownership opportunities, including the development of a range of housing types. Homeownership offers a mechanism to prevent displacement. There is a need for more homeownership opportunities for South LA's youth as they grow into adulthood and start their own families, for students coming home after being away at college who want to move back in to their community, and for seniors who may wish to "age in place." As home prices rise there are fewer opportunities for many to afford to live in the communities where they grew up. Many residents (including workers such as teachers, healthcare professionals and childcare workers) have been priced out of the City's homeownership market.



The 37% homeownership rate in Los Angeles, well below the national rate (65%), is evidence of the challenges to achieving homeownership in the City.

### ***Protection of Residential Neighborhoods***

Stable low density neighborhoods are among the communities' strongest assets. Comments regarding the protection of residential neighborhoods primarily focused on maintaining the existing scale and neighborhood character and preventing further densification. Additional comments focused on preventing spillover impacts from commercial corridor uses or new large-scale development projects. Interest in preserving cultural and architecturally significant neighborhoods was also strongly felt, in particular in South Los Angeles.

**Zoning and Land Use.** The Proposed Plans protect residential neighborhoods by maintaining the current residential land use designations and densities and also by limiting the allowed residential density of some neighborhood commercial areas in proximity to stable or historic residential neighborhoods. The community's residential neighborhoods are not expected to change significantly as growth in other parts of the community occurs. The Proposed Plans seek to direct growth away from low scale residential neighborhoods and towards transit-oriented districts and corridors in commercial centers. The Proposed Plans increase housing opportunities in these transit-rich areas to address overcrowded housing conditions in the Community Plan Areas.

**Design Standards.** The Proposed Plans establish mandatory design standards for new development in select residential neighborhoods through the adoption of Community Plan Implementation Overlay (CPIO) Districts. These standards are aimed at preserving the scale and character of three different residential typologies: 1) Legacy Single-Family, 2) Multi-Family Residential, and 3) Character Residential. Legacy Single-Family refers to R2 (two-family) residential neighborhoods that generally retain a single-family density, character, and scale. Many R2 neighborhoods that contain modestly sized second units behind primary units have seen an influx of projects that are out of scale, particularly large two-story duplexes. In the Multi-Family CPIO subarea, described in further detail below, design standards are proposed for certain higher density residential areas, generally located near transit, in order to require higher quality architectural design and pedestrian orientation for new projects. Character Residential areas include design standards that protect the historic character of certain identified neighborhoods in the South Los Angeles CPA. These neighborhoods exhibit architectural homogeneity and/or may include homes of a similar historic period. In addition, the Community Plan policy documents include Design Guidelines that can be used to further guide residential development projects throughout the CPAs.

**Transitional Height Requirements.** The Proposed Plans establish transitional height requirements for commercial projects that abut residential neighborhoods (in RD1.5 and more restrictive zones). New development projects along the corridors would have to step back the height of buildings to prevent impacts to adjacent residential properties. In addition, the Proposed Plans prohibit outdoor storage and other similar uses along commercial corridors that abut residential areas to prevent visual quality impacts.

**Out-of-Scale Duplexes in R2.** As mentioned above, a community concern of increasing urgency within the R2-zoned neighborhoods is the intrusion of by-right, two-story duplexes that are out-of-scale and character and are creating significant quality of life and aesthetic conflicts within these residential areas. Numerous comments from residents and certified neighborhood councils have

been received that not only raise concerns with the out-of-scale, cookie-cutter design of these projects, but also, more importantly, the life safety issues including excess trash generated by these developments, multiple families living in each unit, and the overwhelming number of cars parked along streets, all which contribute to severely overcrowded conditions. Comments were also submitted from Bureau of Sanitation personnel about the trash issues stemming from these properties.

These duplex projects are circumventing the two-family dwelling density limitation of the R2 zone by constructing two units with four or five bedrooms each (for a total of up to ten bedrooms on each lot) on parcels that previously contained single-family homes or small, one-story duplexes. Because there are technically only two units, the projects are only required to provide four on-site parking spaces for a project consisting of 10 bedrooms. Residents that live near or adjacent to this type of development state that they have been blocked in or out of their driveways on many occasions. They have also witnessed conflicts amongst the residents within the duplex properties as cars in the driveway are blocked in by other vehicles. Although they do provide additional housing in the community, these duplexes do not provide the livable and sustainable living conditions that these communities desire. Furthermore, these two-story projects are compromising the character of these neighborhoods that are largely comprised of single-family homes and smaller scale duplexes. The R2 residential areas of South and Southeast Los Angeles are being targeted for this type of development due to availability of lower-priced or foreclosed single-family homes.

Because of the large percentage of R2-zoned acreage in the CPAs, applying the CPIOs Legacy Single-Family Subarea (described above) is not feasible as that would require a zone change for each and every R2 property. Ongoing “neighborhood conservation” efforts of the City limiting “mansionization” and out-of-scale development in R1 neighborhoods have to this point focused on aesthetic considerations; however, the quality of life and safety issues facing the R2 residential areas in South and Southeast Los Angeles are as compelling, if not more so, than those of “mansionization” and warrant prompt action. DCP is recommending a subsequent work program to follow immediately after adoption of the Proposed Plans to apply the new zones currently being developed through the City’s zoning code update process (recode) that can address this issue and prevent further erosion of these R2 neighborhoods.

### ***Need to Address Residential-Industrial Land Use Conflicts***

Specific concerns related to the proximity of industrial areas to residential neighborhoods were raised during the outreach phases of the plan updates. There are numerous locations throughout the CPAs where industrial uses occur in close proximity to residential uses, exposing residents to noise and other impacts.

As part of the plan update process, DCP staff studied the industrial areas of the CPAs taking into consideration the recommendations of the Department’s 2007 Industrial Land Use Policy. The goals of the Proposed Plans related to industrial land included: 1) to address incompatible land use patterns and conflicts between industrial and residential uses, and 2) to preserve viable industrial land for jobs. The Proposed Plans seek to minimize further environmental impacts and protect residential uses located in close proximity to industrial uses through transitions and buffering requirements; edge improvements; and restrictions on incompatible uses. This is achieved through the CPIO Industrial Subareas that establish development standards and use regulations tailored to the different industrial areas. Furthermore, in some instances the Proposed

Plans re-designate industrially-zoned properties to a zone more consistent with what is currently built.

**Compatible Industrial.** Several areas in the CPAs contain “strip” industrial along the corridors (i.e. Main Street in the Southeast Los Angeles CPA) or along the periphery of industrial districts where the industrial zoning is not proposed to change. In these areas, which are typically adjacent to residential neighborhoods, zoning would be restricted to allow only the lightest of industrial uses. This includes industrial services businesses and commercial uses. The Proposed Plans establish the Compatible Industrial Subarea with new regulations to provide better transitions and screening between industrial and adjacent residential uses and to prohibit new noxious uses.

**Transition Areas.** In order to further address residential-industrial conflicts, in select areas, the Proposed Plans re-designate industrially-zoned land that is predominantly developed with residential and/or commercial uses to a land use designation that is consistent with the built environment. These changes will better reflect existing uses and prevent additional industrial uses from locating in those areas. This occurs primarily in industrial areas where there are factors that support the transition to commercial or residential land uses, such as small, shallow parcels and adjacency to residential and other sensitive uses. In other areas, the Proposed Plans re-designate industrial land to the Hybrid Industrial Land Use designation. Hybrid Industrial corridors typically serve as transition zones between industrial land and residential or commercial areas. These corridors have the flexibility to accommodate a variety of uses such as commercial, residential or compatible, light industrial uses. In certain Hybrid Industrial areas, the Proposed Plans limit the amount of a project dedicated to residential uses in order to accommodate job-generating light industrial uses that are compatible with sensitive uses. (Envisioned to be more live/work rather than single-family residential.) The Proposed Plans address the compatibility of uses and design of projects in order to minimize potential noise and air impacts, require adequate screening and landscaping and encourage a high quality architectural character.

### ***Need to Preserve Viable Industrial Land***

Throughout the City, industrial districts are increasingly being compromised by their conversion into commercial and residential uses. A renewed commitment to the preservation of industrial zones for jobs in South Los Angeles and Southeast Los Angeles serve to improve the jobs/housing balance, diversify the economy, 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. For example, the Alameda Corridor industrial district in Southeast Los Angeles is an important economic and employment area serving the City of Los Angeles. The Framework Element establishes City policy to preserve industrial lands for the retention and expansion of the City’s industrial job base. Today’s “industrial” jobs are not solely traditional 20th Century manufacturing and warehousing jobs, but also include jobs in “clean tech” and “green” companies, research and development businesses, food production, and more. The City seeks to increase employment in these sectors to provide improved employment opportunities for City residents, maintain the City’s jobs housing ratio, reduce the need of City residents to commute to remote work locations, and to help maintain the City’s fiscal health.

Comments related to industrial districts focused on the need to protect viable industrial districts from wholesale conversion to residential or commercial zoning and from the encroachment of non-industrial uses (such as retail and residential) in order to prevent land use conflicts and maintain a strong local employment base. These concerns are consistent with the goals of the Industrial Land Use Policy and the Framework Element to preserve viable industrial land.

The Proposed Plans retain the industrial land use designation and zoning of viable industrial districts in the CPAs in order to ensure that opportunities for suitable land are available to accommodate current and future industrial businesses. These preservation areas are largely in-line with the recommendations of the Department's 2007 Industrial Land Use Policy. The Proposed Plans protect industrial land by prohibiting non-industrial uses and uses that compromise job-producing potential in the majority of the large industrial districts. Commercial and residential development in industrial areas can impact the viability of those industrial areas by raising rent/land prices, impacting truck movement through increased commercial traffic, and resulting in conflicts between new residents and retail customers and adjacent industrial operations.

### ***Protection of Historic and Cultural Resources***

A general request was submitted about the preservation of historic cultural resources throughout the South Los Angeles and Southeast Los Angeles CPAs including structures identified as "eligible" historic resources through SurveyLA and other historic resources surveys. Throughout the CPAs SurveyLA found numerous potential historic resources that may be eligible for designation in either local, state or national registries. These identified eligible resources are not currently designated and are not afforded regulatory protections from alterations in most situations.

The South and Southeast Los Angeles CPAs have a rich built history as a result of their proximity to the historic city center, with key buildings and places that have become significant for their notable architecture or association with the social and cultural history of the communities. In addition, much of the Community Plan Areas developed as a result of the historic streetcar routes that traversed South and Southeast Los Angeles. In many ways, the historic built environment conveys important messages about the communities' cultural legacy. The preservation of historic resources protects this built legacy, ensuring continuity of neighborhood identity and pride within the community. Historic preservation also offers economic benefits, as communities throughout the nation have used preservation as a successful tool to promote revitalization and economic development.

The Proposed Plans seek to protect many of these SurveyLA identified properties through the establishment of the CPIO Districts which will require future projects located within a CPIO Subarea to undergo review and clearance in consultation with the Office of Historic Resources. The proposed CPIO also includes a Character Residential Subarea that will be applied to residential neighborhoods in South Los Angeles that have been identified as eligible "historic districts" by SurveyLA or other historic resources surveys deemed as complete by the Office of Historic Resources. This subarea establishes design regulations for all properties and also requires that those properties considered "contributors" to the Character Residential subarea undergo review and clearance through the Office of Historic Resources.

### ***Need an Equitable and Healthy Community***

A number of comments were raised regarding the need for basic amenities and public services such as additional open space, quality retail and healthy food outlets.

The Proposed Plans strive to achieve “complete neighborhoods” that provide sustainable and equitable development that enhances the quality of life for all. Complete neighborhoods are characterized by the ability for people to share space efficiently, to walk, bike or take transit to their destinations, to have access to public open space and recreational opportunities, to have safe and livable residential neighborhoods, to have access to a range of goods and services, and to assure that land is available near residential neighborhoods for viable businesses and employment. The Proposed Plans include policies that foster a safe and healthy community by promoting more open space, especially in park-deficient areas, improving the mobility network to reduce road widening, protecting the character of residential neighborhoods, and encouraging an equitable and diverse mix of quality uses along the corridors. The proposed CPIO Districts further advance the goals of equitable development through design regulations that address pedestrian orientation and enhance community aesthetics; include protections from industrial uses when adjacent to residential; and establish limitations on detrimental uses, as well as incentives for community-identified amenities including healthy food outlets, health clubs, and federally qualified health centers among others.

### ***Other General Comments***

The Department received numerous comments not directly related to land use and planning but that are extremely important community concerns that merit acknowledgement. Many residents feel that there are insufficient city services, such as tree trimming, street sweeping, code enforcement, and street and sidewalk maintenance. There are concerns over issues related to crime and safety, the lack of jobs, illegal dumping, homeless encampments, prostitution along certain corridors, and unsightly vacant lots. In addition, some business operations have negative impacts on adjacent residential neighborhoods such as auto-related shops near residential neighborhoods. These auto shops have created issues for residents such as lack of street parking and unsightly conditions. In addition, there is a need for programs that provide assistance to seniors and low-income homeowners for the maintenance of their homes.

### **Components of the Proposed Plans**

The Proposed Plans are composed of several interrelated components:

- COMMUNITY PLAN (GENERAL PLAN LAND USE ELEMENT)
  - Community Plan Policy Documents including Design Guidelines Appendix
  - General Plan Land Use Maps – includes footnotes and informational symbols
- LAND USE AND ZONE CHANGES
  - Land Use, Zone and Height District Change Matrices
- COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO) DISTRICTS
- OTHER AMENDMENTS
  - Mobility Plan 2035 amendments
  - Framework Element update – Long Range Land Use Diagram, South and Southeast Los Angeles

### ***Community Plan Policy Documents***

The Community Plan Policy Documents guide future discretionary decision-making, City initiatives, and the prioritization of public resources and investment through 2035, the horizon year of the plans. Each Plan Policy Document is comprised of the following:

- **Chapter 1, Introduction and Orientation** to the Plans.
- **Chapter 2, Community Background** on historic development and land uses.
- **Chapter 3, Land Use and Urban Design** expresses the community's vision for the future, outlining specific goals and policies that address the range of land uses in the Community Plan, including single-family and multi-family residential, commercial, and industrial land uses, as well as other special districts.
- **Chapter 4, Mobility** defines goals and policies for the community's circulation system, focusing on enhancing mobility and access for all system users.
- **Chapter 5, Community Services and Facilities** describes key public services and infrastructure in the Community Plan Area.
- **Chapter 6, Implementation** describes the process for implementing the Plan's policies through a variety of implementation programs. Programs are divided into three phases of implementation: 1) existing regulations and programs, 2) programs implemented upon adoption of the Plans, and 3) long-range (future) implementation programs. The long-range implementation programs of the Community Plans seek to link Plan policies to ongoing Department Programs and promote collaboration with other agencies.
- **Appendix A** contains information on the Public Outreach Process for the Plans.
- **Appendix B** contains Design Guidelines. The Guidelines supplement other Municipal Code provisions and encourage the CPAs to develop as a more sustainable community. Decision-makers could use the Guidelines to condition discretionary projects in commercially-zoned corridors and industrial areas in the CPAs. In addition, projects within the CPIOs would be encouraged, but not mandated, to conform to the Design Guidelines.

### ***General Plan Land Use Maps***

**Land Use Designations.** The Community Plans include a Land Use Map, which is a map identifying General Plan Land Use Designations for all properties within each community. Land use designations are tools that help guide development by establishing the general location and intensity of different uses of land, such as residential, commercial, industrial and open space. The map has three primary categories of land uses (Residential, Commercial, and Industrial) in addition to Open Space and Public Facility designations. The map further identifies general intensities and densities through gradients of these designations, such as Single-Family Residential, Low Medium II Residential, and Medium Residential, etc. Each designation includes a range of corresponding zones that may be used in that area. For example, the Medium Residential land use designation permits the R3 multiple family residential zone, while use of the R4 multiple family residential zone (a higher density zone) is not permitted in the Medium

Residential designation. In this manner, the Community Plans provide the overall framework for zoning in South Los Angeles and Southeast Los Angeles.

Under the Proposed Plans, the majority of land use designations in the CPAs would retain the existing General Plan land use designations. The Proposed Plans generally seek to preserve low density, stable residential areas and encourage growth along transit corridors, consistent with Framework principles, and therefore the Proposed Plans would preserve existing single- or multi-family residential land use designations for most established residential neighborhoods. Although most of the parcels in the CPAs would retain their existing land use designations under the Proposed Plans, some designations would change. As part of the Proposed Plans, certain areas of each CPA are proposed to undergo General Plan Land Use amendments (GPAs), described in further detail in the following section. Land use designations in targeted commercial areas near transit stations and intersections of major bus routes would be changed to allow for increased development potential and to create opportunities for more jobs and housing near transit. Although most industrial land use designations would be preserved in the CPAs, some designations would be changed to better reflect as-built conditions or, in areas adjacent to residential, to limit industrial uses to those that are more compatible. In addition, certain parcels in both CPAs have been updated to Public Facilities or Open Space to reflect new public schools, pocket parks, and other public facilities.

The General Plan Land Use Maps (Plan Maps) include a list of administrative and plan-related footnotes as well as symbols that denote the location of major facilities or key places in the CPAs. The Proposed Plans include revisions to these footnotes and symbols, as needed.

Finally, the two Community Plan areas share a north/south boundary that alternates between Figueroa Street and Broadway crossing the I-110 Freeway right-of-way at several locations. Since the General Plan Land Use Maps for the two Community Plan areas are to be updated together, an amendment to both Plan Maps is proposed in order to align this shared boundary with the Freeway right-of-way since it is the most prominent linear feature demarcating the two Community Plan areas and is located between the current Figueroa-Broadway boundary (Exhibit E).

### ***Land Use Designation, Zoning and Height District Changes***

Implementation of the Proposed Plans includes targeted changes to General Plan Land Use designations, zone changes, and the application of the proposed CPIO that seek to achieve many of the goals of the Community Plans. The General Plan amendments (land use changes) and zone changes are shown geographically in the Proposed Land Use and Zone Change Area Maps (Exhibit E) and detailed in the Proposed Land Use and Zone Change Area Matrices (Exhibit E) as “subareas.” Each subarea is listed in the change matrices by number, followed by existing and proposed plan land use and zoning information. The types of changes proposed are described below.

**Inconsistencies.** On all properties, parcel-level zoning must be consistent with the land use designations shown on the General Plan Land Use Map. Technical corrections to land use designation and/or zoning are proposed where inconsistencies between the existing use of land, General Plan Land Use designation, and/or zoning currently occur. These changes are largely administrative and are intended to better reflect existing uses on the ground as currently exist in the CPAs.

**Nomenclature Changes.** Nomenclature changes are also proposed to revise certain land use categories consistent with updated General Plan Framework categories. These changes are in name only and do not result in changes to density, intensity or uses. For example, the manufacturing terminology is being revised to reflect a shift to more modern industrial uses envisioned for the CPAs (i.e., Light Manufacturing is renamed Light Industrial).

**Q Conditions.** The CPAs currently have an extensive and sometimes overlapping network of existing [Q] Qualified zoning conditions in many areas, which were established through numerous different zone change ordinances over the past thirty years. These regulations can be antiquated, complicated, and are often difficult to research by the public. The draft zone change ordinances included with the Proposed Plans are intended to replace many of the current [Q] conditions with a new set of regulations included in a single ordinance to facilitate their implementation. In many instances, issues that were previously addressed through [Q] conditions are now proposed to be addressed through the CPIO Districts, which will enable more effective implementation and ease of understanding by property owners.

**CPIO Suffix.** All properties proposed to be located within a CPIO Subarea will have a “-CPIO” added to their zoning (e.g., C2-1VL-CPIO). This will indicate that the property is subject to the additional CPIO regulations (as described in more detail below). A large number of the proposed zone changes that apply the CPIO consist of a change in regulations related exclusively to design and use and do not change the allowable densities, intensities, heights or development potential. Rather, they establish more restrictive standards by requiring compliance with design regulations and use limitations that are in addition to current zoning requirements.

**Active Changes/Upzones.** Active changes consist of a combination of General Plan Amendments to land use and/or zone changes that may allow for an increase in currently permitted residential density, height limits, and/or uses in order to create consistency with existing and surrounding uses, zoning, or General Plan Land Use designations. Most active changes do not include an increase in the allowable square footage and retain the current permitted Floor Area Ratio (FAR) of 1.5:1.

Changes that address industrial-residential land use incompatibilities are also considered active changes. These changes occur in select industrial areas of the CPAs that are predominantly developed with residential and/or commercial uses and are proposed for a change to either commercial or residential to better reflect as-built conditions and prevent additional industrial uses from locating in those areas.

The Proposed Plans also include targeted upzones primarily in areas around major transit stops that create increased development potential as compared to what is allowed today, consistent with the goals and policies of the Proposed Plans. These upzones are located exclusively in the CPIO TOD Subareas and include a height district change from Height District 1, 1VL, or 1L to Height District 2D. Height District 1 allows an FAR of 1.5:1 with varying heights allowed across 1, 1L, 1VL, and 1XL (unlimited, 75 feet, 45 feet and 30 feet, respectively) Although Height District 2 has no height limit and an FAR of 6:1, the D Limitation combined with the CPIO regulations tailor the maximum height and FAR to the context of each transit neighborhood where it is applied. Permitted heights and FARs would be tiered with a lower base FAR and height for by-right projects and increased allowable height and FAR for projects that incorporate community-identified uses such as drug stores and banks, and/or mixed-income and affordable housing.



### ***Community Plan Implementation Overlay***

The Community Plan Implementation Overlay, or CPIO, is a zoning tool that is intended for adoption along with the South Los Angeles and Southeast Los Angeles Community Plans. The CPIO Districts are shown in the Proposed CPIO Districts Map (Exhibit D) and the CPIO Ordinances are provided in Exhibit D. The CPIO works in concert with many of the Community Plan policies and will apply beneficial land use regulations to much of South Los Angeles and Southeast Los Angeles. The CPIOs endeavor to revitalize commercial corridors, promote appropriate land uses that support community needs, develop healthy and sustainable communities, address various land use issues in the community, and encourage transit ridership on existing bus and rail infrastructure, among other important goals described in the Community Plans.

The proposed CPIO Districts establish subareas with varying levels of design regulations, ranging from basic to more robust. They also regulate permitted uses to encourage a more diversified range of retail and neighborhood services while addressing the over-concentration of certain uses, such as liquor stores and auto-related uses. Regulations and incentives are tailored to the specific needs of each area throughout the CPIO Subareas. The CPIO Subareas consist of the Corridors Subareas, TOD Subareas, Industrial Subareas and Residential Subareas as described below.

**Corridors Subareas.** The Corridors Subareas foster continued commercial revitalization along the various commercial corridors throughout South and Southeast Los Angeles and provide for a diversity of commercial goods and services by offering parking reduction incentives for targeted commercial uses (such as banks, grocery stores, health centers, and child care), and by restricting over-concentrated uses. Basic development standards ensure that new development is compatible with the best of each corridor's urban form. The Corridors Subareas are comprised of Neighborhood-Serving Corridor, Parkway Corridor, General Corridor, and Commercial Corridor.

**Transit-Oriented Development (TOD) Subareas.** The TOD Subareas promote jobs, housing and services located in proximity to transit in order to reduce reliance on the automobile. TOD Subareas encourage the creation of pedestrian-friendly, multi-modal villages around transit. They promote a mix of uses including residential, employment and shopping opportunities within walking distance of transit stations and major bus stations. TOD Subareas would be upzoned to Height District 2D to allow for greater height, square footage and density in order to attract desired uses; however, the TOD Subareas have different levels of intensity, heights and FARs tailored to the context of each station area. TOD Subareas have a tiered zoning with lower base FAR and height for by-right projects and greater FAR (ranging from 3:1 to 6:1) and height for projects that provide certain uses such as affordable housing and/or grocery stores among other targeted commercial uses. These regulations improve the built environment through use restrictions and development standards for all new development. These development standards ensure that new development is appropriate to the scale and context of each transit neighborhood and include pedestrian-oriented development standards. The TOD Subareas are comprised of TOD Low, TOD Medium, TOD High, and TOD Regional.

The CPIO's tiered incentive structure prioritizes mixed-income and 100% affordable housing in transit-rich areas and requires that projects utilizing the incentive replace previously existing affordable units on the project site 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 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. The TOD Subarea incentives for affordable housing meet or exceed the affordable housing incentives provided in the State Density Bonus Law, the City's Density Bonus Ordinance, and the affordable housing provisions of Measure JJJ codified as LAMC Section 11.5.11(also see page A7).

**Industrial Subareas.** Industrial land is a tremendous asset in generating employment and economic investment, and in maintaining a job/housing balance. The Industrial Subareas address many of the challenges facing existing industrial land. They distinguish between areas that need to be preserved exclusively for industrial uses, areas where increased design sensitivity is needed near residential neighborhoods, and areas where greater flexibility is needed in the range of land uses allowed. The Industrial Subareas aim to ensure the industrial land reserve is protected for future growth in new technologies, and that viable industrial areas are preserved for light industrial uses by limiting unrelated, non-industrial uses and providing for non-retail businesses which enhance the City's employment base. In addition, the Subareas protect residential and other sensitive uses located adjacent to industrially zoned land from impacts associated with incompatibility of uses. By improving the design of new development, these Industrial Subareas strive to improve the aesthetics of industrial buildings and quality of life for neighborhoods next to industrial uses. The Industrial Subareas also include a subarea that encourages a complementary mix of light manufacturing and commercial activity along certain industrial corridors in order to support economic development and jobs generation. The Industrial Subareas upgrade industrial development and design standards in order to: encourage industry as a better neighbor to residences and other surrounding uses; protect industrial investment against incompatible residential, retail, and commercial uses; prevent future industrial blight; and improve aesthetic character and quality as seen from public views. The Industrial Subareas are comprised of Industrial Innovation, Compatible Industrial, Hybrid, and Hybrid Limited Subareas.

**Residential Subareas.** The Residential Subareas focus solely on encouraging well-designed projects that are compatible with the surrounding neighborhood scale and character. The Residential Subareas strengthen residential neighborhood stability, and guide new infill residential development to be consistent with the strongest assets of existing residential neighborhoods and in some cases incorporate design standards to preserve the architectural and/or historic character of select neighborhoods. For all Residential Subareas, Projects must meet basic design standards for front façades, front yards, roof forms, and building materials. The Residential Subareas are comprised of Legacy Single-Family, Multi-Family Residential, and Character Residential.

### ***Other Amendments***

**Framework Element.** The Proposed Plans include amendments to the Long Range Land Use Diagram of the Citywide General Plan Framework Element to reflect modifications to the geography of neighborhood districts, community centers, mixed use boulevards, and regional centers in the South and Southeast Los Angeles CPAs (Exhibits I and J).

**Circulation Element (Mobility Plan 2035) – Street Reclassifications.** The City's streets are organized by official standard street designations or classifications, established in the General Plan Circulation Element, called Mobility Plan 2035, and standard street dimensions depicted in the Department of Public Works Standard Street Plan. Actual street dimensions vary from standards due to historic development patterns where streets were built to different standards, often with narrower roadways. In many of these circumstances, older streets are incrementally

widened through street dedications from new development. Existing non-standard street dimensions, land uses, lot depths, and volume of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension than the citywide adopted standards. In these cases, classifications of streets and street segments can be modified to meet the specific needs of the community.

The Proposed Plans include street re-designations for specified arterials in South Los Angeles and Southeast Los Angeles in order to reflect existing street standards and dimensions, protect established building patterns, and promote pedestrian, bicycle, and transit activity in addition to the automobile. The recommended street reclassifications can be found in Exhibit E, Proposed Street Reclassification Matrices.

## **Environmental Analysis/CEQA**

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15082, two separate Notices of Preparation (NOPs) for the Draft EIR were issued on October 20, 2008 by the City for a 30-day public review period. A total of 8 comment letters were received for South Los Angeles and 6 comment letters were received for Southeast Los Angeles. Information, data, and observations from these letters are addressed throughout the Draft EIR, where relevant. Two joint public scoping meetings were held on November 6 and November 13, 2008. The purpose of the scoping meetings was to provide early consultation for the public to express their concerns about the potential environmental impacts of the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft EIR. The Draft EIR analyzed the following environmental impact areas:

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

A combined Draft EIR was prepared for the Proposed Plans and a Transportation Improvement and Mitigation Program (TIMP) was also prepared for each CPA as part of the environmental analysis. The Draft EIR was circulated for a 90-day review period (45 days more than required by state law). The review period began on November 3, 2016, with a closing date of February 1, 2017. In addition, the City provided the Notice of Availability and the Executive Summary of the Draft EIR in Spanish as an accommodation for the Spanish-speaking community members. As the lead agency, the City of Los Angeles received 14 written comments on the Draft EIR from public agencies, groups, and individuals. Responses to all comments received during the comment period will be included in the Final EIR. The Final EIR will be made available prior to City Council consideration and adoption of the recommended Community Plan Updates and certification of the EIR pursuant to CEQA Section 15090.

## **Recommended Revisions to Land Use and Zone Changes**

Review of written comments and verbal testimony, received through the duration of the Draft Plan, Public Hearings and the Draft EIR comment period identified a number of revisions requested by the community. In response to this public testimony and additional staff analysis, revisions are included in this report involving specific subareas of proposed change. The revisions involve amendments to the Draft Plan land use and zone changes as originally presented and studied in the Draft EIR. The revisions primarily clarify or amplify or make minor modifications to the Draft Plans and do not constitute significant new information per CEQA and have not been found to affect the impact analysis or conclusions in the Draft EIR. This will be supported by substantial evidence in the Final EIR and accompanying CEQA Findings to be released prior to City Council's consideration of the Proposed Plans.

The Proposed Plans presented to CPC now include the original Draft Plan amendments and zone changes, and the following recommended revisions.

### ***South Los Angeles Community Plan Area Changes and Additions***

**Subarea 560.** Further analysis of this subarea located at the southwest corner of Venice Boulevard and Western Ave supported a change in CPIO Subarea designation from TOD Low to TOD Medium, as it is an important opportunity site along a major corridor and in close proximity to major transit stops. The zoning will remain C2-2D-CPIO as initially proposed.

**Subareas 770, 780, 800, 820, 852, 860, 890, 1040, 1050, 1120, 1140 (Washington Boulevard).** Although these subareas are proposed to be located in the CPIO Neighborhood-Serving Corridor Subarea, which limits allowed uses to those in the C1.5 zone plus a few additional uses such as bakeries and medical offices, a comment letter was received requesting that these subareas (located within the potential UNNC Washington Boulevard Specific Plan Area) be designated C1.5 rather than C2 to further limit allowed uses. The land use designation will remain Neighborhood Commercial and the CPIO Subarea will remain Neighborhood-Serving Corridor as initially proposed, as will the subareas' existing "O" District and "HPOZ" designations.

#### **Subareas 770, 780, 800, 820, 852, 860, 890, 1040, 1050, 1120, 1140**

Initial Proposal: C2-1VL-CPIO

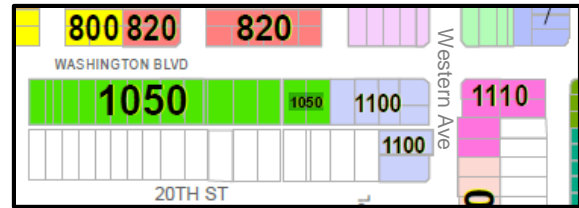
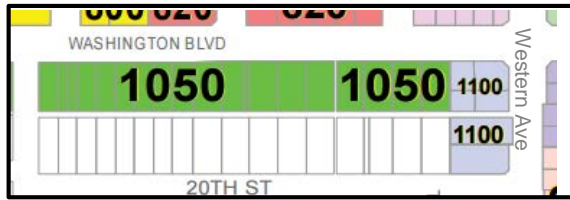
Revised Proposal: C1.5-1VL-CPIO

**Subareas 1100.** Further analysis of this subarea located at Washington Boulevard and Western Ave supported a change in boundary expansion. Two parcels fronting Washington Boulevard belong to the same owner of the adjacent parcels. The proposed land use designation, zone change, and CPIO designation for this Subarea will remain as initially proposed.

#### **Subarea 1100 (portion not previously included in Subarea)**

Proposed Change: [Q]C2-1-O-CPIO to C2-2D-O-CPIO

Community Manufacturing to Community Commercial  
CPIO TOD Low Subarea



**Subareas 1445, 1465, 1580, 1590, 1725 and New Subareas 1443, 1444, 1470, 1472, 1474, 1475, 1476, 1477, 1478, 1479 (University Park HPOZ).**

Comment letters were received requesting downzones within the University Park HPOZ to help preserve existing affordable housing and to support compatible infill development that meets the City's goals through the HPOZ preservation plan. Upon further analysis, staff combined a sensitive approach to downzoning (changing some areas from RD1.5 to RD2, while other areas remain RD2) with a change in height district to 1XL (maximum height of 2 stories or 30 feet) throughout the residential areas of the HPOZ to help ensure that new proposed development be more compatible with the HPOZ preservation plan. In addition, a new "Q" condition is proposed that would limit development across original side yard setbacks on lots that have been combined through unity of title, to prevent new development that is out of scale with the existing historic neighborhood fabric.

**Subarea 1445**

Initial Proposal: No change to existing zone

Proposed Change: RD2-1-HPOZ to [Q]RD2-1XL-HPOZ

**Subarea 1465**

Initial Proposal: No change to existing zone

Proposed Change: RD1.5-1-O-HPOZ to [Q]RD2-1XL-O-HPOZ

**Subareas 1580, 1590**

Initial Proposal: [Q]R4-1-HPOZ to RD2-1-HPOZ

Revised Proposal: [Q]R4-1-HPOZ to [Q]RD2-1XL-HPOZ

**Subarea 1725**

Initial Proposal: [Q]R4-1-O-HPOZ to RD1.5-1-O-HPOZ

Revised Proposal: [Q]R4-1-O-HPOZ to [Q]RD1.5-1XL-O-HPOZ

**Subareas 1443, 1444, 1470**

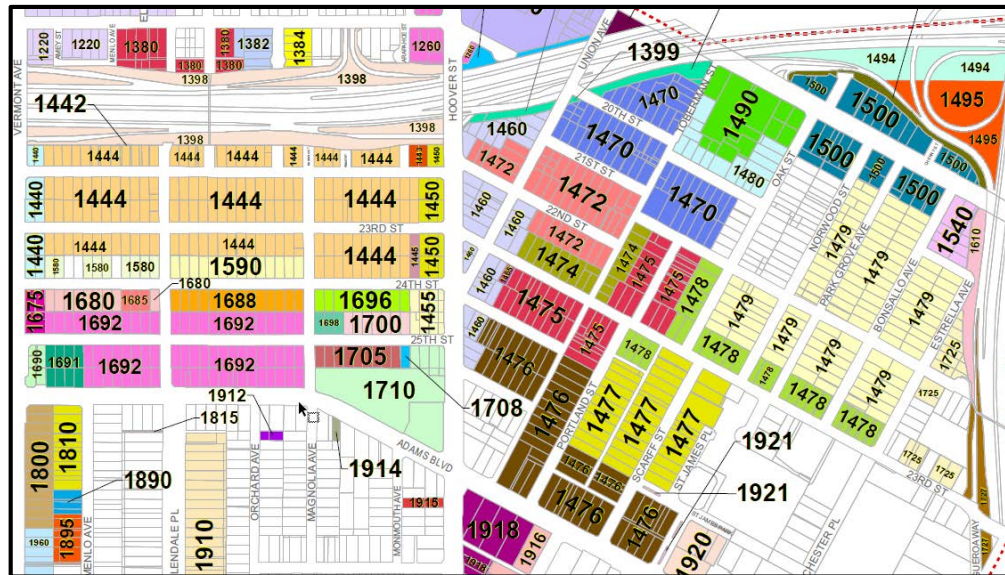
Proposed Change: RD1.5-1-HPOZ / RD2-1-HPOZ to [Q]RD2-1XL-HPOZ

**Subareas 1472, 1475, 1477, 1479**

Proposed Change: RD2-1-O-HPOZ / RD1.5-1-O-HPOZ to [Q]RD2-1XL-O-HPOZ

**Subareas 1474, 1476, 1478**

Proposed Change: RD1.5-1-O-HPOZ to [Q]RD1.5-1XL-O-HPOZ



**Subarea 1460.** Comments were received requesting that the residential parcels along Union Avenue be removed from this subarea. Further review of the subarea supports the requested change, and subarea boundaries have been adjusted to exclude the seven residential parcels at the northwest corner of 22<sup>nd</sup> Street and Union Ave, which are included in newly created subarea 1472 (see above).

**Subareas 1480, 1490.** Input was received requesting that the parcels on the north side of 20<sup>th</sup> Street be changed to RD1.5 as they are directly across from the 20<sup>th</sup> Street National Register District. Upon further analysis, staff adjusted the boundaries of subareas 1480 and 1490 so that 1490 include all parcels fronting Washington Boulevard. In addition to the boundary adjustments for both subareas, the following changes are proposed for subarea 1480 (see above).

**Subarea 1480**

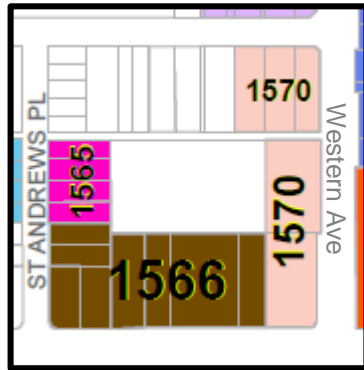
Initial Proposal: Commercial Manufacturing to Neighborhood Commercial  
Various zones to C2-1VL-HPOZ-CPIO  
CPIO Neighborhood-Serving Corridor Subarea

Revised Proposal: Commercial Manufacturing to Low Medium II Residential  
Various zones to [Q]RD1.5-1XL-HPOZ

**Subarea 1566 - New.** After further analysis a new subarea was created for properties on the northern side of Adams Boulevard at St. Andrews Place to address an inconsistency with the current land use and zone. A portion of subarea 1566 is zoned R1-1-O-HPOZ (Medium Residential) while the remaining lot is zoned R4-1-O-HPOZ (High Medium Residential). To bring the parcels into consistency the proposed change is as follows:

**Subarea 1566**

Proposed Change: R1-1-O-HPOZ/ R4-1-O-HPOZ to R4-1-O-HPOZ  
Medium Residential/ High Medium Residential to High  
Medium Residential



**Subarea 1570.** A comment letter was received stating that subarea 1570 located on the western side of Western Ave between 24<sup>th</sup> Street and Adams Boulevard should remain as is, and that non-commercial zones should not be changed to commercial. Upon further review, subarea boundaries were revised to only include the existing commercially-zoned, [Q]C2-1-O-HPOZ and C2-1-O-HPOZ parcels (see above).

**Subarea 1690 and 1691.** A comment letter was received about subarea 1690 located on 25<sup>th</sup> Street and Adams Boulevard between Vermont Ave and Ellendale Place, opposing the CPIO TOD Medium Subarea designation, stating that the allowed height in TOD Medium is excessive and not neighborhood compatible. Upon further analysis, staff split the subarea in two: 1690 and 1691. Subarea 1690, which fronts Vermont Avenue, will remain in the TOD Medium Subarea, while 1691 which fronts 25<sup>th</sup> Street and Adams Boulevard will be lowered to the CPIO TOD Low Subarea. Zoning and Land Use will remain as initially proposed.

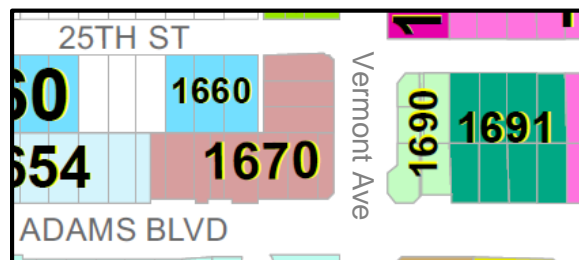
**Subarea 1691 (new)**

Initial Proposal (as part of subarea 1690):

CPIO TOD Medium Subarea

Revised Proposal:

CPIO TOD Low Subarea



**Subarea 1810.** A comment letter was received stating that the proposed height for subarea 1810 located at Adams Boulevard and Menlo Ave was excessive. Further review of the

subarea supports a change in CPIO subarea designation to a subarea with lower height maximums. Zoning and Land Use will remain as initially proposed.

**Subarea 1810**

Initial Proposal: CPIO TOD Medium Subarea

Revised Proposal: CPIO TOD Low Subarea

**Subarea 1872, 2002, 2042 (Charles Victor Hall Tract).** Further analysis of this subarea supports a change from the current R1 zone to the new R1R3 variation zone. The zone change will aid in preserving, and maintaining prevailing neighborhood character including scale, proportion, and building mass. In addition, the subarea will maintain the CPIO Character Residential Subarea.

**Subarea 1872, 2002, 2042**

Initial Proposal: Low Residential to Low II Residential  
R1-1-O to R1-1-O-CPIO  
CPIO Character Residential Subarea

Revised Proposal: Low Residential to Low II Residential  
R1-1-O to R1R3-O-CPIO  
CPIO Character Residential Subarea

**Subareas 1925, 1926 (Mount Saint Mary's campus).** Comment letters were received requesting that the properties retain the existing [Q]R4 zoning, as it was imposed as a tool to protect undesignated historic resources. Further review of the subareas supports the request that parcels retain their existing zoning. Both subareas have been removed as change areas, and no change is proposed.

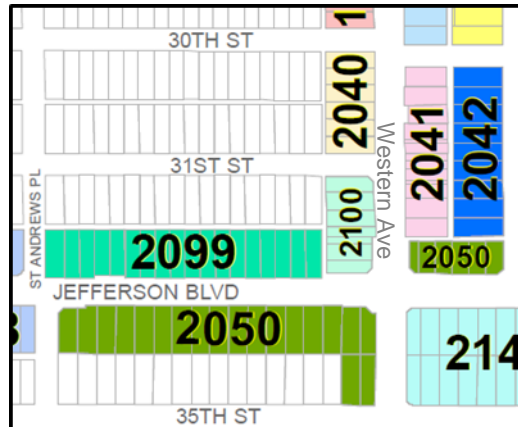
**Subareas 2041, 2099 - New.** A comment was received requesting that rather than be included in the TOD Medium Subarea, change areas 2050 and 2100 at Western Ave and Jefferson Boulevard should be Height District 1VL due to their proximity to historic and low-scale residential. Upon further analysis, staff split both change areas, creating two new change areas (2041 and 2099) and moving those new subareas into the CPIO TOD Low Subarea (maximum height 4 stories) which has a lower height maximum than TOD Medium (maximum height 5 stories).

**Subarea 2041 and 2099**

Initial Proposal (as part of subareas 2050 and 2100):  
CPIO TOD Medium Subarea

Revised Proposal: CPIO TOD Low Subarea





**Subarea 3806, 3807, 3808, 3809, 3882, 3883, 3884 (Vermont Square).** Further analysis of this subarea supports a change from the current R1 zone to the new R1R3 variation zone. The zone change will aid in preserving, and maintaining prevailing neighborhood character including scale, proportion, and building mass. In addition, the subarea will maintain the CPIO Character Residential Subarea.

**Subarea 3806, 3807, 3808, 3809, 3882, 3883, 3884**

Initial Proposal: Low Residential to Low II Residential  
R1-1 to R1-1-CPIO  
CPIO Character Residential Subarea

Revised Proposal: Low Residential to Low II Residential  
R1-1 to R1R3-CPIO  
CPIO Character Residential Subarea

**Subareas 3960, 3970, 4050, 4060, 4130 and New Subareas 4040, 4042 (CPIO Legacy Single-Family).** These two new subareas and five revised subareas are in response to resident concerns about preserving the scale and character of this residential neighborhood through inclusion in the CPIO. New subareas 4040 and 4042 include the R2 properties located on 51<sup>st</sup> Street, 51<sup>st</sup> Place, and 52<sup>nd</sup>, 53<sup>rd</sup>, 54<sup>th</sup>, 55<sup>th</sup>, 56<sup>th</sup>, 57<sup>th</sup>, and 58<sup>th</sup> Streets between Western Ave and Normandie Ave, and applies the CPIO Legacy Single-Family Subarea to the properties. In addition, the CPIO Legacy Single-Family Subarea has been applied to the proposed zoning for Subareas 3960, 3970, 4050, 4060, and 4130.

**Subareas 3960, 4050**

Initial Proposal: Low Medium I Residential to Low II Residential  
[Q]R4-1 to R1-1

Revised Proposal: Low Medium I Residential (no change to existing land use)  
[Q]R4-1 to R2-1-CPIO  
CPIO Legacy Single-Family Subarea

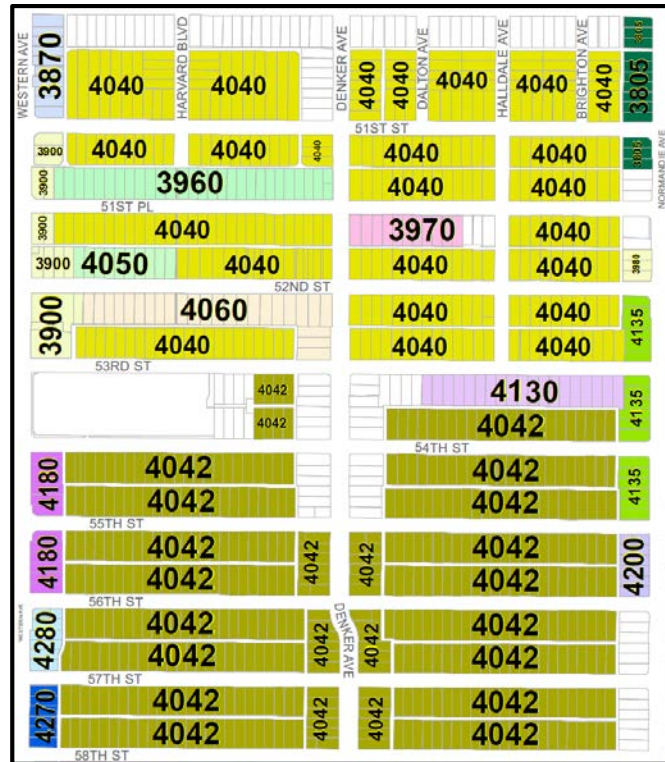
**Subareas 3970, 4060, 4130**

Initial Proposal: [Q]R4-1 to R2-1

Revised Proposal: [Q]R4-1 to R2-1-CPIO  
 CPIO Legacy Single-Family Subarea

**Subareas 4040, 4042 (new)**

Proposed Change: R2-1 to R2-1-CPIO  
 CPIO Legacy Single-Family Subarea

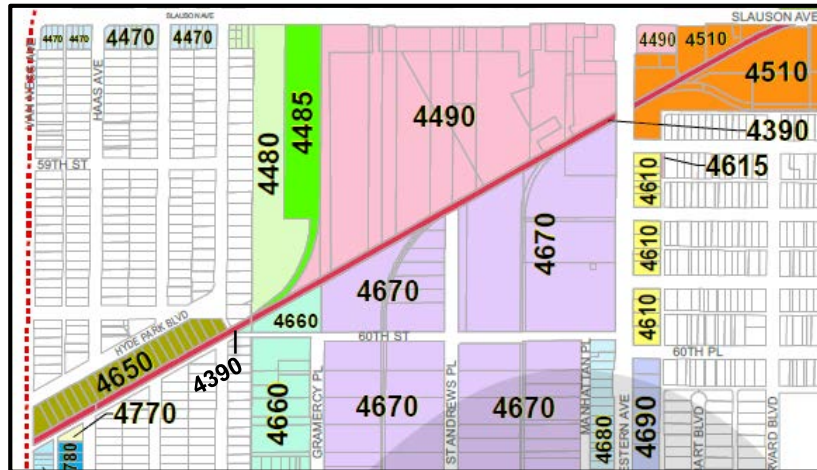


**Subarea 4390 and New Subareas 4391, 4392 (Pedestrian-Bicyclist Path).** The proposed change to subarea 4390 reflects the public ownership of the Metro-owned parcels along Slauson Ave that are planned for a future pedestrian-bicycle corridor and other accessory uses. These parcels consist of a former freight railroad right-of-way that is no longer in operation. In addition, subareas 4391 and 4392 have been added. The boundaries to subarea 4390 have been adjusted to include parcels between Van Ness Ave, Wilton Ave, and Slauson Ave. Parcels that were originally part of subarea 4390 for the preliminary proposal have been added as the new subarea 4392.

**Subarea 4390**

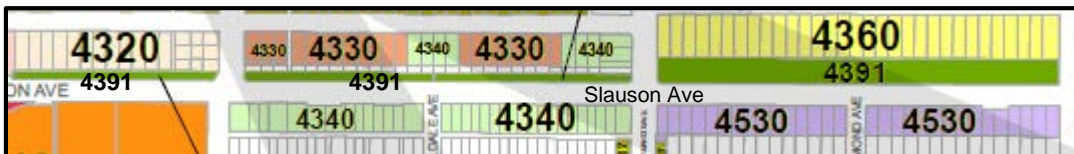
Initial Proposal: Light Manufacturing to Hybrid Industrial  
 M1-1 to CM-1

Revised Change: Light Manufacturing to Public Facilities  
 M1-1 to PF-1



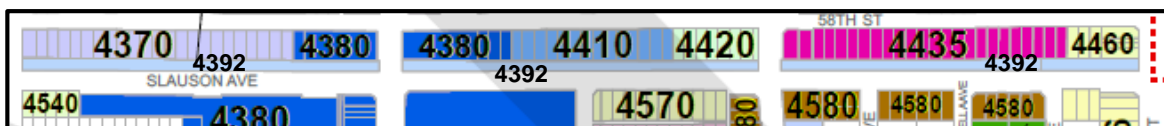
**Subarea 4391 (new)**

Proposed Change: Commercial Manufacturing to Public Facilities  
 [Q]CM-1 to PF-1



**Subarea 4392 (new, portion originally part of subarea 4390)**

Proposed Change: Commercial Manufacturing/ Light Manufacturing to  
 Public Facilities  
 [Q]C2-2/ [Q]CM-1 to PF-1



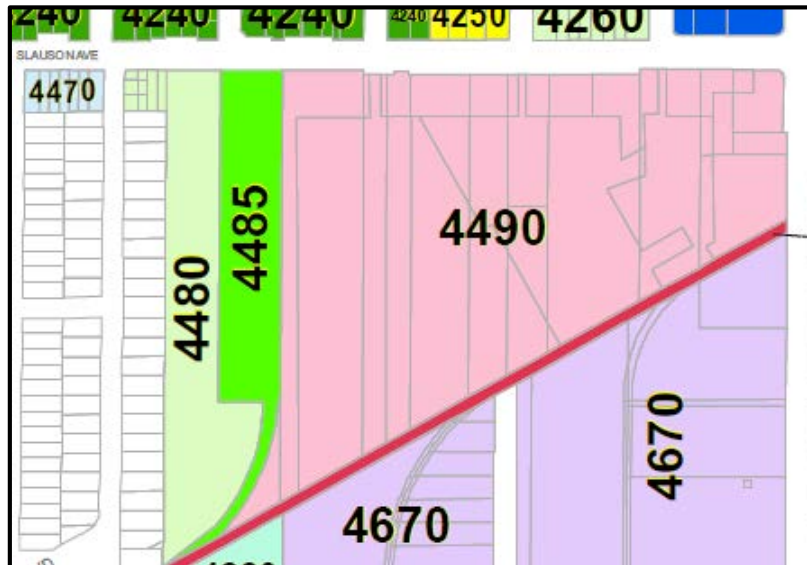
**Subarea 4490 and New Subarea 4485.** Further analysis of this subarea located on Slauson Ave supported a change to divide Subarea 4480 into two subareas creating the new Subarea 4485. Subarea 4480 will remain as initially proposed. Subarea 4490 expanded its boundary to include one parcel that is owned by the adjacent parcel.

**Subarea 4485 (new, originally part of subarea 4480)**

Initial Proposal: Light Manufacturing to Limited Industrial  
 M2-1 to M1-1-CPIO  
 CPIO Compatible Industrial Subarea

Revised Proposal: Light Manufacturing to Light Industrial

M2-1 to M2-1-CPIO  
CPIO Compatible Industrial Subarea



**Subareas 4670, 4790, 4800, 4671 and New Subareas 4485 and 4791.** Council District 8 has requested changes to the CPIO Subareas of the industrial hub between Slauson Ave, Wilton Place and Western Ave, north of Gage Ave to the Hybrid and Compatible Industrial Subareas in support of the vision for this area to be a hub of light industrial, tech and creative industries. Boundaries for subarea 4670 were adjusted to remove parcels fronting Gage Ave, and Manhattan Place; those parcels have been included in the new subarea 4671. Boundaries for subarea 4800 were adjusted to remove parcels fronting Gage Ave; those parcels have been included in the new subarea 4791. The changes for these subareas will allow commercial and residential uses where previously uses were limited to only industrial.

**Subarea 4670**

Initial Proposal: Light Manufacturing to Limited Industrial  
M2-1 to M2-1-CPIO  
CPIO Industrial Innovation

Revised Proposal: Light Manufacturing to Limited Industrial  
M2-1 to M2-1-CPIO  
CPIO Compatible Industrial

**Subarea 4790**

Initial Proposal: Light Manufacturing to Limited Industrial  
[Q]MR1-1VL to [Q]MR1-1VL-CPIO  
CPIO Industrial Innovation Subarea

Revised Proposal: Light Manufacturing to Hybrid Industrial

[Q]MR1-1VL to CM-1-CPIO  
CPIO Hybrid Subarea

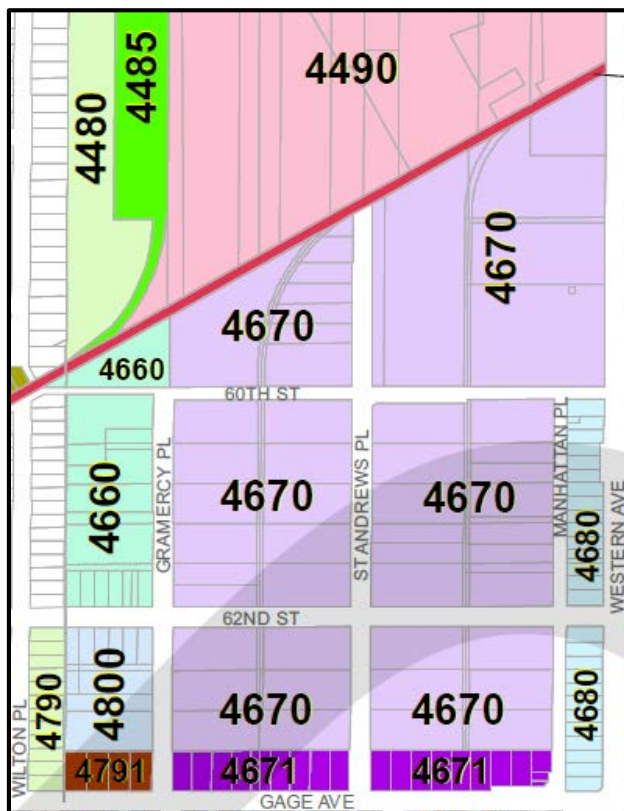
**Subarea 4791 (new, formerly part of subarea 4800)**

Initial Proposal: Light Manufacturing to Limited Industrial  
[T][Q]M1-1VL/ M1-1 to MR1-1VL-CPIO  
CPIO Industrial Innovation Subarea

Revised Proposal: Light Manufacturing to Hybrid Industrial  
M1-1 to CM-1-CPIO  
CPIO Hybrid Subarea

**Subarea 4671 (new)**

Proposed Change: Light Manufacturing to Hybrid Industrial  
M2-1 to CM-1-CPIO  
CPIO Hybrid Subarea

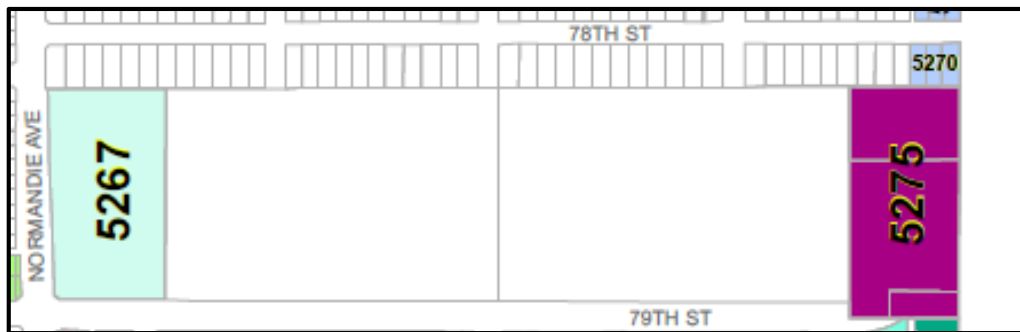


**Subarea 5275.** A request was received to include lots located along the west side of Vermont Ave at 79<sup>th</sup> Street within the CPIO General Corridor Subarea. After further analysis, the boundaries for subarea 5725 were expanded and included within the CPIO General Corridor Subarea.

**Subarea 5275**

Initial Proposal: General Commercial to Low II Residential

Revised Proposal: General Commercial and Low Residential to  
Neighborhood Commercial  
[Q]R4-1 to C2-1-CPIO  
CPIO General Corridor Subarea



**Subarea 5334 (Vermont Knolls).** Further analysis of this subarea supports a change to the current R1 zone to the new R1R3 variation zone. The zone change will aide in preserving, and maintaining character defining features such as scale, proportion, and building mass. In addition, the subarea will maintain the CPIO Character Residential Subarea.

**Subarea 5334**

Initial Proposal: Low Residential to Low II Residential  
R1-1 to R1-1-CPIO  
CPIO Character Residential Subarea

Revised Proposal: Low Residential to Low II Residential  
R1-1 to R1R3-CPIO  
CPIO Character Residential Subarea

**Subarea 5630 and 5640.** Council District 8 has requested that subareas 5630 and 5640 change from the proposed CPIO Commercial Corridor Subarea to the CPIO General Corridor Subarea. The subareas are located on Manchester Ave between Harvard Blvd and Budlong Ave.

**Subarea 5630**

Initial Proposal: General Commercial to Community Commercial  
C2-1VL to C2-1-CPIO  
CPIO Commercial Corridor Subarea

Proposed Proposal: General Commercial to Community Commercial  
C2-1VL to C2-1-CPIO

CPIO General Corridor Subarea

**Subarea 5640**

Initial Proposal: General Commercial to Community Commercial  
C2-1VL to C2-1L-CPIO  
CPIO Commercial Corridor Subarea

Proposed Proposal: General Commercial to Community Commercial  
C2-1VL to C2-1L-CPIO  
CPIO General Corridor Subarea

**Other Comments/Requests.** A number of comments were submitted requesting lower height limits and downzones for several subareas located at key intersections close to major transit stops. The subareas will remain as proposed in order to provide housing opportunities in these targeted transit areas while alleviating development pressure within the residential neighborhoods. Transitional height requirements will be established for all new development in the subareas that abut RD1.5 or more restrictive residential zoning.

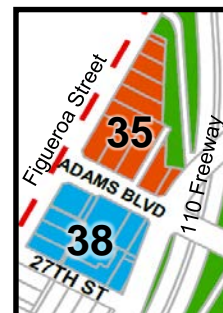
Additional Technical Corrections identified by Department staff have also been addressed as needed.

***Southeast Los Angeles Community Plan Area Changes and Additions***

**Subareas 35 and 38 - New.** A request was received to include the properties at Adams Boulevard and Figueroa Street in the proposed CPIO TOD High Subarea. These properties were analyzed in the Draft EIR as C2-2D in the TOD High Subarea but were not included in the draft CPIO presented at the public hearings. There would be no change to the existing land use designation of Community Commercial. The subject properties have been included as new Subareas 35 and 38 as described below.

Subarea 35 – Proposed Change: C2-1VL-O/C2-1L-O  
to C2-2D-O-CPIO  
TOD High Subarea

Subarea 38 – Proposed Change: C2-1L to C2-2D-CPIO  
TOD High Subarea



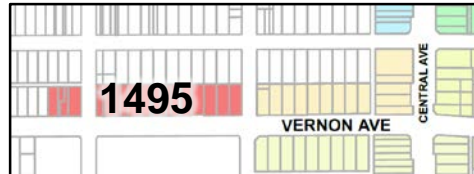
**Subareas 120 and 130.** A comment letter submitted by property owners was supportive of the proposed land use and zone changes for properties at Maple Ave and 23<sup>rd</sup> Street but requested a change from CPIO Hybrid Limited Subarea to the Hybrid Subarea to remove the limit on residential uses. Further review of these subareas and surrounding land uses supports the requested change.

Initial Proposal: CPIO Hybrid Limited Subarea

Revised Proposal: CPIO Hybrid Subarea

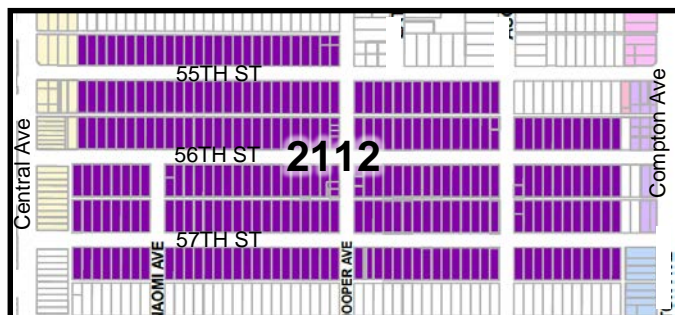
**Subarea 1495 – New.** A comment letter was received requesting inclusion of properties on Vernon Ave between McKinley Ave and Wadsworth Ave in the TOD Subareas in order to provide additional housing opportunities along this transit corridor. The subject properties are adjacent to a proposed TOD Medium Subarea and are within 1,000 feet of a Bus Rapid Transit stop at Vernon Ave and Central Ave.

Proposed Change: General Commercial/Low Medium II to Community Commercial  
C2-1VL/C2-1/RD1.5-1 to C2-2D-CPIO  
CPIO TOD Low Subarea



**Subarea 2112 – New.** This new subarea is in response to a resident's concern about preserving the scale and character of this residential neighborhood through inclusion in the CPIO. Subarea 2112 includes the R2-1 properties located on 55<sup>th</sup>, 56<sup>th</sup>, and 57<sup>th</sup> Streets between Central Ave and Compton Ave and applies the CPIO Legacy Single-Family Subarea to the properties. There is no change to the permitted density of two-family dwelling units.

Proposed Change: R2-1 to R2-1-CPIO  
CPIO Legacy Single-Family Subarea

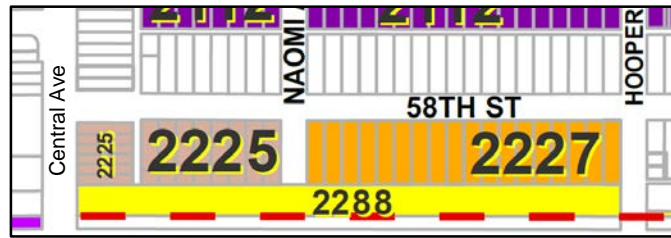


**Subarea 2225 – New.** A request was received from property owners of several parcels located at Central Ave and 58<sup>th</sup> Street for a change from industrial to commercial to be consistent with the existing zoning along Central Ave north of the subject properties. These properties abut the Metro right-of-way along Slauson Ave which is planned for a future pedestrian-bicycle path. The proposed change would allow commercial uses on these properties. In addition, the CPIO General Corridor Subarea would be applied to this subarea.

Proposed Change: Limited Manufacturing to Community Commercial  
MR1-1 to C2-1-CPIO



CPIO General Corridor Subarea



**Subarea 2227 – New.** Council District 9 has requested a change from industrial to residential for the properties on the south side of 58<sup>th</sup> Street between Naomi Ave and Hooper Ave to create consistency with the residential properties on the north side of 58<sup>th</sup> Street.

Proposed Change: Limited Manufacturing to Low Medium I Residential  
MR1-1 to R2-1

**Subareas 2282, 2284, 2286, 2288 and 2290 – New.** The proposed changes to these subareas reflect the public ownership of the Metro-owned parcels along Slauson Ave which are planned for a future pedestrian-bicycle corridor and other accessory uses. These parcels consist of a former freight railroad right-of-way that is no longer in operation. All of the subareas have an existing Limited Manufacturing land use designation and MR1-1 zoning with the exception of subareas 2282 and 2290. Subarea 2282 has various land use designations (including Limited Manufacturing, Neighborhood Commercial and Public Facilities-FRWY) and zones (M1-1, MR1-1, [Q] C2-1, R2-1, and FRWY). Subarea 2290 has an existing Light Manufacturing land use designation with dual zoning of MR2-2 and M2-2.

Proposed Change: Various Land Use Designations to Public Facilities  
Various Zones to PF-1

**Subareas 2330, 2355, and 2360.** Input received was supportive of the proposed change from industrial to residential due to the predominance of residential uses on properties along Woodlawn Ave, Los Angeles Street, San Pedro Street, Crocker Street, Towne Ave and Mettler Street south of Slauson Ave but requested a lower density land use designation and zoning to reflect the existing density consisting largely of single- and two-family dwellings. Properties are developed with a mix of single-family, two-family and multi-family units (65.7%), HACLA-owned property (3.6%), vacant lots used for outdoor storage or parking (12.2%), a number of industrial uses (17.9%), and one church (0.7%). The current land use and zoning is Limited Manufacturing and MR1-1/[Q]MR1-1.

Initial Proposal: Medium Residential and R3-1-CPIO  
CPIO Multi-family Residential Subarea

Revised Proposal: Low Medium II and RD1.5-1-CPIO  
CPIO Multi-family Residential Subarea

**Subarea 3505 – New.** A request was received from the property owners of 1784 E. 107<sup>th</sup> Street for a zone change from R2 to CM and land use change from Low Medium I to Hybrid Industrial in order to allow live/work and creative industry uses on the subject property. The 13,959 square-foot parcel is located across the street from the Watts Towers Arts Center

Campus and also abuts the Cultural Crescent. The recommendation for this site includes a Qualified Condition to limit the residential density to RD1.5 in consideration of the surrounding R2 properties. In addition, the CPIO Hybrid Subarea would be applied to the site to establish development and design standards.

Proposed Change: Low Medium I to Hybrid Industrial  
R2-1 to [Q] CM-1XL-CPIO  
CPIO Hybrid Subarea



**Subarea 3810.** The initial recommendation for subarea 3810 located at Broadway and Imperial Highway was a technical correction to create consistency between the existing land use designation of Public Facilities and zoning of C2-1 for this city-owned property. The recommendation for this subarea is being revised in order to facilitate additional housing opportunities on the site.

Initial Proposal: Public Facilities to remain  
C2-1 to PF-1

Revised Proposal: Public Facilities to Community Commercial  
C2-1 to C2-2D-CPIO  
CPIO TOD Medium Subarea

**Subarea 3895.** A comment letter was received from a property owner in opposition to some of the proposed use restrictions (such as drive-thrus) in the TOD Medium Subarea due to the site's proximity to 2 freeways and location at the intersection of Olive Street and Imperial Highway. The comment also mentioned there is a lack of pedestrian activity in this area.

Initial Proposal: Neighborhood Commercial to Community Commercial  
C2-1VL to C2-2D-CPIO  
CPIO TOD Medium Subarea

Revised Proposal: Neighborhood Commercial to Community Commercial  
C2-1VL to C2-1-CPIO  
CPIO General Corridor Subarea

**Subareas 3320, 4040 and 4140.** These existing subareas are technical corrections that bring the land use designation into consistency with the current zoning and uses on the properties. Due to the recent adoption of the new R1 Variation Zones (through project recode), the R1 zoning of these subareas is also being revised to the new R1R3 variation zone. The zone change will aide in preserving neighborhood character including scale, proportion, and building mass in these single-family neighborhoods.

**Subarea 3320 (103<sup>rd</sup> Street and 103<sup>rd</sup> Place between McKinley Ave and Clovis Ave)**

Initial Proposal: Community Commercial to Low II Residential  
R1-1 (no change to existing zoning)

Revised Proposal: Community Commercial to Low II Residential  
R1-1 to R1R3

**Subareas 4040 and 4140 (116<sup>th</sup> Place, 118<sup>th</sup> Street and Belhaven Ave)**

Initial Proposal: Public Facilities to Low II Residential  
R1-1 (no change to existing zoning)

Revised Proposal: Public Facilities to Low II Residential  
R1-1 to R1R3

**Other Comments/Requests.** A number of comments were submitted requesting lower height limits for several subareas located at key intersections close to major transit stops. The subareas will remain as proposed in order to provide housing opportunities in these targeted transit areas while alleviating development pressure within the residential neighborhoods. Transitional height requirements will be established for all new development in the subareas that abut RD1.5 or more restrictive residential zoning.

Additional Technical Corrections identified by DCP staff have also been addressed as needed.

**Recommended Revisions to Policy Documents and CPIO District Ordinances**

Revisions were also made to both the Policy Documents and the CPIO District Ordinances in response to comment letters received.

**Policy Documents.** Revisions to the South Los Angeles and Southeast Los Angeles Policy Documents include:

- Added a description of the South Los Angeles Promise Zone to Chapter 1 (both plans).
- Clarified some policy language in Chapter 3 (both plans).
- Added three housing-related policies to Chapter 3 (both plans).
- Updated HPOZ information in Chapter 3 and Chapter 6 (Southeast Los Angeles).
- Updated figures as needed to reflect revisions.

**CPIO District Ordinances.** Revisions to the CPIO District Ordinances include:

- Revised the maximum heights listed in the TOD High Subarea from six/seven stories to seven/eight stories to match what was analyzed in the Draft EIR.
- Revised the baseline FAR for the TOD Regional Subarea from 1.5:1 to 2.25:1 (both plans).
- Added ordinance language clarifying the relation of the CPIO to the new Transit Oriented Communities Affordable Housing Incentive Guidelines and the existing Greater Downtown Housing Incentive Area Ordinance.
- Added maximum height and FAR for Hybrid and Hybrid Limited Subareas.
- Renamed Industrial Preserve Subarea to Industrial Innovation Subarea.
- Changed the Commercial-Only Subarea to Commercial Corridor Subarea eliminating the prohibition of new residential development and requiring ground floor commercial uses for all new development projects.

## DRAFT FINDINGS

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### Project Location

1. **The South Los Angeles Community Plan Area** is located approximately three miles southwest of downtown Los Angeles. It is approximately 15.4 square miles and contains nearly 7,272 acres of developable land area. 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 (City of Los Angeles) to the north; the Southeast Los Angeles CPA (City of Los Angeles) to the east, the West Adams - Baldwin Hills - Leimert CPA (City of Los Angeles) and the City of Inglewood to the west; and the Harbor Gateway CPA (City of Los Angeles) and unincorporated Los Angeles County to the south.

**The Southeast Los Angeles Community Plan Area** is located south of downtown Los Angeles. It is approximately 15.7 square miles and contains nearly 7,333 acres of developable land area. This CPA is generally bounded by the Santa Monica Freeway to the north; the Alameda Corridor and Central Avenue to the east; 120<sup>th</sup> Street and Imperial Highway to the south; and Figueroa Street and Broadway to the west. Other CPAs and jurisdictions that are adjacent to the Southeast Los Angeles CPA include the Central City CPA and Central City North CPA (City of Los Angeles) to the north; the South Los Angeles CPA (City of Los Angeles) to the west; the City of Vernon, unincorporated Los Angeles County, the City of South Gate, and the City of Lynwood to the east; and unincorporated Los Angeles County to the south.

### City Charter Findings

2. **Charter Section 556<sup>1</sup>** – In accordance with Charter Section 556, the proposed South Los Angeles and Southeast Los Angeles Community Plans (Proposed Plans), proposed zone and height district change ordinances, plan land use designations, overlays and amendments proposed in the Proposed Plans are in substantial conformance with the purposes, intent, and provisions of the General Plan. The Proposed Plans are 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 plans. 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.
3. **Charter Section 558** – In accordance with Charter Section 558(b) (2), the Proposed Plans, inclusive of the Community Plan Implementation Overlay (CPIO) Districts 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 Plans and land use ordinances are consistent with the City's General Plan and directly implement the

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<sup>1</sup> 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.

policies of the Framework Element. In addition, the Proposed Plans, inclusive of the proposed CPIO Districts 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 Plans include 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 Plans 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 Districts directly implement 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 Areas.

## **Los Angeles Municipal Code Findings**

4. **LAMC Section 11.5.8<sup>2</sup>** - In November 2016 Measure JJJ was passed and it was certified by the County Clerk on December 13, 2016. Measure JJJ requires, in accordance with Charter Section 555, that the Planning Department complete a comprehensive assessment for any amendment to a community plan to ensure that proposed changes do not:

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

### **A. The Proposed Plans do not reduce the capacity for creation and preservation of affordable housing.**

The Proposed Plans include 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 segments of the community.*

*Policy LU1.6 Affordability. 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 LU1.10 Minimize Displacement. New housing development should aim to minimize the displacement of current residents.*

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

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

*Policy LU1.15 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.*

*Policy LU3.5 Preserve 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.*

*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 LU5.2 Diverse 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 LU5.3 Senior 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 LU5.4 Preserve 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 LU5.7 Minimize Displacement. Discourage the displacement of existing residents and strive for a no net loss of affordable housing units, including those protected by the Rent Stabilization Ordinance.*

*Policy LU18.15 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*

The Proposed Plans do not reduce the capacity for the creation of affordable housing because the proposed changes in the South and Southeast Los Angeles Community Plan Areas (Plan Areas) do not reduce the amount of residentially zoned and planned land. The Proposed Plans encourage 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 Plans support the creation of new housing units in two ways. First, the Proposed Plans remove 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 Plans. The Proposed Plans incentivize opportunities for affordable housing in the transit areas and major commercial corridors of the CPAs.

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 Plans, 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 Plans can accommodate approximately 176,533 housing units by 2035, an increase of approximately 23,210 housing units over 2015 estimates<sup>3</sup> of 153,323 housing units.

#### *Capacity to Preserve Affordable Housing Units*

Recent data<sup>4</sup> identifies approximately 12,642 existing housing units in the South Los Angeles CPA and approximately 11,811 existing units in the Southeast Los Angeles CPA that are subject to the Rent Stabilization Ordinance (RSO). The Proposed Plans maintain zoning consistent with the existing uses on the parcels where approximately 95 percent (South LA) and 94 percent (Southeast LA) 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 (South LA) and 11,512 (Southeast LA) RSO units are outside of the CPIO TOD Subarea boundaries, and only about 234 (South LA) and 299 (Southeast LA) of these units are located on properties that are proposed to be up-zoned (where development capacity increased). Approximately 2,818 (South LA) and 1,839 (Southeast LA) RSO units are within the CPIO Districts, with proposed changes described below.

Although the intent of the Proposed Plans is to increase housing opportunities at all income levels, the Proposed Plans focus on incentivizing the provision of affordable units due to the socio-economic demographics of these CPAs (including the high number of transit-dependent persons). The increased development potential around transit created by the Proposed Plans 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 affordable units, the affordability period of the existing RSO units or other affordable units would be extended

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<sup>3</sup> Los Angeles Department of City Planning, 2015 Growth and Infrastructure Report

<sup>4</sup> Housing and Community Investment Department (HCID), June 2017.

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 (South LA) and 1,540 (Southeast LA) RSO units are located within the CPIO Districts boundaries where no changes to intensity or density are proposed under the Proposed Plans. 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 density. 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 but 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 Areas, 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 Plans do not reduce access to local jobs.**

The Proposed Plans do 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 Plans increase allowable commercial development in select areas of the CPAs, 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 Plans encourage a diverse mix of quality uses along the commercial corridors of the CPAs and establish development regulations that seek to enhance the aesthetic character and economic viability of the corridors. In addition, the Proposed Plans foster 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 CPAs. The proposed CPIO Districts also provide incentives for major employment providers such as research and development, professional office, and other such uses in the TOD Regional Subareas. These recommendations support the creation of and access to local jobs, consistent with the policies of the Proposed Plans.

The Proposed Plans support and preserve local jobs by preserving stable industrial lands for industrial uses. Preservation of industrial zones for jobs in the CPAs 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 Plans retain the industrial land use designation and zoning in the Alameda Corridor, the Goodyear



Tract, and 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 Plans protect 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 Main Street and 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 facilities ratios.

Although the amount of land designated as industrial is decreasing under the Proposed Plans, this occurs in targeted areas of the CPAs where industrial land has been developed with predominantly commercial and residential uses. The Proposed Plans transition 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 Plans.

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

**C. The Proposed Plans do not undermine California Government Code Section 65915 or any other affordable housing incentive.**

The Proposed Plans do not undermine California Government Code Section 65915 (State Density Bonus Laws) or any other affordable housing incentives. Under the Proposed Plans, 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 “uplands” and/or “upzones” (increases in potential development capacity) as part of the Proposed Plans 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 and Measure JJJ.

5. **LAMC 12.32 C.2** – In accordance with LAMC 12.32 C.2, the proposed zone change ordinances including the CPIO Districts 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 Plans 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.

6. **LAMC 13.14 C.5** – In accordance with LAMC 13.14 C.5, the supplemental development regulations of the proposed South Los Angeles and Southeast Los Angeles CPIO Districts are consistent with and necessary to implement the programs, policies and urban design guidelines of the Proposed Plans. 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 Areas and maintain compatible land uses, scale, intensity, and density.

The proposed CPIO Districts implement the goals and policies of the Proposed Plans 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 Districts focus 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 Areas.

With regard to compatible land uses, the CPIO Districts include 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 Plans, 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 Plans, 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 Subareas, promote flexible, mixed-use areas with compatible light industrial, commercial, and residential uses, such as live-work in select areas of the CPAs. 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 Plans must be consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise 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 Plans 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 and Southeast Los Angeles through the year 2035. The Proposed Plans include a recommended pattern of land use that directs future growth to areas of the South and Southeast Los Angeles CPAs 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 Plans promote 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 Plans accommodate projected population and employment growth within the Community Plan Areas and include policies and programs that are aimed at providing adequate transportation, utility infrastructure and public services. The proposed South and Southeast Los Angeles Plans are estimated to reasonably accommodate approximately 313,838 and 313,221 people by 2035, respectively, providing enough capacity to accommodate the SCAG 2035 forecasts of 311,200 and 303,000 people for the CPAs. The Proposed Plans accommodate 69,470 jobs in South Los Angeles and 90,880 jobs in Southeast Los Angeles which meet the SCAG forecasts of 56,500 and 90,800 jobs. The Framework Element includes a 2010 population plan forecast of 314,900 for the South Los Angeles CPA and 288,155 for the Southeast 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 Plans accommodate projected growth that reflects forecasts from SCAG and the community plan update process.

In addition, the Proposed Plans meet 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 and Southeast Los Angeles, along with other transit-served communities in the City, the Proposed Plans' increases in development potential are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework. In addition, these Community Plan Areas have expansive investment in transit infrastructure and are better situated to provide access to transit options and housing opportunities. The Proposed Plans accommodate employment growth in commercial centers and along transit corridors, consistent with the Framework Element's policies on economic development. The Proposed Plans 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 Plans retain existing land use designations and zoning for residential neighborhoods to protect the scale and character of these areas and limit incompatible uses. The Proposed Plans focus 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 Plans include Community Plan Implementation Overlay (CPIO) Districts that add transitional height regulations for those areas where commercial and industrial land uses directly abut residentially zoned parcels. The CPIO Districts also establish design standards for select residential areas to promote the retention and enhancement of the unique character of these residential neighborhoods throughout the Community Plan Areas 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 Plans include 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 Plans include CPIO Districts that address 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 Districts also include 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 Plans evaluate the Framework's existing centers and districts and amend 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 Areas. The Framework identifies Neighborhood Districts throughout the CPAs including at several intersection along Western Ave, Vermont Ave, Slauson Ave, Vernon Ave, Avalon Blvd, and Central Ave. The Proposed Plans include 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 Districts implement the policies of the Proposed Plans by establishing use and design regulations that contribute to neighborhood district identity and maintain their function as providing important neighborhood serving uses. CPIO Districts also tailor 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, Manchester and Broadway, Vernon and Central, and Compton and 103<sup>rd</sup> Street. In addition, Mixed-Use Boulevards are identified along several of the major corridors throughout the CPAs.

Consistent with the above-referenced goals and objectives, the Proposed Plans reinforce existing and encourage 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 and Southeast Los Angeles Community Plans seek to revitalize the commercial corridors of the CPAs, 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 Plans also emphasize the integration of housing with commercial uses in proximity to major transportation stops. The CPIO Districts implement the policies of the Proposed Plans by establishing design standards that improve the transition between new development along the corridor and adjacent lower scale residential uses and promote an attractive character throughout the CPAs. CPIO Districts also tailor regulations to meet neighborhood-specific needs. The CPIO Districts establish use limitations for overconcentrated and undesirable uses and provide 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 both South and Southeast Los Angeles. The Proposed Plans expand 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 as shown in Exhibit C. The Regional Center includes portions of the Washington Boulevard Transit Corridor and the Figueroa Corridor, as well as Exposition Park and several large scale businesses, employers and civic facilities including the University of Southern California (USC), the Los Angeles Trade Technical College (LATTC), and major auto dealerships.

Consistent with the above-referenced goal and objective, the Proposed Plans include 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 Plans implement policies and programs by addressing design standards for new development and further tailoring allowed uses through the application of the CPIO Districts. In some locations the CPIO Districts increase 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 Plans implement the above goal, objective and policies of the Framework Element. Existing viable industrial lands in the South Los Angeles and Southeast Los Angeles Community Plan Areas are proposed to be retained and protected under the Proposed Plans 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 Plans place limits on the introduction of non-industrial uses in industrial districts such as the Alameda Corridor and the Goodyear Tract in Southeast Los Angeles. To encourage



sustainability and improve the built environment, the Proposed Plans include CPIO Districts 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 CPAs, with Metro's Expo, Blue, 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 Plans concentrate future growth along transit corridors and around station areas. Consistent with the Framework Element, the Proposed Plans look 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 Plans promote 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 Plans do not propose a "one-size-fits-all" plan, rather they provide context sensitive plans that are tailored to the existing intensity and scale of the surrounding neighborhoods. In regards to transit orientation, the policies in the Proposed Plans are implemented through the CPIO Districts. The CPIO Districts include 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 Districts include

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 goals, policy and objectives, the Proposed Plans seeks to maintain and protect important cultural and historic resources while allowing for the development of economically viable uses. The Proposed Plans 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 Plans seek 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 Districts. In concert with the findings of the Los Angeles Historic Resources Survey (SurveyLA) and other historic resources surveys, the Proposed Plans provide protections for identified resources located within the areas of the CPAs in the CPIO Districts. 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 Districts include 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 Plans are consistent with and help to implement the above-stated housing objectives, policies, and programs of the City in that they encourage the development of additional housing for current and future residents in designated centers throughout the CPAs. The Proposed Plans provide 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 Areas. The Proposed Plans promote 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 Plans retain 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 Plans include: compliance with adopted citywide and community plan design standards and guidelines; prevent the encroachment of incompatible uses into residential neighborhoods; promote greater access to homeownership for diverse groups; support programs for home maintenance and rehabilitation assistance; call for adequate lighting, well-kept streets and recreational facilities in residential areas; alleviate overcrowded housing conditions; prevent displacement and loss of affordable units; and preserve the existing scale and character of residential neighborhoods. Several policies of the Proposed Plans are implemented through the CPIO Districts which include 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 Plans 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 Plans seek to alleviate overcrowded housing conditions and development pressures within the residential neighborhoods. In addition, the CPIO Districts establish 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 Plans include the use of CPIO Districts 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 Plans are consistent with the City's goals, policies, and objectives for urban form and neighborhood design in that they concentrate new growth in designated centers and in locations with access to public transportation. The policies of the Proposed Plans regarding urban form and neighborhood design are implemented through the CPIO Districts which include subareas that tailor regulations to meet neighborhood-specific needs. The CPIO Districts establish design standards that support high-quality architecture and urban design for future projects. The CPIO Districts also provide 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 and Southeast 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 Districts 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 Plans support sustainable development principles to promote economic development throughout the Community Plan Areas. The goals and policies of the Proposed Plans support 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 Plans support a strong economic employment base by preserving stable industrial land and encouraging industries that are sustainable and environmentally sensitive.

The Proposed Plans are consistent with the Framework Element in that they concentrate 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 Districts surrounding Metro's Blue, 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 Plans are 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 Districts promote the revitalization of commercial corridors and encourage a vibrant mix of uses that increase access to a greater variety of goods 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 Districts implement 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 Districts establish design regulations for commercial development to reduce the potential negative impact including landscape buffers, building intensity parameters, and transitional heights. The CPIO Districts also establish 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 Districts and the South Los Angeles and Southeast Los Angeles Design Guidelines seek to improve and enhance the quality and aesthetic appeal of the commercial and industrial corridors throughout the CPAs.

### ***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 Plans encourage proper design and effective use of community facilities to ensure personal safety at all times of day. The Proposed Plans reinforce the development and improvements of community facilities by promoting Crime Prevention Through Environmental Design techniques. The land use ordinances implement the Proposed Plans 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 Plans encourage 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 Plans encourage 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 Plans include parking requirements to support livable neighborhoods and the use of alternative modes of transportation. The CPIO Districts implement this policy by including parking reduction incentives in transit-oriented areas. The Proposed Plans introduce 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 Plans include 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 and Southeast Los Angeles residents.

- Regulations that prevent further overconcentration of auto-related uses including body shops along the corridors of the CPAs, many of which abut residential uses at the rear.

### **Other General Plan Elements**

The Proposed Plans are in substantial conformance with the purpose, intent, and provisions of the General Plan in that they help 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 Plans promote 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 Plans, 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 Plans are consistent with the Mobility Plan 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 Plans place primary emphasis on maximizing the efficiency of the extensive transit infrastructure in the CPAs 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 Plans build upon these opportunities to concentrate growth and limit new development

in surrounding low-density neighborhoods. These strategies promote improved livability within the CPAs 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 Plans recommend 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 Plans include 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 Plans encourage new developments to include pedestrian amenities and promote the reclaiming of lands for recreational use and additional circulation network. Policies and programs included in the Proposed Plans are also aimed at preserving and maintaining the existing alley network, which can enhance both pedestrian and vehicular circulation within the Community Plan Areas. To promote more sustainability principles in the Community Plan Areas, and to be in compliance with SB 375, the Proposed Plans support a complete street 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 Plans include 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 Plans encourage the maintenance of alley networks, and public rights of way to enhance access to private development. The Proposed Plans support the continued conversion of many suitable alleys into pedestrian malls and walkways, providing enhanced urban open space opportunities. The Proposed Plans are also consistent with the Public Recreation Plan of the Service Systems Element in that they support the acquisition and expansion of parkland and recreational facilities, including the prioritization of open space and parkland in underserved areas. The Proposed Plans call 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 Plans include 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 both CPAs and includes several opportunity sites along the path for a variety of activities that could include farmers markets, exercise equipment, and public plazas.

## **Summary of CEQA Findings**

The Proposed Plans are designed to provide guidance regarding the ultimate development for the CPAs over a twenty year period, and their adoption would not constitute a commitment to any specific project or development. Therefore, the EIR considered issues at a broader community plan-level. Any future discretionary projects would need to be approved individually in compliance with CEQA. The Draft EIR found that the environmental impacts of most of the issue areas were either less than significant without mitigation measures or less than significant with mitigation. Based on the analysis contained in the Draft EIR, the Proposed Plans would result in unavoidable significant environmental impacts with regard to: Aesthetics (Southeast Los Angeles), Air Quality, Cultural Resources, Noise, Public Services, and Transportation and Traffic (South Los Angeles).

### ***Recommended Plan***

**South Los Angeles Community Plan.** The plan for the South Los Angeles CPA being carried forward as the recommended plan (referred to as the Proposed Plan in this staff report) is the same as the Proposed Plan as described in the Draft EIR.

**Southeast Los Angeles Community Plan.** The plan for the Southeast Los Angeles CPA being carried forward as the recommended plan (referred to as the Proposed Plan in this staff report) is Alternative 3 – Reduced TOD in the Draft EIR. This alternative is being carried forward as the Proposed Plan for a number of reasons. In general, Alternative 3 consists of similarly-located but smaller geographic areas around transit as compared to the “DEIR-Proposed Plan.” The Reduced TOD Alternative for the Southeast Los Angeles CPA evaluated a lower reasonable expected capacity for population, housing, and employment concentrated around Blue Line, Exposition Line, and Green Line stations than the DEIR-Proposed Plan. The proposed changes under the Reduced TOD Alternative are reflective of public input on the DEIR-Proposed Plan that was received from various stakeholders including neighborhood councils, individual residents, community groups, and city council representatives, as well as the Southeast Los Angeles Community Plan Advisory Committee. The comments called for scaling back the extent of the proposed upzones in the DEIR-Proposed Plan in select transit areas. In consideration of the concentration of single-family homes in close proximity to the two Green Line Stations and the shared Blue/Green Line Wilmington Station, as well as the relatively limited accessibility of the stations due to their location in the median of the 105 Freeway, the increase in development capacity under Alternative 3 would encompass a smaller geographic area around these stations as compared to the DEIR-Proposed Plan. Increases in development capacity in areas that extend beyond a ½ mile buffer around the San Pedro and 103rd Street Blue Line Stations were also reduced under Alternative 3. This results in Alternative 3 accommodating a lower reasonable expected capacity number for population that is more in line with SCAG projections than the DEIR-Proposed Plan. In addition, Alternative 3 was found to be the environmentally superior alternative with slightly less impacts than the originally Proposed Plan.

### ***Final EIR***

Section 15088 of the CEQA Guidelines requires the lead agency (DCP) to evaluate comments on environmental issues received from public agencies and interested parties who review the draft EIR and provide written responses. The lead agency received written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period are included in the Final EIR.

The Final EIR and associated CEQA Findings and Statement of Overriding Consideration will be considered by the City Council prior to adoption of the Recommended Plans and certification of the EIR. The Final EIR concluded that, despite the adoption of all feasible mitigation measures, the Recommended Plans would result in potential unavoidable significant adverse impacts that are not mitigated to a less-than-significant level, related to Aesthetics (shade and shadow for Southeast Los Angeles); Air Quality (construction-related regional and localized emissions, and exposure of sensitive receptors to substantial pollutant concentrations from construction, cumulative); Cultural Resources (historical resources, cumulative); Noise (construction-related noise and vibration, cumulative); Public Services (deterioration of existing public parks and recreational facilities, cumulative); and Transportation and Traffic (Congestion Management Program for South Los Angeles, cumulative).

## **PUBLIC HEARING AND COMMUNICATIONS**

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### **Outreach**

As previously described, the Proposed Plans include many components and potential changes. Because of the large amount of information, DCP staff provided multiple opportunities for the public to review and learn more about the Proposed Plans prior to the official Open House/Public Hearings, including the Office Hours and the Virtual Open House Websites. A flyer promoting the office hours, open house/public hearings and virtual open house were sent to the interested parties list as well as neighborhood council contacts, mayor's and council office representatives, and community groups that are active in the South Los Angeles CPAs requesting their assistance in disseminating the information to the community at-large. Flyers were also posted at various libraries in the CPAs. A notice of public hearing was mailed on November 1, 2016 to affected and interested parties.

### ***Office Hours***

The South and Southeast Los Angeles staff held "office hours" at various locations throughout the CPAs in order to provide community members an opportunity to review all the information and materials and ask questions on the Proposed Plans prior to the open house/public hearings. The office hours were as follows:

- Monday, November 14, 2pm-8pm – Mercado La Paloma
- Tuesday, November 15, 12pm-5:30pm – Central Ave Constituent Services Center
- Wednesday, November 16, 10am-3:30pm – Ahmanson Senior Center at Expo Park
- Thursday, November 17, 2pm-8pm – Council District 15 Community Room in Watts
- Friday, November 18, 10:30am-6:00pm – Vermont Ave Constituent Services Center
- Saturday, November 19, 9:00am-12:30pm – Vermont Ave Constituent Services Center

### ***"Virtual Open House" Websites***

In addition to making the Proposed Plan materials available during the office hours, the South and Southeast Los Angeles staff created a *Virtual Open House* to provide online access to all the information and materials of the Proposed Plans. The Virtual Open House includes all the exhibit boards, maps, presentations, and draft documents related to the Proposed Plans, as well as a comment page where community members can leave comments or questions. The CPIO explainer video is also available on the websites. The websites are in both English and Spanish and are located at the following sites:

*English:* [www.slaplans.wixsite.com/openhouse](http://www.slaplans.wixsite.com/openhouse)

*Spanish:* [www.slaplans.wixsite.com/casaabierta](http://www.slaplans.wixsite.com/casaabierta)

### ***"Interactive Story Map"***

In addition to the *Office Hours* and *Virtual Open House*, the Department of City Planning staff developed an *Interactive Story Map* online to provide more information on the Community Plan Implementation Overlay Subareas. The *Story Map* can be accessed from the *Virtual Open House* website under the CPIO tab. The website allows users to search a specific address and locate it

on the map. If the location is within a CPIO Subarea a brief description follows explaining the subarea.

## **Summary of Public Hearing Testimony and Communications**

The South Los Angeles and Southeast Los Angeles Planning Staff held two joint Open House and Public Hearing Sessions. The first session was held on Saturday, December 3, 2016 at Bret Harte Prep Middle School from 9 am to 12 pm. Approximately 247 people signed in at the event. The second session was held on Tuesday, December 6, 2016 at Los Angeles Technical College from 6 pm to 9 pm. Approximately 130 people signed in at the event.

Comments were received on a range of topics addressed by the Proposed Plans. The most prevalent concerns raised during the public hearings held were related to displacement of residents, the need for more affordable housing, out-of-scale duplexes in R2 neighborhoods, and an overconcentration of charter schools. A summary of comments received is provided below.

### ***Comments on Proposed Plans/Land Use***

The majority of the comments received during the public hearings are consistent with the comments received throughout the outreach phases of the plan update process. Many of the plan-related comments received have been addressed in the section above entitled, "Recommended Revisions to Land Use/Zone Changes." The comments on the Proposed Plans include:

- Concerns about specific uses
- Lack of quality goods and services
- Need to improve the aesthetics of the community
- Concerns about allowance of taller buildings under the Proposed Plans
- Preservation of historic and cultural resources
- Displacement of existing residents and loss of affordable rental units, such as RSO units
- Lack of parks and recreational space
- Out-of-scale duplexes in low density (R2) neighborhoods
- Overcrowded housing/neighborhoods
- Need to build more affordable housing
- Increased automobile traffic and congestion and lack of sufficient residential parking
- Concerns about the outreach, plan update process
- Air quality and health concerns over existing uses such as oil well sites and noxious industrial businesses next to residential

### ***General Comments***

Numerous comments were received on a variety of issues that are not directly related to the Proposed Plans and/or are outside of the Department of City Planning's purview including:

- Lack of City Services such as street and tree maintenance
- Lack of code enforcement
- Lack of senior and youth services
- Illegal trash dumping
- Need programs for homeownership and home improvement

- Need programs to assist and protect local small businesses
- Need more jobs and workforce training
- Need of local hiring
- Lack of amenities such as bus shelters and trash receptacles
- Crime and safety
- Need infrastructure improvements, such as upgrades to sewer system and drainage
- Increase in homeless encampments
- Regulating street vendors

### **South Los Angeles Area Planning Commission Comments**

The proposed South Los Angeles and Southeast Los Angeles Community Plans and accompanying changes were presented to the South Los Angeles Area Planning Commission (APC) on Tuesday, June 6, 2017 for review and comment. Following staff's presentation of the Proposed Plans, the Commission and members of the public provided the following comments:

- The Commission wanted to ensure that the Policy Documents for both CPAs include policies on community gardens. Staff was able to clarify that these policies were identified in each plan.
- Comments were noted that Figure 4-3 in the Policy Documents does not show the planned pedestrian-bicycle path along Slauson Ave as shown in the Open Space Figures. Staff clarified that Figure 4-3 (Proposed Bicycle Plan) identified the future bicycle facilities as adopted in Mobility Plan 2035 and that the recent proposal for a Bike Path along Slauson Ave as part of the Rails-to-River Metro Project had not been incorporated.
- Staff explained the methodology for calculating plan capacity.
- Representatives from UNIDAD voiced support for the two plans and requested that the Plans further incorporate the recommendations in the organization's "Peoples Plan" and that the Draft EIR for the Community Plans currently did not incorporate mitigation measures sufficient to address the impacts of "indirect displacement".
- Other members from the UNNC and University Park areas of the South Los Angeles Community Plan area voiced support for the application of the Character Residential CPIO and other tools proposed to conserve neighborhood character.