

EXHIBIT B: City Charter, LAMC, and General Plan Findings

Slauson Corridor Transit Neighborhood Plan

CPC-2019-4000-GPA-ZC-HD-CPIOA

Recommended by the City Planning Commission on October 13, 2022.

October 2022

FINDINGS

Project Location

The Slauson Corridor Transit Neighborhood Plan (Proposed Plan) is a 505 acre area consisting of parcels adjacent to and surrounding the right-of-way of the planned Active Transportation Corridor bicycle/pedestrian path generally along Slauson Avenue, from Alameda Street to Interstate 110 in the Southeast Los Angeles CPA, continuing to Van Ness Avenue in the South Los Angeles CPA, then along the Los Angeles County Metropolitan Transportation Authority (LACMTA) right-of-way that generally runs between and parallel to the streets of Southwest Drive and Hyde Park Boulevard, from Van Ness Avenue to West Boulevard in the West Adams-Baldwin Hills-Leimert CPA.

City Charter Findings

Charter Section 555 – Charter Section 555 provides that the City Council may amend the General Plan in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic, or physical identity. No legislative findings are required to amend the General Plan. The Proposed Plan proposes amendments to portions of the General Plan Land Use maps of the South Los Angeles and Southeast Los Angeles Community Plans; as well as amendments to the Community Plan Policy Documents to add Implementation Programs to the Community Plans for South Los Angeles, Southeast Los Angeles, and West Adams- Baldwin Hills-Leimert. The portions of these Community Plan Areas that are proposed to be amended have a unique physical identity in that they are within a transit-oriented and active transportation-oriented area, in addition to serving as a significant economic base in that the portions contain a concentration of industrial land that serves as an important jobs center within the South Los Angeles area of the City of Los Angeles, as reflected in this report and the Attachments and the whole of the record on the Proposed Plan.

Charter Section 556 and 558 – Charter Section 556 and 558 require the City Planning Commission and the City Council to adopt the following findings when taking any action to (i) create or change a zone or zoning district created for the purpose of regulating the use of land, or (ii) zoning the permissible uses, height, density, bulk, location or use of buildings or structures, size of yards, open space, setbacks, and other similar requirements, including supplemental use district and specific plan ordinances (collectively zoning ordinances):

- (1) The zoning ordinance is in substantial conformance with the purposes, intent, and provisions of the General Plan.
- (2) The zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice

Based upon this, the above findings are required for all of the following ordinances which are part of the Proposed Plan: the amendments to the City's Zoning Map for the zone changes in the South Los Angeles and Southeast Los Angeles Community Plans, changes to existing South Los Angeles, Southeast Los Angeles Community Plan Implementation Overlay Districts (CPIO) boundaries, and amendments to regulations in the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles CPIOs.

LAMC Findings

Los Angeles Municipal Code (LAMC) Section 12.32 C Findings

Implementing Zoning Ordinances must also comply with the procedures in LAMC Section 12.32 C, which provides procedures for zoning ordinances. Section 12.32 C incorporates the Charter findings in Section 556 and 558. It requires the CPC to adopt a finding that a proposed zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice. The City Council is required to make the same finding before adopting the zoning ordinance, as well as a finding that the zoning ordinance is consistent with the General Plan.

For all of the reasons provided below and based on the whole of the record of proceedings, the adoption of the amendments to the City's Zoning Map for the zone changes in portions of the South Los Angeles Community Plan and Southeast Los Angeles Community Plan areas, changes to existing South Los Angeles and Southeast Los Angeles CPIO boundaries, and amendments to regulations in the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles CPIOs are:

- (1) in substantial conformance with the purposes, intent, and provisions of the General Plan.
- (2) in conformity with public necessity, convenience, general welfare, and good zoning practice.

LAMC Section 13.14 C.4

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

The supplemental development regulations of the Proposed Plan are consistent with and necessary to implement the programs, policies, and goals of the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans. The CPIO regulations set forth affordable housing incentives to encourage mixed-income affordable housing and 100 percent affordable housing projects, incentives to encourage Green Employment Uses, and standards to encourage a pedestrian-oriented environment and orient new development towards the Active Transportation Corridor consistent with the following goals and policies of the existing adopted West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU7-1: Strive for the conservation/preservation of existing assisted affordable and non-assisted housing stock and in particular rent-stabilized units, and for the development of new housing, including restricted affordable housing, to address the diverse economic and physical needs of the existing residents and projected population of the Community Plan Area to the year 2030.

Policy LU9-1: Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work and achieve homeownership.

Policy LU9-2: Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods.

Policy LU65-1: Maintain existing industrial land uses where appropriate as well as designate lands for new emerging industry including industrial parks, research and development facilities, light manufacturing, and other similar uses which provide employment opportunities.

Policy LU65-2: Capitalize on rehabilitation and adaptive reuse of existing structures, as well as the introduction of contextual new infill construction in areas such as the Hyde Park Industrial Corridor. Provide land use incentives and standards that facilitate the generation of high wage jobs and training for the community especially within the growing “clean-tech” and “greentech” sectors.

Policy LU66-4: Foster the industrial revitalization of industrial properties located directly adjacent to the Harbor Subdivision Railroad right-of-way between Van Ness Avenue and West Boulevard.

South Los Angeles Community Plan:

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

Policy LU5.1: Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2035.

Policy LU5.2: 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: 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 LU5.6: Locate higher residential densities, senior citizen housing, affordable housing and mixed-income housing, when feasible, near commercial centers, transit stops (e.g., near Expo Line and Green Line station areas) and public service facilities.

Policy LU19.3: Incentivize the production of affordable and/or mixed-income housing in Transit-Oriented Districts.

Policy LU14.1: Provide for existing and future industrial uses which contribute job opportunities for residents and which minimize negative environmental and visual impacts to the community.

Policy LU14.4: Foster opportunities for attracting more technology-based and emerging industries.

Policy LU15.2: Encourage “green” industries to locate in South Los Angeles that bolster the economic base and provide high-skill/high-wage job opportunities.

Policy LU17.1: Develop programs and incentives to attract “green” industries to the community.

Policy LU18.1: Improve the jobs-housing balance by preserving the job generating potential of Hybrid Industrial zones.

Southeast Los Angeles Community Plan:

Policy LU5.6: Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work.

Policy LU18.4: Incentivize the production of affordable and/or mixed-income housing in TOD areas.

Policy LU4.3: Attract a diversity of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full service grocery stores, quality sit-down restaurants and entertainment venues.

Policy LU14.1: Retain industrial plan designations, such as for the Alameda Corridor and the Goodyear Tract, to provide for existing and future industrial uses which contribute quality job opportunities for residents and which minimize environmental and visual impacts to the community.

Policy LU15.2: Encourage “green” industries that bolster the economic base and provide high-skill/high-wage job opportunities to locate in Southeast Los Angeles.

Policy LU17.1: Improve jobs-housing balance by preserving the job generating potential of Hybrid Industrial areas.

LAMC Section 11.5.8

In November 2016 Measure JJJ passed and it was certified by the County Clerk on December 13, 2016. Measure JJJ requires, in accordance with Charter Section 555, that the Planning Department complete a comprehensive assessment for any amendment to a Community Plan to ensure that proposed changes do not:

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

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

The Proposed Plan supports land use policies in the existing adopted West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans that support the preservation and creation of affordable housing through equitable housing distribution, including the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU7-1: Strive for the conservation/preservation of existing assisted affordable and non-assisted housing stock and in particular rent-stabilized units, and for the development of new housing, including restricted affordable housing, to address the diverse economic and

physical needs of the existing residents and projected population of the Community Plan Area to the year 2030.

Policy LU9-1: Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work and achieve homeownership.

Policy LU9-2: Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods.

Policy LU10-1: Promote neighborhood continuity by targeting new affordable, market-rate and workforce housing for existing residents and tailoring development standards to established neighborhood character.

Policy LU10-5: Encourage that new housing opportunities minimize displacement of existing residents, in particular extremely-low, very-low and low-income households.

South Los Angeles Community Plan:

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

Policy LU5.1: Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2035.

Policy LU5.2: 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: 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: 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 and discourage displacement of existing residents.

Policy LU5.5: Promote family-friendly projects that include residential units of three or more bedrooms suitable for larger families.

Policy LU5.6: Locate higher residential densities, senior citizen housing, affordable housing and mixed-income housing, when feasible, near commercial centers, transit stops (e.g., near Expo Line and Green Line station areas) and public service facilities.

Policy LU5.7: 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 LU6.9: Develop strategies to assist community land trusts and affordable housing developers with property acquisition. Coordinate with non-profit developers and community land trusts to take advantage of off-site acquisition options.

Policy LU6.10: Encourage the use of public property and joint development to create 100 percent affordable and/ or supportive housing projects.

Policy LU6.11: Prioritize the creation of affordable housing by facilitating below-market sale or lease of surplus and other underutilized property to affordable housing developers or for the creation of new park space where there is a demonstrated need for one or the other, consistent with state law.

Policy LU19.3: Incentivize the production of affordable and/or mixed-income housing in Transit-Oriented Districts.

Southeast Los Angeles Community Plan:

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

LU3.5: 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 LU3.6: Encourage development of mixed-income neighborhoods to reduce segregation and concentrations of poverty.

Policy LU4.10: Develop strategies to assist community land trusts and affordable housing developers with property acquisition. Coordinate with non-profit developers and community land trusts to take advantage of off-site acquisition options.

Policy LU4.11: Encourage the use of public property and joint development to create 100 percent affordable and/or supportive housing projects.

Policy LU4.12: Prioritize the creation of affordable housing by facilitating below-market sale or lease of surplus and other underutilized property to affordable housing developers or for the creation of new park space where there is a demonstrated need for one or the other, consistent with state law.

Policy LU5.5: Encourage the preservation and maintenance of affordable rental units that are protected by the Rent Stabilization Ordinance.

Policy LU5.6: Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work.

Policy LU18.4: Incentivize the production of affordable and/or mixed-income housing in TOD areas.

The Proposed Plan applies land use designations and zoning districts that expand the area where housing may be built and introduces zoning and incentive tools that prioritize affordable housing. The Proposed Project increases maximum development capacity in several areas, allowing for more housing to be built. Furthermore, the Proposed Plan's expansion of the existing CPIO Affordable Housing Project incentive system in the South Los Angeles and Southeast Los Angeles CPIOs would expand a mechanism to incentivize the inclusion of affordable units in development projects.

The Proposed Plan does not reduce access to local jobs.

The Proposed Plan supports land use policies in the existing adopted West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans that seek to create flexibility to preserve existing industrial land uses and respond to changing economic conditions, including the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU65-1: Maintain existing industrial land uses where appropriate as well as designate lands for new emerging industry including industrial parks, research and development facilities, light manufacturing, and other similar uses which provide employment opportunities.

Policy LU65-2: Capitalize on rehabilitation and adaptive reuse of existing structures, as well as the introduction of contextual new infill construction in areas such as the Hyde Park Industrial Corridor. Provide land use incentives and standards that facilitate the generation of high wage jobs and training for the community especially within the growing “clean-tech” and “green-tech” sectors.

Policy LU66-2: Strive to protect large industrially planned parcels located along the Expo Line and in the Hyde Park area from development by other uses which do not support the industrial base of the Community, and the City.

Policy LU66-3: Encourage the aggregation of smaller, older sites to facilitate revitalization or reuse where appropriate such as within the Industrial TOD areas along the Expo Line and within the Hyde Park Industrial Corridor.

Policy LU66-4: Foster the industrial revitalization of industrial properties located directly adjacent to the Harbor Subdivision Railroad right-of-way between Van Ness Avenue and West Boulevard.

South Los Angeles Community Plan:

Policy LU6.1: Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and job training.

Policy LU6.3: Attract a diversity of uses that strengthen the economic base and expand market opportunities for existing and new businesses, and provide a distribution of desirable amenities throughout the community, including full service grocery stores, quality sit-down restaurants, and entertainment venues.

Policy LU6.4: Encourage the development of business, professional and medical offices along commercial corridors within a variety of building typologies.

Policy LU6.8: Support efforts to obtain grant and other funding opportunities consistent with Promise Zone goals to achieve economic development and education attainment objectives.

Policy LU14.1: Provide for existing and future industrial uses which contribute job opportunities for residents and which minimize negative environmental and visual impacts to the community.

Policy LU14.2: Retain industrial plan designations to maintain the industrial employment base for community residents and to increase it whenever possible.

Policy LU14.3: Promote job training, living wage provisions and local hiring for community residents, including individuals facing barriers to employment.

Policy LU14.4: Foster opportunities for attracting more technology-based and emerging industries.

Policy LU15.2: Encourage “green” industries to locate in South Los Angeles that bolster the economic base and provide high-skill/high-wage job opportunities.

Policy LU16.1: Promote a mixed-use district with light industrial uses and limited residential uses.

Policy LU17.1: Develop programs and incentives to attract “green” industries to the community.

Policy LU18.1: Improve the jobs-housing balance by preserving the job generating potential of Hybrid Industrial zones.

Southeast Los Angeles Community Plan:

Policy LU4.1: Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and job training.

Policy LU4.3: Attract a diversity of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full service grocery stores, quality sit-down restaurants and entertainment venues.

Policy LU4.5: Encourage the development of business, professional and medical offices along commercial corridors within a variety of building typologies.

Policy LU4.9: Support efforts to obtain grants and other funding opportunities consistent with Promise Zone goals to achieve economic development and education attainment objectives.

Policy LU14.1: Retain industrial plan designations, such as for the Alameda Corridor and the Goodyear Tract, to provide for existing and future industrial uses which contribute quality job opportunities for residents and which minimize environmental and visual impacts to the community.

Policy LU14.2: Protect viable, established industrial districts from encroachment by non-industrial uses, including retail, residential, live-work and schools.

Policy LU15.2: Encourage “green” industries that bolster the economic base and provide high-skill/high-wage job opportunities to locate in Southeast Los Angeles.

Policy LU17.1: Improve jobs-housing balance by preserving the job generating potential of Hybrid Industrial areas.

The Proposed Plan applies land use designations and zoning that reinforce the Slauson Avenue Corridor as a jobs center for the greater South Los Angeles region by increasing the geographic area where a variety of employment uses may occur and increasing the development capacity in many areas, especially near transit and the Active Transportation Corridor. The Proposed Plan increases access to jobs by facilitating the co-location of a variety of employment opportunities near housing, institutions, and services and by focusing the largest increases in development capacity in areas that are well-served by transit and adjacent to the Active

Transportation Corridor. The proposed zoning would allow for a flexible mix of uses and for flexibility to adapt to a changing economy over time.

The Proposed Plan includes zoning tools for transitioning industrial areas that support a dynamic economy by facilitating a broad range of industries, ensuring a focus on employment uses while allowing for the careful introduction of compatible residential uses and amenities, and encouraging flexible and durable building design. These zoning tools facilitate adaptation over time and foster agglomeration in existing industrial hub areas to support industrial hubs across the Slauson Avenue Corridor. Additionally, the Proposed Plan protects industrial uses through tools that limit residential and commercial uses in appropriate areas, safeguarding land for heavy industrial use and buffering sensitive uses from heavy industry.

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

The Proposed Plan expands the existing CPIO Affordable Housing Project incentive system that aligns with other affordable housing programs. The Proposed expansion of the CPIO Affordable Housing Project incentive system offers additional development rights to a project if it qualifies as a CPIO 100 Percent Affordable Housing Projects or CPIO Mixed-Income Housing Project. Furthermore, the expanded CPIO Affordable Housing Project incentive system requires the provision of a higher amount of affordable housing units than is currently required under 65915, in exchange for greater incentives, while the provisions and incentives of 65915 would remain available.

General Plan Findings

Housing

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

Objective 4.3: Conserve scale and character of residential neighborhoods.

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

With respect to housing, the Plan to House LA (Housing Element) states the following:

Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Policy 1.1.6: Allocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/ housing balance, provide ample housing opportunities, and affirmatively further fair housing.

Policy 1.1.7: Incentivize production of mixed-income and 100% Affordable Housing projects by rezoning for more inclusive development at densities that enable their construction in every geography.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

Policy 1.2.4: Strengthen the capacity of housing providers to build Affordable Housing.

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

Objective 3.1: Use design to create a sense of place, promote health, foster community belonging, and promote racially and socially inclusive neighborhoods.

Policy 3.1.3: Develop and implement design standards that promote quality residential development.

Policy 3.1.4: Site buildings and orient building features to maximize benefit of nearby amenities and minimize exposure to features that may result in negative health or environmental impacts.

Policy 3.1.6: Establish plans and development standards that promote positive health outcomes for the most vulnerable communities and populations.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.1: Promote the integration of housing with other compatible land uses at both the building and neighborhood level.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

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

Policy 5.2.4: Strengthen the capacity of the Affordable Housing development community to locate, construct and manage housing facilities for the homeless.

With respect to housing, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU7-1: Strive for the conservation/preservation of existing assisted affordable and non-assisted housing stock and in particular rent-stabilized units, and for the development of new housing, including restricted affordable housing, to address the diverse economic and physical needs of the existing residents and projected population of the Community Plan Area to the year 2030.

Policy LU9-1: Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work and achieve homeownership.

Policy LU9-2: Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods.

Policy LU10-1: Promote neighborhood continuity by targeting new affordable, market-rate and workforce housing for existing residents and tailoring development standards to established neighborhood character.

Policy LU10-5: Encourage that new housing opportunities minimize displacement of existing residents, in particular extremely-low, very-low and low-income households.

South Los Angeles Community Plan:

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

Policy LU5.1: Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of

existing residents and the projected population of the Community Plan Area to the year 2035.

Policy LU5.2: 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 LU5.5: Promote family-friendly projects that include residential units of three or more bedrooms suitable for larger families.

Policy LU5.6: Locate higher residential densities, senior citizen housing, affordable housing and mixed-income housing, when feasible, near commercial centers, transit stops (e.g., near Expo Line and Green Line station areas) and public service facilities.

Policy LU19.3: Incentivize the production of affordable and/or mixed-income housing in Transit-Oriented Districts.

Southeast Los Angeles Community Plan:

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

Policy LU3.6: Encourage development of mixed-income neighborhoods to reduce segregation and concentrations of poverty.

Policy LU5.6: Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work.

Policy LU18.4: Incentivize the production of affordable and/or mixed-income housing in TOD areas.

The Framework Element, Housing Element (2021-2029), and Land Use Element set 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 objectives and policies, the Proposed Plan includes zoning tools that increase housing capacity, direct residential growth near jobs and transit, and incentivize the provision of affordable units. The Proposed Plan introduces land use designations and zoning that provide opportunities for a variety of housing types including rental units, family-size units, and live/work units.

The Proposed Plan seeks to increase the supply of affordable housing through incentives that prioritize affordable housing and development standards that streamline the production of housing. The existing CPIO Affordable Housing Project system is proposed to expand to areas with Hybrid Industrial and Medium Residential land use designations. The incentive system facilitates the production of CPIO 100 Percent Affordable Housing Projects and CPIO Mixed-Income Housing Projects that add to the existing affordable housing stock and are required to maintain rent stabilized units. Additionally, the Proposed Plan includes an exemption to allow for CPIO 100 Percent Affordable Housing Projects and Permanent Supportive Housing in the Slauson - Hybrid Limited CPIO Subarea, in which normally residential uses may be developed up to a proposed 50% of the total building floor area. Overall, the Proposed Plan includes zoning tools to ensure a mix of housing, jobs, services, and amenities to support the development of complete communities within a pedestrian friendly environment.

Residential Neighborhoods

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

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: Multifamily neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multifamily residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

With respect to residential neighborhoods, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU10-1: Promote neighborhood continuity by targeting new affordable, market-rate and workforce housing for existing residents and tailoring development standards to established neighborhood character.

South Los Angeles Community Plan:

Policy LU4.1: Seek a high degree of architectural compatibility and landscaping for new infill development to protect the historical and architectural character and scale of existing residential neighborhoods, including front yard fence location, design, and materials.

Policy LU5.2: 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 LU5.6: Locate higher residential densities, senior citizen housing, affordable housing and mixed-income housing, when feasible, near commercial centers, transit stops (e.g., near Expo Line and Green Line station areas) and public service facilities.

Southeast Los Angeles Community Plan:

Policy LU3.7: Seek a high degree of architectural compatibility and landscaping for infill development to protect the character and scale of existing residential neighborhoods.

Policy LU5.6: Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work.

Policy LU18.4: Incentivize the production of affordable and/or mixed-income housing in TOD areas.

The Proposed Plan Area is located in an urbanized part of the City and thus contains sufficient public infrastructure and services to support existing and future residents. The Addendum to the Final EIRs for the South Los Angeles and Southeast Los Angeles Community Plan Update

analyzed the Proposed Plan's potential impact on public services, including fire, police, schools, parks, and libraries, and utilities (including water supply, wastewater and solid waste infrastructure, and energy) and found that the Proposed Plan would result in a less than significant impact.

The Proposed Plan focuses new infill development on industrial, multi-family residential, and commercial areas near transit and the Metro Active Transportation Corridor, and maintains the character of adjacent existing single-family and lower density zoned areas. No single-family zoned neighborhood is located in the Proposed Plan Area and proposed for new zoning. However, instances of lower density residential neighborhoods that have existing multi-family and commercial manufacturing zoning will continue to have such zoning, and could benefit from increased overall housing capacity through updated zoning that responds to the recent introduction of substantial active transportation infrastructure (the Active Transportation Corridor) to the area. Changes to the character and scale of these neighborhood is anticipated to occur incrementally, as individual lots are consolidated and redeveloped over time.

The proposed updated multi-family residential and commercial manufacturing zoning applied to the Subareas creates opportunities for the development of housing near transit and along the Active Transportation Corridor, providing future residents with increased access to a variety of mobility options. The proposed zoning also stimulates more pedestrian activity in the transit station areas and along the Active Transportation Corridor.

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.).

With respect to industrial lands, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU65-1: Maintain existing industrial land uses where appropriate as well as designate lands for new emerging industry including industrial parks, research and development facilities, light manufacturing, and other similar uses which provide employment opportunities.

Policy LU65-2: Capitalize on rehabilitation and adaptive reuse of existing structures, as well as the introduction of contextual new infill construction in areas such as the Hyde Park Industrial Corridor. Provide land use incentives and standards that facilitate the generation of high wage jobs and training for the community especially within the growing "clean-tech" and "green-tech" sectors.

Policy LU66-2: Strive to protect large industrially planned parcels located along the Expo Line and in the Hyde Park area from development by other uses which do not support the industrial base of the Community, and the City.

Policy LU66-4: Foster the industrial revitalization of industrial properties located directly adjacent to the Harbor Subdivision Railroad right-of-way between Van Ness Avenue and West Boulevard.

South Los Angeles Community Plan:

Policy LU14.1: Provide for existing and future industrial uses which contribute job opportunities for residents and which minimize negative environmental and visual impacts to the community.

Policy LU14.2: Retain industrial plan designations to maintain the industrial employment base for community residents and to increase it whenever possible.

Policy LU14.4: Foster opportunities for attracting more technology-based and emerging industries.

Policy LU15.2: Encourage “green” industries to locate in South Los Angeles that bolster the economic base and provide high-skill/high-wage job opportunities.

Policy LU16.1: Promote a mixed-use district with light industrial uses and limited residential uses.

Policy LU17.1: Develop programs and incentives to attract “green” industries to the community.

Policy LU18.1: Improve the jobs-housing balance by preserving the job generating potential of Hybrid Industrial zones.

Southeast Los Angeles Community Plan:

Policy LU14.1: Retain industrial plan designations, such as for the Alameda Corridor and the Goodyear Tract, to provide for existing and future industrial uses which contribute quality job opportunities for residents and which minimize environmental and visual impacts to the community.

Policy LU14.2: Protect viable, established industrial districts from encroachment by non-industrial uses, including retail, residential, live-work and schools.

Policy LU15.2: Encourage “green” industries that bolster the economic base and provide high-skill/high-wage job opportunities to locate in Southeast Los Angeles.

Policy LU17.1: Improve jobs-housing balance by preserving the job generating potential of Hybrid Industrial areas.

The Proposed Plan maintains much of the currently industrially zoned land in the Slauson Avenue Corridor for job-generating uses. Limited Industrial and Light Industrial land use designations and corresponding zones are applied to existing industrial hubs and industrial concentrations along the Slauson Avenue Corridor, with a new incentive system to encourage Green Employment Uses that provide high-quality jobs in professional offices and green-tech/clean-tech technologies. Along with offices, these zones would also continue to allow a

variety of industrial uses that support nearby residential and commercial uses, such as light manufacturing and limited commercial, and prohibit residential uses.

The zones in the Hybrid Industrial land use designation allow for a mix of uses, including light industrial and commercial uses, as well as live/work and residential uses. The Commercial Manufacturing (CM) Zone within the Slauson - Hybrid Limited CPIO Subarea retains a focus on jobs by limiting a project up to only 50% of the total building floor for residential uses. This limitation aims to ensure that the majority of the land in these areas is used for job-generating purposes.

Commercial Areas

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.

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

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

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

Within the Proposed Plan area, the intersection of Vermont Ave. and Slauson Ave. is considered a Neighborhood District. This area is proposed for the Community Commercial land use designation with a Commercial zone and Slauson - TOD High CPIO Subarea, which accommodates higher intensity commercial and mixed-use development that would provide greater housing and employment opportunities and offers the greatest incentives for projects that include affordable housing. Within this area the proposed zoning allows for multi-story development, with a Bonus Height of up to 8 stories and 120 feet. This mix of uses, building type and height would be compatible with, and complementary to, the adjacent commercial and institutional uses and multi-family neighborhood, while promoting increased commercial activity and residential density on Vermont Ave. and Slauson Ave. For mixed-use projects in this Neighborhood District, the Proposed Plan provides that residential guest parking spaces may be provided through shared use of required commercial parking.

Within the Proposed Plan area, segments of Vermont Ave., Figueroa St., Broadway, and Avalon Blvd. near their intersections with Slauson Ave., in addition to a segment of Slauson Ave. between Vermont Ave. and Figueroa St., are considered Mixed Use Boulevards. Along these corridors the Plan proposes a range of zones and CPIO Subareas, including Commercial (C2) zoning within the Slauson - TOD High and Slauson - General Corridor CPIO Subareas, and Commercial Manufacturing (CM) zoning within the Slauson - Hybrid Limited and Slauson - Hybrid Industrial CPIO Subareas, which facilitate development that combines commercial, residential, and other neighborhood-serving uses. The Slauson - TOD High CPIO Subarea

offers a Bonus FAR (up to 4.0:1) for CPIO Affordable Housing Projects that include a Targeted Commercial Use, while the Slauson – General Corridor CPIO Subarea aims to revitalize neighborhood commercial areas to better serve nearby residential neighborhoods with regulations to encourage a diverse range of services and retail uses. The proposed zoning would help stimulate economic development on these streets, which are currently mostly characterized by low-intensity, often automobile-oriented, commercial or industrial development. New mixed use development along the Mixed Use Boulevard would complement adjacent multi-family residential neighborhoods, providing for greater opportunities for residential development that includes retail and services that will serve the needs of adjacent residents.

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 3.15.1 Prepare detailed plans for land use and development of transit-oriented districts consistent with the provisions of the General Plan Framework Element and the Land Use/Transportation Policy.

Policy 3.15.2 Work with developers and the Metropolitan Transportation Authority to incorporate public- and neighborhood-serving uses and services in structures located in proximity to transit stations, as appropriate.

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.

With respect to transit stations, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU11-1: Higher Density Residential Near Transit. Encourage higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development.

Policy LU15-:1 Prioritize New Infill Development Close to Transit. Prioritize new infill development that is in close proximity to mass transit centers, stations and platform portals.

Policy LU15-2: Parking Reductions Near Transit Stations. Strive to reduce parking requirements for developments that locate near major bus centers and mass transit stations and that provide pedestrian, bicycle, and exceptional ADA facilities.

Policy LU28-2: Balance commercial and residential development (jobs and housing) within community commercial nodes, centers and transit-oriented development areas to reduce the number of people who must commute long distances to work.

South Los Angeles Community Plan:

Policy LU19.3: Incentivize the production of affordable and/or mixed-income housing in Transit-Oriented Districts.

Policy LU19.4: Prioritize new housing for transit users and the transit-dependent community.

Policy LU19.9: Orient new development located near transit to provide direct pedestrian connections to the Metro Station/Platform/Mezzanine wherever possible and encourage projects to provide people-oriented built environment features such as shade trees, bus shelters and bicycle racks or lockers.

Southeast Los Angeles Community Plan:

Policy LU18.3: Prioritize new housing for transit-users at TODs in Southeast Los Angeles, which has a large transit-dependent population.

Policy LU18.4: Incentivize the production of affordable and/or mixed-income housing in TOD areas.

Policy LU18.11: Orient new development located near transit to provide direct pedestrian connections to the Metro Station/Platform/Mezzanine wherever possible and encourage projects to provide people-oriented built environment features such as shade trees, bus shelters and bicycle racks or lockers.

The Proposed Plan is a land use plan that has a primary goal of directing growth in jobs and housing to areas around the Metro A Line and J Line Slauson transit stations, and K Line Fairview Heights station, which are connected by the Active Transportation Corridor, thus protecting surrounding lower density residential areas from encroachment. The Plan increases the allowable density and floor area ratios for select properties within approximately half mile of the Slauson Avenue Corridor, and applies a variety of zoning that allows for residential, office, light industrial, institutional, neighborhood-serving uses, and retail. Increasing capacity for both jobs and housing near transit, the Proposed Plan aims to provide opportunities for people to live and work in and around the Slauson Avenue Corridor and rely on both transit and active transportation as primary means of travel. The proposed multi-family and commercial manufacturing zones propose new regulations to incentivize the provision of affordable housing near transit to ensure that transit dependent populations have access to housing and employment opportunities.

The Proposed Plan includes CPIO Development Standards, which would ensure that new development promotes pedestrian activity by requiring buildings to be oriented to the street and Active Transportation Corridor, with ground floor activity and transparency; limiting building length; and limiting the visual impact of vehicular circulation and parking on building design. The Proposed Plan also addresses transitions between lower density residential neighborhoods

through height limitations in select zones, including a transitional height requirement for development adjacent to existing residential uses.

Altogether, the Proposed Plan would concentrate the highest development potential near transit stations and promote a mix of uses that are accessible to transit. Furthermore, it would create more jobs and housing at the stations to efficiently use the land closets to the stations, foster transit ridership, and make the areas more walkable and compatible with surrounding residential neighborhoods.

Walkable Environments

With respect to walkable environments, 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.

With respect to walkable environments, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy M1-4: Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes.

Policy M3-1: Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.

Policy M3-5: Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility corridors, railroad (and in certain instances freeway) rights-of-way as well as streets, boulevards and scenic highways wherever feasible for pedestrians and/or bicycles.

Policy M5-2: Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.

Policy M6-2: Improve pedestrian amenities and urban design along streets served by transit to create welcoming conditions for pedestrians accessing transit.

South Los Angeles Community Plan:

Policy M1.4: Encourage new developments to include bicycle and pedestrian amenities, off-site transit, and road improvements, creating a circulation system that optimizes travel by all modes.

Policy M3.1: Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.

Policy M3.5: Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility corridors, railroad (and in certain instances, freeway) rights-of-way as well as streets, boulevards and scenic highways wherever feasible for pedestrians and/or bicyclists.

Policy M5.2: Facilitate development and public improvements at multi-modal transit nodes or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.

Southeast Los Angeles Community Plan:

Policy M1.3: Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes.

Policy M3.1: Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.

Policy M3.5: Encourage the safe utilization of easements and/or right-of-way along flood control channel, public utilities, railroad right-of-way and streets wherever feasible for pedestrians and/or bicycles.

Policy M5.2: Facilitate development and public improvements at multi-modal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.

The proposed zoning around transit stations, along the Active Transportation Corridor, and along commercial corridors would stimulate increased levels of pedestrian activity by facilitating a greater mix of uses and more building intensity than allowed by current zoning. The resulting development would provide jobs, housing, and a range of commercial uses that serve employees and residents of the surrounding areas. As a result, more people will be able to walk to work or to access the goods and services they need on a daily basis.

Proposed zoning along the Slauson Avenue Corridor would encourage the growth of jobs and housing in areas with strategic access to both the Metro Active Transportation Corridor and transit stations. Offices, multifamily development with affordable housing, and neighborhood-serving uses that are more likely to be accessed by pedestrians are incentivized, while auto-oriented and incompatible uses that disrupt pedestrian mobility (i.e. pallet storage) are limited. This type of development would result in more people living and/or working in the area, and thus a livelier, more active pedestrian environment.

Proposed CPIO Development Standards would ensure that future path-abutting development within the Proposed Plan Area is oriented towards the Active Transportation Corridor and supports active transportation accessibility to and from Metro transit stations. Proposed standards require buildings to be oriented to the street and Active Transportation Corridor, with convenient pedestrian entries, a rear yard setback to encourage pedestrian related amenities next to the Active Transportation Corridor, and 30% window transparency (windows and doors) along the ground floor. The standards also contain regulations that limit the impact of driveways and parking on the pedestrian environment, thus making it safer and more pleasant to walk.

Livable Neighborhoods

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

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

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

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.

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

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

Policy 2.1 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 5.2 Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.

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

Policy 5.7 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.

With respect to livable neighborhoods, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Goal LU34: A community where certain uses identified as detrimental to health and welfare due to nuisance, proliferation or reliance on a standardized development typology often dominated by excessive automobile orientation, are effectively addressed.

Policy LU51-2: Develop sites in a manner that minimizes the footprints of parking areas and buildings to allow more surface area to be improved with open space amenities, pedestrian circulation areas, and landscaping.

Policy LU65-4: Achieve adequate compatibility through design treatments, compliance with environmental protection standards, and health and safety requirements for industrial uses where they adjoin residential neighborhoods and commercial uses.

South Los Angeles Community Plan:

Policy LU16.2: When separated by a shared property line, industrial properties should be designed in a manner sensitive to the adjacent residential, public facilities and other similar uses by providing buffering and appropriate transitions

Policy LU16.3: Promote context-sensitive design that provides for quality and aesthetically pleasing façades visible from public view.

Policy LU19.6: Establish floor area ratio (FAR) minimums, height minimums and reduced parking requirements in TOD districts, where appropriate.

Policy LU22.2: Protect neighborhoods from incompatible and out-of-scale development while maintaining the potential to provide additional housing units that accommodate multi-generational households by allowing a second unit behind the original house.

Southeast Los Angeles Community Plan:

Policy LU7.1: Allow for development of auto-related and recycling uses only in appropriate commercial designations along major arterials and minimize their impacts to the surrounding neighborhoods.

Policy LU7.6: Limit overconcentrated uses that are incompatible in a neighborhood context such as auto-related uses, recycling uses, and motels to avoid impacts to the neighborhood.

Policy LU16.2: Promote context-sensitive design that provides quality design and aesthetically pleasing façades visible from public view.

Policy LU20.2: Protect neighborhoods from incompatible and out-of-scale development while maintaining the potential to provide additional housing unit(s) that accommodates multi-generational households by allowing a second unit behind the original house.

Consistent with the above-referenced Framework Element, Plan for a Healthy Los Angeles, and Land Use Element objectives and policies, the Proposed Plan aims to support livable neighborhoods and the use of alternative modes of transportation. The Proposed Plan includes land use designations and zoning that support use of a transit and active transportation system that provides safe, accessible, and convenient mobility options for users of all ages and abilities and encourage the development of public spaces that provide opportunities for rest and recreation.

CPIO Development Standards in the Proposed Plan would regulate and promote development that is pedestrian-oriented and connected to the public realm. Specifically, development standards in the Proposed Plan aim to open up and connect development adjacent to the Active Transportation Corridor to be more accessible for the community. Additional development standards include a decrease in minimum parking requirements of 25% for qualifying project use types and parking design regulations to improve the pedestrian environment.

The Proposed Plan seeks to accommodate and direct future growth near transit to promote a better jobs-housing balance as well as support walkability and transit ridership to reduce greenhouse gas emissions and improve air quality. Proposed land use designations and zoning promote the development of sustainable and complete communities, where residents and workers have access to neighborhood-serving uses, such as, healthy and fresh food and health services.

Recognizing the impact of access to housing on community and individual health, the Proposed Plan expands the existing CPIO Affordable Housing Project system to apply in areas with Hybrid Industrial and Medium Residential land use designations. The incentive system facilitates the production of CPIO 100 Percent Affordable Housing Projects and CPIO Mixed-Income Housing Projects that add to the existing affordable housing stock and are required to maintain rent stabilized units. Additionally, CPIO Land Use Regulations in the Proposed Plan encourage the provision of public open space, social services, health clinics, and other community-serving facilities that support emotional, mental, physical, and social wellbeing.

Historic and Cultural 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.

With respect to historic and cultural resources, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU68-2: Continue efforts to protect, preserve, maintain and appropriately enhance the Community Plan Area's significant cultural and historical resources.

South Los Angeles Community Plan:

Policy LU25.2: Promote the initiation and adoption of innovative neighborhood conservation techniques such as community plan implementation overlays (CPIOs) and

community design overlays (CDOs) for areas that retain cohesive character but are not eligible to become HPOZs.

Southeast Los Angeles Community Plan:

Policy LU22.2: Promote the initiation and adoption of innovative neighborhood conservation techniques such as Community Plan Implementation Overlays and Community Design Overlays for areas that retain cohesive character but are not eligible to become an HPOZ.

The Proposed Plan does not intend to affect historical resources (e.g., HCMs) or reasonably expect to incentivize development of properties with historical resources. The Proposed Plan carries over existing standards in the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles CPIOs that further protect historical and potentially historical resources by requiring additional review by the Office of Historic Resources for any project located on sites identified in the City of Los Angeles' SurveyLA report as Eligible Historic Resources. This review would lead to further historic assessment being prepared, and/or modifications to development projects to ensure they adhere to the Secretary of the Interior's Standards for Rehabilitation and Guidelines Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. These requirements in the Proposed Plan help capture any potential impacts to historic resources that are not currently captured for a typical "by-right" project.

Urban Form and Neighborhood Design

With respect to urban form and neighborhood design, the General Plan Framework includes the following goals, objectives, and policies:

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.

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.

With respect to urban form and neighborhood design, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU19-3: Encourage developers to incorporate universal design for pedestrians, bicyclists, and the disabled in all new developments.

Policy LU32-1: Promote developments that enhance existing pedestrian activity within the public realm.

Policy LU38-1: Prioritize new infill development at locations well served by or in close proximity to major bus centers and mass transit stations.

Policy LU45-1: Improve safety and aesthetics of parking areas in community commercial nodes, centers and transit-oriented development areas.

Policy LU65-3: Require that projects be designed and developed to achieve a high level of quality, distinctive character and compatibility with existing uses.

South Los Angeles Community Plan:

Policy LU4.2: Encourage new multi-family developments to provide amenities for residents such as on-site recreational facilities, community meeting spaces and usable private and/or public open space.

Policy LU16.3: Promote context-sensitive design that provides for quality and aesthetically pleasing façades visible from public view.

Policy LU18.2: Minimize impacts to sensitive uses and surrounding neighborhoods through transitions and buffering.

Policy LU19.9: Orient new development located near transit to provide direct pedestrian connections to the Metro Station/Platform/Mezzanine wherever possible and encourage projects to provide people-oriented built environment features such as shade trees, bus shelters and bicycle racks or lockers.

Southeast Los Angeles Community Plan:

Policy LU4.8: Encourage large-scale development to provide public open space.

Policy LU6.7: Encourage the installation of murals that reinforce cultural awareness and community pride.

Policy LU16.2: Promote context-sensitive design that provides quality design and aesthetically pleasing façades visible from public view.

The Proposed Plan encourages future development to occur within the area served by the Metro A Line and J Line Slauson transit stations, and K Line Fairview Heights station, other transit, along key commercial corridors, and along the Active Transportation Corridor and

intersections of arterial streets that intersect it. As part of the Proposed Plan, CPIO Development Standards for multi-family residential, mixed-use, commercial, and industrial development would ensure neighborhood compatibility and pedestrian-oriented development by regulating building design and site planning. The standards aim to orient new development towards the Active Transportation Corridor and require a path-oriented building entrance, a rear yard setback to encourage pedestrian related amenities, a 30% window transparency (windows and doors) along the ground floor on the path-facing frontage, and standard that new murals shall be visible to users of the future Active Transportation Corridor on either the path-facing frontage or a side-street façade visible from the path. The standards also contain regulations that limit the impact of driveways and parking on the pedestrian environment, thus making it safer and more pleasant to walk. Existing CPIO Development Standards also regulate building materials and architectural details to ensure that there is a high standard of design quality in new development. Compliance with these standards would contribute to the creation of a vibrant urban environment, promote the development of complete communities, and activate the area surrounding the Active Transportation Corridor.

Economic Development

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

Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.

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

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

Policy 7.2.9 Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: Land Use.

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

Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas. Policy 7.5: Identify emerging and pro-actively clean industries to specifically attract to the City of Los Angeles.

Objective 7.5 Capture a significant share of regional growth in the "targeted" or emerging industries in the City of Los Angeles.

Objective 7.9 Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.

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

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

With respect to mobility and connectivity, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU16-: Protect commercially planned and zoned land from excessive encroachment by low intensity residential only development.

Policy LU28-2: Balance commercial and residential development (jobs and housing) within community commercial nodes, centers and transit-oriented development areas to reduce the number of people who must commute long distances to work.

Policy LU28-3: Ensure a mix of residential, commercial, office and light industrial, where appropriate, to encourage economic sustainability and encourage walkability.

Policy LU65-1: Maintain existing industrial land uses where appropriate as well as designate lands for new emerging industry including industrial parks, research and development facilities, light manufacturing, and other similar uses which provide employment opportunities.

Policy LU65-2: Capitalize on rehabilitation and adaptive reuse of existing structures, as well as the introduction of contextual new infill construction in areas such as the Hyde Park Industrial Corridor. Provide land use incentives and standards that facilitate the generation of high wage jobs and training for the community especially within the growing “clean-tech” and “green-tech” sectors.

Policy LU66-2: Strive to protect large industrially planned parcels located along the Expo Line and in the Hyde Park area from development by other uses which do not support the industrial base of the Community, and the City.

Policy LU66-3: Encourage the aggregation of smaller, older sites to facilitate revitalization or reuse where appropriate such as within the Industrial TOD areas along the Expo Line and within the Hyde Park Industrial Corridor.

Policy LU66-4: Foster the industrial revitalization of industrial properties located directly adjacent to the Harbor Subdivision Railroad right-of-way between Van Ness Avenue and West Boulevard.

South Los Angeles Community Plan:

Policy LU6.1: Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and job training.

Policy LU6.3: Attract a diversity of uses that strengthen the economic base and expand market opportunities for existing and new businesses, and provide a distribution of desirable amenities throughout the community, including full service grocery stores, quality sit-down restaurants, and entertainment venues.

Policy LU6.4: Encourage the development of business, professional and medical offices along commercial corridors within a variety of building typologies.

Policy LU6.8: Support efforts to obtain grant and other funding opportunities consistent with Promise Zone goals to achieve economic development and education attainment objectives.

Policy LU14.1: Provide for existing and future industrial uses which contribute job opportunities for residents and which minimize negative environmental and visual impacts to the community.

Policy LU14.2: Retain industrial plan designations to maintain the industrial employment base for community residents and to increase it whenever possible.

Policy LU14.4: Foster opportunities for attracting more technology-based and emerging industries.

Policy LU15.2: Encourage “green” industries to locate in South Los Angeles that bolster the economic base and provide high-skill/high-wage job opportunities.

Policy LU16.1: Promote a mixed-use district with light industrial uses and limited residential uses.

Policy LU17.1: Develop programs and incentives to attract “green” industries to the community.

Policy LU18.1: Improve the jobs-housing balance by preserving the job generating potential of Hybrid Industrial zones.

Southeast Los Angeles Community Plan:

Policy LU4.1: Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and job training.

Policy LU4.3: Attract a diversity of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full service grocery stores, quality sit-down restaurants and entertainment venues.

Policy LU4.5: Encourage the development of business, professional and medical offices along commercial corridors within a variety of building typologies.

Policy LU4.9: Support efforts to obtain grants and other funding opportunities consistent with Promise Zone goals to achieve economic development and education attainment objectives.

Policy LU14.1: Retain industrial plan designations, such as for the Alameda Corridor and the Goodyear Tract, to provide for existing and future industrial uses which contribute quality job opportunities for residents and which minimize environmental and visual impacts to the community.

Policy LU14.2: Protect viable, established industrial districts from encroachment by non-industrial uses, including retail, residential, live-work and schools.

Policy LU15.2: Encourage “green” industries that bolster the economic base and provide high-skill/high-wage job opportunities to locate in Southeast Los Angeles.

Policy LU17.1: Improve jobs-housing balance by preserving the job generating potential of Hybrid Industrial areas.

A main focus of the Proposed Plan is to maintain and expand the City’s jobs base and increase opportunities for economic development within the Slauson Avenue Corridor. One way the Proposed Plan achieves this is through targeted land use and zone changes that direct industrial and commercial development to areas within proximity to the Metro A Line and J Line Slauson transit stations, and K Line Fairview Heights station, along the Active Transportation Corridor, and existing industrial hubs (i.e. Western/Gage, Goodyear Tract). The Proposed Plan supports a strong economic employment base by preserving viable existing industrial uses as well as promoting new cleaner industries.

Capturing a significant share of regional growth in emerging industries is a primary objective of the Proposed Plan. In areas with the Limited Industrial and Light Industrial land use designations, the Proposed Plan is focused on accommodating emerging environmentally-oriented and clean industries, such as and green-tech/clean-tech jobs. The corresponding zones in these areas allow for a range of types of office and light industrial development, but limit retail and restaurant uses, and disallow residential and automobile-related uses. This mix of uses is consistent with the needs of these emerging industries, accommodating business and industrial activities and an appropriate level of supportive uses. These areas also include an incentive for increased allowable floor area ratios (FAR) if a use qualifies as a Green Employment Use and other development standards that incentivize new development, which can facilitate the continued clustering of jobs within the Slauson Avenue Corridor where they will benefit from proximity to transit and the Active Transportation Corridor.

The Proposed Plan includes areas along the entire Slauson Avenue Corridor with the Hybrid Industrial land use designation, which accommodates housing, but is still focused on employment uses. These housing opportunities would allow more people to live near transit and the Active Transportation Corridor, thus providing them increased access to jobs and services within the Slauson Avenue Corridor and beyond. Around the Metro A Line Slauson station, the Proposed Plan allows for residential development to be built on currently industrial land surrounding the transit station where a lot of housing also exists, thus providing increased opportunities for people to live near transit while still preserving land for jobs. Altogether, the Hybrid Industrial land use designations in the Proposed Plan seek to preserve viable existing industrial uses as well as promote the creation of uses such as live/work housing that could be more complementary with the existing community.

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.

With respect to the distribution of land use, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU28-2: Balance commercial and residential development (jobs and housing) within community commercial nodes, centers and transit-oriented development areas to reduce the number of people who must commute long distances to work.

Policy LU28-3: Ensure a mix of residential, commercial, office and light industrial, where appropriate, to encourage economic sustainability and encourage walkability.

South Los Angeles Community Plan:

Policy LU5.6: Locate higher residential densities, senior citizen housing, affordable housing and mixed-income housing, when feasible, near commercial centers, transit stops (e.g., near Expo Line and Green Line station areas) and public service facilities.

Policy LU6.3: Attract a diversity of uses that strengthen the economic base and expand market opportunities for existing and new businesses, and provide a distribution of desirable amenities throughout the community, including full service grocery stores, quality sit-down restaurants, and entertainment venues.

Southeast Los Angeles Community Plan:

Policy LU3.1: Provide for the development of appropriately located housing to meet the diverse demographics of the existing and future residents.

Policy LU4.3: Attract a diversity of uses that strengthen the economic base; expand market opportunities for existing and new businesses; and provide an equitable distribution of desirable uses and amenities throughout the community, including full service grocery stores, quality sit-down restaurants and entertainment venues.

The Proposed Plan provides for a range of land uses, including housing (including mixed-income and affordable), jobs, neighborhood-serving amenities, and retail, within compact, walkable neighborhoods concentrated around the Metro Active Transportation Corridor, A Line and J Line Slauson transit stations, and K Line Fairview Heights station. The concentration of growth, along with affordable housing and Green Employment Uses facilitated by new zoning in the Proposed Plan, is intended to provide residents, employees, and visitors more mobility options, including walking and biking as well as facilitate shorter trips. This shift in mobility patterns can lead to a reduction in automobile dependence and consequently reduced GHG emissions, consistent with policies in the SCAG RTP/SCS, as well as state laws.

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.

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.

Policy 3.4.2. Encourage new industrial development in areas traditionally planned for such purposes generally in accordance with the Framework Long-Range Land Use Diagram and as specifically shown on the community plans.

Policy 3.4.3. Establish incentives for the attraction of growth and development in the districts, centers, and mixed-use boulevards targeted for growth that may include:

- a. Densities greater than surrounding areas,*
- b. Prioritization of capital investment strategies for infrastructure, services, and amenities to support development,*
- c. Economic incentives*
- d. Streamlined development review processes,*
- e. "By-right" entitlements for development projects consistent with the community plans and zoning,*
- f. Modified parking requirements in areas in proximity to transit or other standards that reduce the cost of development, and*
- g. Pro-active solicitation of development.*

With respect to population and employment growth, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy LU65-1: Maintain existing industrial land uses where appropriate as well as designate lands for new emerging industry including industrial parks, research and development facilities, light manufacturing, and other similar uses which provide employment opportunities.

Policy LU65-2: Capitalize on rehabilitation and adaptive reuse of existing structures, as well as the introduction of contextual new infill construction in areas such as the Hyde Park Industrial Corridor. Provide land use incentives and standards that facilitate the generation of high wage jobs and training for the community especially within the growing "clean-tech" and "green-tech" sectors.

Policy LU66-4: Foster the industrial revitalization of industrial properties located directly adjacent to the Harbor Subdivision Railroad right-of-way between Van Ness Avenue and West Boulevard.

South Los Angeles Community Plan:

Policy LU5.1: Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2035.

Policy LU6.1: Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and job training.

Policy LU14.1: Provide for existing and future industrial uses which contribute job opportunities for residents and which minimize negative environmental and visual impacts to the community.

Policy LU14.2: Retain industrial plan designations to maintain the industrial employment base for community residents and to increase it whenever possible.

Policy LU15.2: Encourage “green” industries to locate in South Los Angeles that bolster the economic base and provide high-skill/high-wage job opportunities.

Southeast Los Angeles Community Plan:

Policy LU4.1: Maintain and increase the commercial employment base for community residents, including those facing barriers to employment, through local hiring, living wage provisions, job resource centers and job training.

Policy LU14.1: Retain industrial plan designations, such as for the Alameda Corridor and the Goodyear Tract, to provide for existing and future industrial uses which contribute quality job opportunities for residents and which minimize environmental and visual impacts to the community.

Policy LU15.2: Encourage “green” industries that bolster the economic base and provide high-skill/high-wage job opportunities to locate in Southeast Los Angeles.

Policy LU18.3: Prioritize new housing for transit-users at TODs in Southeast Los Angeles, which has a large transit-dependent population.

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.

One of the primary objectives of the Proposed Plan is to accommodate the employment, housing, and population growth projections forecasted through the planning horizon year of 2035 by focusing residential development and new job-generating uses around the Metro Active Transportation Corridor and transit stations. According to the 2017 FEIR for the South Los Angeles and Southeast Los Angeles Community Plan Areas, by 2035 the combined projection for dwelling units is 178,384 and jobs is 165,125. With the Proposed Plan, reasonably expected development by 2035 is approximately 179,846 dwelling units and 174,410 jobs, representing a

net increase in growth that, like the previous Community Plan updates, meets the SCAG projections for both housing and jobs.

In addition, the Proposed Plan meets the requirements of the Sustainable Communities Strategy adopted by SCAG as part of the latest update to the Regional Transportation Plan (RTP) in accordance with Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 375. These legislative acts require that California cities lay out a vision for regional growth that considers the relationship of land use to transportation in reducing vehicle trips to achieve greenhouse gas emission reduction targets. Since SCAG anticipates this level of growth in transit-served communities in the City, the Proposed Plan's increases in development potential are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework. The Proposed Plan accommodates population and employment growth along and near transportation corridors, transit stations, and existing industrial areas, consistent with the Framework Element's policies.

Within the areas proposed for the Hybrid Industrial and Limited Industrial land use designations, new zoning includes an incentive for Green Employment Uses and generally encourages these areas to be developed with light industrial uses, as well as commercial and institutional uses, and with limited amounts of housing. Within the areas proposed for the Light Industrial land use designation, new zoning also includes an incentive for Green Employment Uses with an additional aim to keep employment uses consolidated in hub areas. This reflects the Proposed Plan's objective to maintain and expand the City's jobs base and increase opportunities for economic development within the Slauson Avenue Corridor, as well as the objective to capture a significant share of regional growth in emerging industries and encouraging the clustering of such jobs within the Corridor.

The Proposed Plan creates incentives for development surrounding the Active Transportation Corridor and within transit station areas through several means. Zoning within the Hybrid Industrial land use areas allows for the introduction of limited amounts of housing and as an incentive offers a Bonus FAR (up to 3.0:1) and residential density (up to 1 unit for every 500 square feet of lot area, depending on the zone) in exchange for qualifying as a CPIO Affordable Housing Project. Another incentive for zoning within the Limited Industrial and Light Industrial land use areas offers a Bonus FAR (up to 3.0:1, depending on the zone) in exchange for Projects that qualify as a Green Employment Use and record a covenant to remain a Green Employment Use for at least 30 years. The zoning also offers some flexibility in meeting minimum parking requirements, by offering projects that qualify as a CPIO Affordable Housing Project or Green Employment Use a 25% parking reduction for the entire Project. Finally, the Proposed Plan continues the CPIO's Administrative Clearance process, which represents a more streamlined development review, essentially making most projects "by-right" when they are in compliance with CPIO regulations and do not exceed identified environmental thresholds.

Mobility and Connectivity

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

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

Policy 2.3 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 3.1 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 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 3.5 Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.8 Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities

Policy 4.8 Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.

Policy 4.13 Balance on-street and off-street parking supply with other transportation and land use objectives.

Policy 5.2 Support ways to reduce vehicle miles traveled (VMT) per capita.

Policy 5.3 Support a range of transportation metrics to evaluate the multiple purposes that streets serve.

With respect to mobility and connectivity, the West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles Community Plans (Land Use Element) state the following:

West Adams-Baldwin Hills-Leimert Community Plan:

Policy M1-4: Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes.

Policy M3-1: Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.

Policy M3-5: Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility corridors, railroad (and in certain instances freeway) rights-of-way as well as streets, boulevards and scenic highways wherever feasible for pedestrians and/or bicycles.

Policy M5-2: Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.

Policy M6-2: Improve pedestrian amenities and urban design along streets served by transit to create welcoming conditions for pedestrians accessing transit.

Policy M12-1: Consider reductions in parking requirements for projects located within designated transit-oriented development (TOD) areas or within 1,500 feet of a mass transit station or transfer center.

Policy M12-4: Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles and plug-in electric hybrids.

South Los Angeles Community Plan:

Policy M1.4: Encourage new developments to include bicycle and pedestrian amenities, off-site transit, and road improvements, creating a circulation system that optimizes travel by all modes.

Policy M3.1: Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.

Policy M3.5: Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility corridors, railroad (and in certain instances, freeway) rights-of-way as well as streets, boulevards and scenic highways wherever feasible for pedestrians and/or bicyclists.

Policy M5.2: Facilitate development and public improvements at multi-modal transit nodes or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.

Policy M11.1: Consider reductions in parking requirements for projects located within the transit station areas.

Policy M11.4: Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and plug-in electric hybrids (PHEV).

Southeast Los Angeles Community Plan:

Policy M1.3: Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes.

Policy M3.1: Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.

Policy M3.5: Encourage the safe utilization of easements and/or right-of-way along flood control channel, public utilities, railroad right-of-way and streets wherever feasible for pedestrians and/or bicycles.

Policy M5.2: Facilitate development and public improvements at multi-modal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.

Policy M12.1: Consider reductions in parking requirements for projects located within the transit station areas.

Policy M12.3: Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).

The Proposed Plan is consistent with the Circulation Element and Land Use Element of the General Plan in that it concentrates future jobs and housing growth in accessible locations near the Metro A Line and J Line Slauson transit stations, and the K Line Fairview Heights station, and along the Active Transportation Corridor, thereby helping to minimize increases in vehicle trip generation and improve air quality while providing residents and employees with greater proximity and access to employment opportunities and neighborhood services. The Proposed Plan includes land use and zoning that encourages development of a mix of industrial, residential and neighborhood-serving uses, which can reduce automobile mode share and increase transit, walking, and bicycle trips over time. The decrease in automobile trips would reduce VMT and increase the mode share of transit, walking, and bicycling in the Slauson Avenue Corridor.

The Proposed Plan supports land uses that promote a pedestrian-oriented environment and utilize the public right-of-way for pedestrian-oriented uses, specifically adjacent to the Active Transportation Corridor, as well as projects that expand the public realm. The Proposed Plan includes CPIO Development Standards that require pedestrian friendly building design, reduced minimum parking requirements by 25% for qualifying projects, and encourage the inclusion of pedestrian-related amenities (i.e. benches, tables, bicycle racks, landscaping) and public spaces within new development. The Proposed Plan also encourages new development to coordinate with Metro and City Planning staff to incorporate path access from private property to foster more walking and bicycling activity along the Active Transportation Corridor.

Other Findings

State Law Restrictions on Zoning Actions under Housing Crisis Act (SB 330/SB8)

On October 9, 2019, Governor Newsom signed into law SB 330, the Housing Crisis Act of 2019. The act amends existing state laws and creates new regulations around the production, preservation and planning of housing. The bill has been in effect since January 1, 2020 and sunsets on January 1, 2025. SB 8 extends key provisions of SB 330 until January 1, 2030. The goal of SB 330 is to create certainty in the development of housing projects, speeding up the review of these projects. The bill requires that the historic status or designation of any site be determined at the time an application for a discretionary action is deemed complete. Non-objective design review standards established after January 1, 2020, cannot be imposed or enforced. The existing West Adams-Baldwin Hills-Leimert, South Los Angeles, and Southeast Los Angeles CPIOs and updates proposed by the Proposed Plan include only objective design standards that comply with the SB 330 requirement and are implemented through a ministerial process. SB 330 also prevents zoning actions that reduce the capacity of housing. Plans that result in a net downzoning or otherwise reduce housing and population (except for specified reasons involving health and safety, affordable housing and voter initiatives) are prohibited. Moratoriums on housing development, or limits on approval, permits, or housing units cannot not be imposed by local jurisdictions. This does not apply to zoning efforts that reduce intensity for certain parcels as long as density, height and bulk (FAR) is increased on other parcels and therefore results in no net loss in zoned housing capacity or intensity. Bonus incentives in FAR and height offered by the Proposed Plan range from up to 3.0:1 to 4.0:1 FAR and 56 to 120 feet or 6 to 8 stories depending on the zone and CPIO Subarea, which would allow for an increase in housing capacity or intensity than otherwise allowed. The Proposed Plan allows for the net increase of approximately 1,460 housing units, an increase in height ranging from 1 to 4 stories, and a 4.8% increase in buildable square footage from the Adopted Community Plans and therefore the Proposed Plan complies with this requirement.

Summary of CEQA Findings

As demonstrated in Exhibit D.1, approval of the proposed Slauson Corridor TNP is supported by an Addendum to the South Los Angeles and Southeast Los Angeles Final Environmental Impact Report, SCH Nos. 2008101097 (Southeast Los Angeles) and 2008101098 (South Los Angeles), that reviews the Proposed Plan.

An Environmental Impact Report (EIR), EIR No. ENV-2008-1780-EIR and ENV-2008-1781-EIR, SCH Nos. 2008101097 and 2008101098, was prepared for the South Los Angeles and Southeast Los Angeles Community Plan updates, among other approvals, and certified on November 22, 2017. The South Los Angeles and Southeast Los Angeles Community Plan update Final EIR was prepared in accordance with California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State CEQA Guidelines. As shown in the Addendum, none of the criteria under Public Resources Code Section 21166 or CEQA Guidelines Section 15162 require the preparation of a supplemental EIR or subsequent EIR or negative declaration based on changes to the project assessed in the EIR, changes to circumstances, or new information.