

# **EXHIBIT B:**

## **Staff Recommendation Reports**

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### **West Adams-Baldwin Hills-Leimert New Community Plan**

CPC-2006-5567-CPU; CPC-2006-5567-CPU-M1; ENV-2008-478-EIR

Recommended by the City Planning Commission on April 11, 2013 and February 11, 2016.

#### ***Contents:***

- *April 11, 2013 City Planning Commission Limited Public Hearing - Item #6*
- *February 11, 2016 City Planning Commission Limited Public Hearing – Item #8*



## DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



### City Planning Commission

**Date:** April 11, 2013  
**Time:** After 8:30 a.m.  
**Place:** City Hall  
200 N. Spring Street, Room 350  
Los Angeles, CA 90012

**Public Hearings:** Limited Hearing  
Required. Public  
Hearing held January  
15, 2013.

**Appeal Status:** Not Applicable

**Case No.:** CPC-2006-5567-CPU  
**CEQA No.:** ENV-2008-478-EIR  
**Incidental Cases:** None  
**Related Cases:** None  
**Council No.:** 5 – Koretz, 8 - Parks, 10 - Wesson  
**Plan Area:** West Adams – Baldwin Hills - Leimert  
**Specific Plan:** Various  
**Certified NC:** Empowerment Congress Central  
Area, Empowerment Congress West  
Area, Mid City, Park Mesa Heights,  
P.I.C.O., South Robertson, United  
Neighborhoods, West Adams  
**GPLU:** Various  
**Zone:** Various  
**Applicant:** City of Los Angeles  
**Representative:** City of Los Angeles

### PROJECT LOCATION:

**The West Adams – Baldwin Hills – Leimert Community Plan Area (CPA)** is located approximately 7 miles southwest of downtown Los Angeles and contains nearly 6,130 acres (approximately 9.58 square miles) of developable land area. This CPA is generally bounded by Venice and Pico Boulevards at the north; Arlington and Van Ness Avenues at the east, Ballona Creek and Robertson Boulevard at the west; and the Baldwin Hills at the south. Other Community Plan areas and various jurisdictions that are adjacent to the West Adams – Baldwin Hills – Leimert CPA include, the Wilshire CPA (City of Los Angeles) to the north, the South Los Angeles CPA (City of Los Angeles) to the east, the West Los Angeles CPA and Palms-Mar Vista-Del Rey CPA (City of Los Angeles) and the City of Culver City to the west, as well as the City of Inglewood and unincorporated Los Angeles County to the south.

### PROPOSED PROJECT:

**West Adams – Baldwin Hills - Leimert New Community Plan:** The West Adams - Baldwin Hills - Leimert New Community Plan (Proposed Plan) revises and updates the current West Adams - Baldwin Hills – Leimert Community Plan Text and Land Use Diagram to reflect changes in existing conditions since the last plan update in 1998, such as the opening of five Metro Expo Line stations and the planning of the Metro Crenshaw/LAX Transit Corridor. The Proposed Plan includes new goals, policies, and implementation programs; revisions to the Citywide General Plan Framework Element, General Plan Land Use Designations; creation of a Community Plan Implementation Overlay District as well as Specific Plan Amendments, Zone and Height District changes; and Street Reclassifications.



**REQUESTED  
ACTIONS:**

1. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the West Adams-Baldwin Hills-Leimert Community Plan as part of the General Plan of the City of Los Angeles, as modified in the attached West Adams-Baldwin Hills-Leimert New Community Plan Resolution, the West Adams-Baldwin Hills-Leimert New Community Plan Text and Change Maps (Exhibits A, B, C, M, O) and Additional Plan Map Symbol, Footnote, Corresponding Zone and Land Use Nomenclature Changes (Exhibit K).
2. Pursuant to Sections 11.5.7.G., 16.50.D., 12.32. and 12.04 of the Municipal Code and City Charter Section 558, amend the Crenshaw Corridor Specific Plan, as shown in the proposed Crenshaw Corridor Specific Plan Amendments (Exhibit G).
3. Pursuant to Section 13.14.C., 12.32, and 12.04 of the Municipal Code and City Charter Section 558, adopt the West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay (CPIO) District, as shown in the proposed CPIO Subdistrict Ordinances (Exhibit F).
4. Pursuant to Section 12.32 of the Municipal Code, adopt rezoning actions to effect changes of zone as identified on the Land Use Change Map (Exhibit H), Land Use Change Matrix (Exhibit I) and Proposed Zoning Map (Exhibit Q).
5. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the West Adams-Baldwin Hills-Leimert New Community Plan as shown on the Street Redesignation Matrix (Exhibit J).
6. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Long Range Land Use Diagram of the Citywide General Plan Framework Element to reflect changes and modifications to the geography of neighborhood districts, community centers, regional centers, and mixed use boulevards as shown on the Proposed Long Range Land Use Diagram Framework Map (Exhibit M).

**RECOMMENDED ACTIONS:**

1. **Conduct** a limited public hearing on the Proposed Plan, as modified in this staff report.
2. **Approve** the Staff Report as the Commission Report.
3. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt** the attached West Adams-Baldwin Hills-Leimert New Community Plan Resolution, the West Adams-Baldwin Hills-Leimert New Community Plan Text, Change Maps (Exhibits A, B, C, M, O) and Additional Plan Map Symbol, Footnote, Corresponding Zone and Land Use Nomenclature Changes (Exhibit K) amending the West Adams-Baldwin Hills-Leimert New Community Plan as part of the General Plan of the City of Los Angeles, as modified.
4. **Approve** and **Recommend** that the City Council **adopt** the requested rezoning actions to effect changes of zone as identified in the Proposed Land Use and Zone Change Subarea Map (Exhibit H), the Proposed Land Use and Zone Change Subarea Matrix (Exhibit I), the

Proposed Community Plan Implementation Overlay (CPIO) District (Exhibit F), and the Proposed Crenshaw Corridor Specific Plan Amendments (Exhibit G).

5. **Approve and Recommend** that the City Council adopt an ordinance amending the existing Crenshaw Corridor Specific Plan (Ordinance No. 176,230) pursuant to procedures set forth in Section 11.5.7 (Specific Plan Procedures) and Section 16.50 (Design Review Board Procedures) of the Municipal Code.
6. **Instruct** the Department of City Planning to finalize the necessary zone change ordinances to be presented to City Council, and make other technical corrections as necessary.
7. **Amend** the Highways and Freeways Map of the Transportation Element of the General Plan to reclassify selected streets within the West Adams-Baldwin Hills-Leimert New Community Plan as shown on the Street Redesignation Matrix (Exhibit J).
8. **Amend** the Long-Range Land Use Diagram of the Citywide General Plan Framework Element to reflect changes and modifications to the geography of neighborhood districts, community centers, regional centers, and mixed use boulevards as shown on the Proposed General Plan Framework Map (Exhibit M).
9. **Authorize** the Director of Planning to present the resolution, Plan text and Plan amendments to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter.
10. **Find** that in accordance with Los Angeles Municipal Code Section 13.14 C.5, the proposed supplemental development regulations of the Community Plan Implementation Overlay (CPIO) District are consistent with, and necessary to implement the goals, policies, programs and design guidelines of the West Adams-Baldwin Hills-Leimert Community Plan.
11. **Find** that the City Planning Commission has **reviewed** and **considered** the Draft Environmental Impact Report ENV-2008-478-EIR (State Clearinghouse No. 2008021013) in its determination approving the Proposed Plan and transmit the EIR to the City Council for certification.
12. **Recommend** that the City Council **consider a Statement of Overriding Considerations with the Final Environmental Impact Report.**
13. **Approve and Recommend** that the City Council **Adopt** the attached **Findings**, and direct staff to prepare additional environmental findings for City Council consideration.

MICHAEL J. LOGRANDE  
Director of Planning

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## Exhibits (Attached)

A	Draft Resolution
B	Proposed West Adams – Baldwin Hills - Leimert New Community Plan Supplement (Corrections, Clarifications and Recommended Revisions to Draft Plan, Updated Chapter 6)
C	Proposed West Adams – Baldwin Hills - Leimert New Community Plan
D	Reference Materials (Fast-food Legislative Actions, CPIO Subdistricts and Specific Plan Amendments' Summary Sheets, Miscellaneous Small Group Meeting, Workshop and Open House Materials)
E	Proposed Community Plan Implementation Overview Map
F	Proposed Community Plan Implementation Overlay (CPIO) District <ul style="list-style-type: none"> <li>• (Commercial Corridors and Major Intersection Nodes CPIO Subdistrict - Draft Ordinance, Washington and Robertson Blvd. Design Guidelines)</li> <li>• (Hyde Park Industrial Corridor CPIO Subdistrict - Draft Ordinance)</li> <li>• (Jefferson/La Cienega TOD CPIO Subdistrict - Draft Ordinance)</li> <li>• (La Brea/Farmdale TOD CPIO Subdistrict - Draft Ordinance)</li> <li>• (Venice/National TOD CPIO Subdistrict - Draft Ordinance)</li> </ul>
G	Proposed Crenshaw Corridor Specific Plan Amendments (Draft Ordinance and Design Guidelines and Standards Manual)
H	Proposed Land Use and Zone Change Subarea Map
I	Proposed Land Use and Zone Change Subarea Matrix

J	Proposed Street Redesignation Matrix
K	Additional Plan Map Symbol, Footnote, Corresponding Zone and Land Use Nomenclature Changes
L	Existing General Plan Framework Map
M	Proposed General Plan Framework Map
N	Existing Land Use Designation Map
O	Proposed Land Use Designation Map
P	Existing Zoning Map
Q	Proposed Zoning Map
R	Existing Height District Map
S	Proposed Height District Map
T	Active Change Areas and Historic Resources Map
U	Draft Environmental Impact Report (DEIR) and Technical Appendices

## PROPOSED PLAN ANALYSIS

### Proposed Plan Summary

The West Adams-Baldwin Hills-Leimert New Community Plan (Proposed Plan) is a comprehensive revision of the existing plan, which was last updated in 1998. The Proposed Plan seeks to enhance the prevailing character of the area's numerous well established neighborhoods by facilitating revitalization of underutilized commercial and industrial corridors in a manner that provides adjacent residential areas greater access to a wide variety of goods and services, as well as employment opportunities. The Proposed Plan is intended to enhance the overall completeness and sustainability of neighborhoods by encouraging land use patterns that reinforce established pedestrian-friendly environments, offer a diversity of uses that contribute to an improved quality of life, as well as facilitate the emergence of viable transit-oriented areas toward further reducing automobile dependency. The Proposed Plan further promotes the conservation of existing residential areas by preserving designated historic-cultural resources and identifies new ones. The Proposed Plan addresses the distribution of land uses, building heights and intensities, as well as neighborhood character, mobility, urban design, provisions for public transit infrastructure, public safety, and healthy communities.

In addition to updating the text of the existing community plan, including its goals, policies and programs, the Plan proposes General Plan Amendments, zone and height district changes, modifications to current street classification designations, the creation of a Community Plan Implementation Overlay (CPIO) District and limited amendments to the existing Crenshaw Corridor Specific Plan. The proposed General Plan Amendments (Plan Amendment) include two types of changes. The first involves nomenclature changes which are changes in name only and do not affect densities, heights and allowed uses. The second type of Plan Amendment involves corrections related to existing inconsistencies with the current use, current zoning and adopted general plan land use of certain properties whereby all three are brought into conformance as required by law.

In general, the proposed zone and height district changes are limited to the commercial and industrial corridors of the Plan Area, and are often referred to as the "Active Change Areas" of the Proposed Plan. Proposed development standards within these areas include transitional height buffers, height restrictions and limits on floor area ratios as a means to both incentivize development at desired locations near public and mass transit while conserving the integrity of adjacent residential neighborhoods. Two ordinances encapsulate the "Active Change Areas" of the Proposed Plan and regulate development in a manner that is consistent with the goals and policies of the Community Plan. The first, the West Adams CPIO District encompasses the entire Community Plan Area, and includes five subdistricts (Exhibit F). The second involves amendments to the existing Crenshaw Corridor Specific Plan (Exhibit G).

Finally, the development standards proposed through these two ordinances generally strive to accommodate future growth in a manner that protects the integrity of adjacent residential neighborhoods by designating targeted development incentive areas at commercial center locations that are in close proximity to public transit. These sites are often located around Metro Light Rail Transit Stations and at Major Bus Centers where the intersection of two major arterials affords opportunities to bring goods and services closer to residents and visitors. The goal is to encourage people to walk or bike instead of drive and thus reduce the number and length of vehicle trips. Such behavioral change will ultimately reduce greenhouse gas emissions, in accordance with State legislation AB32 as implemented through SB 375.

Overall, the West Adams - Baldwin Hills – Leimert New Community Plan will:

- Guide development through 2030 to replace the existing 1998 West Adams – Baldwin Hills – Leimert Community Plan;
- Refine and amend the existing 1996 General Plan Framework Element;
- Amend the new Mobility (Transportation) Element of the General Plan to reclassify streets within the subject Community Plan Area;
- Initiate Plan Amendments and Zone Changes necessary to implement the General Plan and accomplish the stated objectives of the Community Plan program;
- Establish and apply a Community Plan Implementation Overlay District to portions of the West Adams – Baldwin Hills - Leimert Community Plan Area, as well as amend the Crenshaw Corridor Specific Plan, as necessary to implement the General Plan Framework Element and Community Plan policies; and
- Refine and amend other citywide elements of the General Plan as necessary.

## **Background**

The West Adams - Baldwin Hills – Leimert Community Plan is one of 35 Community Plans which comprise the Land Use Element of the City's General Plan. The Land Use Element is one of seven state-mandated elements of the General Plan. Like other large California municipalities, Los Angeles has responded to the size and diversity of its geographic reach by further tailoring policies regarding land use to the unique social, economic and environmental conditions affecting specific areas of the City. For instance, three Community Plan areas; West Adams-Baldwin Hills-Leimert, South Los Angeles and Southeast Los Angeles, make up the City's South Los Angeles Planning Region, one of seven Area Planning Commission sub-regions citywide. Combined, these three Community Plan areas cover roughly 45 square miles, and had a census 2010 population of approximately 724,000 people, or approximately 20% of Los Angeles' 3.8 million residents. The South Los Angeles Region Community Plan areas share many similarities in terms of land use issues impacting "quality of life" and it is the overarching intention of the Community Plans to promote an arrangement of land uses, streets, and services that encourage economic vitality; social and physical well-being; and the general health, safety, welfare and convenience for the people who live, work and recreate in these areas.

## **New Community Plan Program**

The Department of City Planning (the Department) initiates updates to Community Plans in order to comply with State law and to address land use issues, opportunities and conditions, both long standing and emerging. Initially prepared in the 1970s, the West Adams - Baldwin Hills - Leimert Community Plan was originally adopted in 1980 and amended in 1988 through the General Plan/Zoning Consistency Program. Several more limited amendments occurred through the Periodic Plan Review Program and the Plan was last updated on May 6, 1998. Since that time, several programs have been adopted in the Community Plan Area such as the Crenshaw Corridor Specific Plan (2004), the Lafayette Square Historic Preservation Overlay Zone (HPOZ) in 2000, the West Adams Terrace HPOZ (2004), and the Jefferson Park HPOZ (2011). Several other significant changes have also occurred within the Community Plan Area since the last Community Plan Update, most notably the completion and operation of the first phase of the Mid-City Exposition Light Rail Transit Line (Expo Phase 1) marking the return of east/west mass transit service to South Los Angeles for the first time in half a century. There also emerged a consensus on the need for a comprehensive land use revision and the establishment of design guidelines for the corridors. Additionally, the community expressed



continued interest in preserving the historic and cultural legacy of the Plan Area's residential neighborhoods.

Together with several other Community Plans citywide, the West Adams-Baldwin Hills-Leimert Community Plan update was initiated in 2006 as part of the Department's New Community Plan (NCP) Program. The Proposed Plan will promote sustainable land use patterns that strategically help place jobs, housing, goods and services in locations that are more accessible to all modes of transit. These changes not only increase the viability of commercial land but also help the community better achieve its shared vision through the year 2030:

### ***Vision Statement***

***The West Adams - Baldwin Hills - Leimert Community Plan Area encompasses a vibrant and diverse community of neighborhoods that collectively embody the City's rich history and inclusive prosperity. Through continued efforts to create neighborhoods where residents are well connected to the nearby services they need, the places they work, and the amenities they deserve, the community has become a model of health and sustainability through responsive enhancement of the natural and built environment.***

Toward crafting the vision for the Community Plan Area, the Department implemented a comprehensive Community Plan update process that included the following four phases:

Phase I	Background and Information Gathering
Phase II	Public Outreach
Phase III	Plan Development/Technical
Phase IV	Plan Adoption

### **Phase I - Information Gathering**

During this Phase of the process, planners conducted a "windshield" land use survey that allowed staff to get a basic understanding of the community. Areas not subject to change, such as single-family or other stable residential areas, were not surveyed; only those areas experiencing or having a high potential to experience change (such as the transit-oriented development areas) were reviewed.

### **Phase II - Public Outreach**

Development of the West Adams-Baldwin Hills Leimert New Community Plan involved a six year process engaging numerous community stakeholders, advocacy and constituent groups, as well as ongoing coordination with numerous City, County and neighboring municipal agencies. With over 160 community outreach meetings conducted and twice that number of agency and staff coordination meetings, outreach regarding the West Adams New Community Plan was both ongoing and comprehensive.

*1<sup>st</sup> Round:* Initial outreach was conducted concurrent with the Background and Information Gathering Phase and involved meetings with the Council Offices, the Certified Neighborhood Councils and other key stakeholder groups to discuss issues and opportunities affecting the Plan Area. Within the West Adams- Baldwin Hills- Leimert Community Plan Area, this involved scheduling meetings with all eight of the Certified Neighborhood Council Areas located within the roughly 13 square mile area. Well over 500 individual comments, including mapping of areas of potential change and conservation, were captured through the course of this first round of outreach. A summary of the issues and opportunities identified is contained in Exhibit D of this document.

*2<sup>nd</sup> Round:* The second round of community outreach then focused on efforts to share and further refine the initial concepts developed in response to the Round 1 comments. Round 2 outreach took a different model whereby several standing meetings were held at local libraries throughout the Plan Area. It was during this phase that other key stakeholder and neighborhood groups as well as governmental agencies active in the Plan Area also began to engage staff and inform the Plan's development. Groups such as the Community Redevelopment Agency (CRA), Metro, Community Health Councils, Save Leimert and the Baldwin Village Homeowners Association are but a handful of the over 40 groups that staff met with during this period leading up to the Communitywide Workshop held in September of 2008.

*3<sup>rd</sup> Round - Communitywide Workshop:* The third phase of public outreach took the form of a Communitywide Workshop held September 6, 2008 at the Vision Theatre in Leimert Park Village, with over 200 attendees. An open house format was chosen to showcase the materials that reflected months of consensus building with the community through prior outreach meetings.

### **Phase III - Plan Development/Technical Reports**

Following the workshop, where initial plan concepts were vetted with the community, staff began to draft the Plan's policy document and implementing ordinances, as well as coordinate with the transportation and environmental consultants developing the Transportation Improvement and Mitigation Program (TIMP) and Draft EIR for the Plan. Work on the various implementation ordinances of the Proposed Plan also continued during this period with a great deal of additional outreach and agency coordination occurring primarily along the Crenshaw Corridor. As a result of the CRA and Metro's planning efforts regarding the future Crenshaw Prairie Line, later to be named the Crenshaw/LAX Transit Corridor Project, much refinement occurred to the scope of land use recommendations for the Crenshaw Corridor, and in particular, those pertaining to proposed amendments to the existing Specific Plan.

## **CEQA Compliance**

Pursuant to CEQA Guidelines Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on February 1, 2008 by the City for a 30-day public review period. A total of 12 comment letters were received. A public scoping meeting was held on February 27, 2008. The purpose of this meeting was to provide early consultation for the public to express their concerns about the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft EIR.

The Draft EIR was prepared and initially circulated for a 45-day review period, as required by State law, beginning on September 13, 2012, with a closing date of October 29, 2012. However, in response to requests by interested parties, the review period was extended to 60 days, ending on November 13, 2012. As the lead agency, the City of Los Angeles received a total of 17 letters on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period will be included in the Final EIR. The Final EIR is currently being prepared and will be considered by City Council prior to adoption.

### **Phase IV - Adoption Phase**

Prior to the release of the DEIR, the Proposed Plan, and its implementing ordinances, during the Spring of 2012, Planning staff provided briefings to all eight neighborhood councils in the Community Plan Area. Following release of the DEIR and closure of the comment period, staff scheduled a public hearing to review the Proposed Plan with the community and receive public

testimony regarding the plan recommendations. A detailed summary of public hearing testimony can be found in the Public Hearing and Communications section of this report.

### **Public Outreach for the Draft Plan and the Public Hearing**

Notification of the Open House and Public Hearing for the Proposed Plan involved extensive outreach in the community. During the Fall of 2012, Planning staff again provided briefings to all eight neighborhood councils in the Plan Area.

In addition to the legally required notifications, press releases on the Open House and Public Hearing were sent to newspapers, web sites, blogs and community calendars. Together with the Plan's Google site and Department web page, the social media also proved to be an innovative tool used to expand the outreach and notification scope and maximize participation in the Open House and Public Hearing.

## **Elements of the Proposed Plan**

### **West Adams New Community Plan Text**

The West Adams-Baldwin Hills-Leimert New Community Plan is a policy document that intends to guide future decision-making, City initiatives, and the prioritization of public resources and investment through 2030. The text portion of the Plan is comprised of six chapters that include the following:

- **Chapter 1, Introduction and Orientation** to the West Adams – Baldwin Hills – Leimert Community Plan.
- **Chapter 2, Community Background** on historic land use and development in the West Adams – Baldwin Hills – Leimert Community Plan.
- **Chapter 3, Land Use and Urban Design**, which expresses the community's vision for the future including specific goals and policies that address the range of land uses in the Community.
- **Chapter 4, Mobility**, which defines goals and policies for the community's circulation system, focusing on enhancing mobility and access to all system users.
- **Chapter 5, Community Services and Facilities**, which describes key public services and infrastructure, including police, fire and emergency services, libraries, parks, open space, the urban forest, schools, water, wastewater, solid waste, power and street lighting.
- **Chapter 6, Implementation**, which describes the process for implementing the Plan's policies through a variety of implementation programs. Each Community Plan policy in Chapters 3, 4, and 5 is implemented by one or more implementation programs.

Additionally, each chapter contains the necessary neighborhood-level maps, charts and figures, as well as numerous case study renderings depicting before and after conditions that may be made possible through implementation of the Plan's policies. Urban design guidelines that function in concert with the Citywide Design Guidelines adopted in 2011 are also included.

**Overarching Community Themes**

At the crux of the Proposed Plan is the identification of overarching community themes developed in response to the issues and opportunities summarized, categorized and refined through the outreach process. Unveiled in Chapter 3 along with the Community Vision Statement, the themes provide structure to the goals, policies and programs contained throughout the policy document. The Plan's six overarching themes are as follows:

- Create Complete Neighborhoods
- Foster a Healthy Community
- Promote Sustainable Development
- Revitalize Commerce and Industry
- Preserve and Enhance Social, Cultural and Historic Identity
- Create a Network of Safe, Multi-Modal Linkages

**Land Use Diagram**

The Community Plan also includes a Land Use Diagram, which is a map identifying General Plan Land Use Designations for all property within the community. The map has three primary categories of land uses (Residential, Commercial, and Industrial), in addition to Open Space and Public Facility designations. The map further identifies general intensities and densities through gradients of these designations, such as Single-Family Residential, Low Medium Residential and Medium Residential, etc. Each designation includes a range of corresponding zones that may be used in that area. In this manner, the Community Plan provides the overall framework for zoning in West Adams.

Revisions to the corresponding zones of several land use categories are proposed through this plan update. These include the elimination of zones that are either not applicable, generally not used or run contrary to achieving the goals and policies of the Proposed Plan. Finally, in addition to the nomenclature changes discussed in the preceding Project Summary section, the Land Use Diagram also revises the Low Single-Family Residential category by dividing its five corresponding zones among three tiers -- Low I, Low II and Low III -- such that the R1 Single-Family Residential Zone is now placed in its own Low II land use category. This change further protects this prevalent single-family zone by requiring both a zone change and a General Plan Amendment to "up zone" or "down zone." Refer to Exhibits N and O for comparisons of the existing and proposed land use designations and corresponding zones.

**Implementation**

In addition to the Plan Text and Long-Range Land Use Diagram, the Proposed Plan includes several recommended immediate actions that implement many of the goals and policies in the Plan Text, such as General Plan Amendments and zone changes. Many zone changes involve the elimination of existing [Q] Qualified Condition or [D] Development Limitation language and replacement with the new Community Plan Implementation Overlay (CPIO) District designation that further modifies specific zoning requirements of the parent zone.

A Community Plan Implementation Overlay (CPIO) District is a zoning tool intended to provide supplemental development and use regulations tailored to each Community Plan area. It is intended for individual neighborhoods and corridors, and may help address concerns about the scale, size, and character of development based on a community's specific needs. CPIOs offer

streamlined approval procedures, ensuring that Community Plan policies and programs can be implemented swiftly and in a way that incentivizes projects to comply with regulations.

In all cases, parcel-level zoning must be consistent with the Land Use Diagram. The General Plan amendments and zone changes, including the CPIO District and Specific Plan change areas, are shown geographically in Exhibit H as “subareas”. Each subarea is listed in the change matrix (Exhibit I) by number, followed by existing and proposed plan land use and zoning information. Each parcel also contains specific zoning designations that further detail the requirements and standards of development on each parcel.

### **Community Plan Implementation Overlay (CPIO) District and Specific Plan Amendments**

The proposed West Adams New Community Plan includes a new CPIO District and Specific Plan Amendments that set forth design and development standards for revitalizing existing commercial corridors, major intersection nodes, transit-oriented development (TOD) areas and industrial areas. The West Adams CPIO District, which shares the boundaries of the West Adams Community Plan Area, encompasses five CPIO subdistricts. Each subdistrict includes subareas that characterize parcels based on common goals, themes and policies provided in the Plan. The five CPIO subdistricts and the Specific Plan Amendments are summarized as follows (see Exhibits F and G):

#### *Commercial Corridors and Major Intersection Nodes CPIO Subdistrict*

This CPIO subdistrict identifies specific commercial corridors and major intersection nodes along major arterials, and includes use limitations, development standards and streetscape guidelines for new construction along these corridors and at these nodes. Examples include Vernon Ave., Adams Blvd., and Venice Blvd. Nodes are small Community Centers that provide a diverse set of uses for adjacent neighborhoods and the larger community. Major intersections such as La Brea Ave. at Adams Blvd., or Venice Blvd. at Crenshaw Blvd. are examples of nodes. In particular, current zoning along most commercial corridors does not clarify maximum height. The Proposed Plan calls for the establishment of maximum building height limits, as well as the establishment of development criteria toward reinforcing traditional prevailing neighborhood character along these corridor segments and at major intersection nodes well served by public transportation.

#### *Hyde Park Industrial Corridor CPIO Subdistrict*

This CPIO subdistrict has specific use limitations, development standards and streetscape guidelines for new industrial construction along a segment of Hyde Park Boulevard from West Boulevard to Van Ness Avenue. The focus of this particular CPIO subdistrict will primarily be to promote “clean-tech”, “green-tech”, and “high-tech” uses in a manner that responds to the emerging open space and recreational opportunities afforded by their direct adjacency to a semi-abandoned railroad right-of-way.

#### *La Brea/Farmdale Avenues TOD CPIO Subdistrict*

This CPIO subdistrict has specific use limitations, development standards and streetscape guidelines for new potential TOD in the blocks surrounding the La Brea/Farmdale Avenues Expo Line LRT station. The primary focus of this CPIO subdistrict will be to limit certain automobile oriented uses and encourage the creation of a pedestrian-friendly transit village where a variety of uses providing jobs, housing, goods and services are encouraged. This CPIO subdistrict, as well as the other TOD CPIO Subdistricts, identifies parcels where more or less intense development would be permitted, including increased and/or decreased height district designations and reduced parking requirements in close proximity to the LRT station.

*Jefferson/La Cienega Boulevards TOD CPIO Subdistrict*

This CPIO subdistrict has specific use limitations, development standards and streetscape guidelines for new potential TOD in the blocks surrounding the Jefferson/La Cienega Boulevards Expo Line LRT station. The primary focus of this CPIO subdistrict will be to create a pedestrian-friendly, multi-modal transit center where “clean-tech,” “information technology,” and other “high-tech” uses are encouraged. It also enhances access to and from the LRT station and major bus centers through a network of open space linkages traversing an otherwise prevailing pattern of “super-block” parcelization.

*Venice/National Boulevards TOD CPIO Subdistrict*

This CPIO subdistrict has specific use limitations, development standards and streetscape guidelines for new potential TOD in the blocks surrounding the Venice/National Boulevards LRT station, which is the end of the Phase I Expo LRT project. The primary focus of this CPIO subdistrict will be to create a pedestrian-friendly, multi-modal transit center where mixed-use development providing a variety of jobs, housing, goods, and services is encouraged.

*Crenshaw Corridor Specific Plan Amendments*

The amendments to the existing Crenshaw Corridor Specific Plan refine development intensities and design standards for subareas along the length of the corridor from the I-10 Freeway to Florence Avenue. In particular, the amendments further implement provisions to focus new activity at major intersection sites such as the Adams and Crenshaw Boulevards intersection, as well as the new potential TOD areas near the proposed Crenshaw LRT stations. These locations include the blocks surrounding the Crenshaw/Exposition, Crenshaw/Martin Luther King Jr., and Crenshaw /Slauson stations, as well as adjacent to the West Boulevard station located in the City of Inglewood and the unfunded Crenshaw /Vernon station.

**Long-Range Implementation**

The Proposed Plan incorporates numerous individual implementation programs. Many of these programs are long-range (future) programs intended to set a course of action in achieving the goals and policies of the Plan. The policies of the Proposed Plan emphasize the importance of planning for sustainability and improved transit mobility, both vehicular and pedestrian. The long-range implementation programs of the Plan seek to link the Plan’s policies to ongoing Department Programs and promote collaboration with other agencies to create greenways and bikeways along vehicular thoroughfares, abandoned railroad corridors, and existing power line right-of-ways and emphasize the importance of improved urban design.

**Circulation Diagram - Street Reclassification Table**

The Proposed Plan includes street redesignations for many Major Highways and Secondary Highways in the West Adams-Baldwin Hills-Leimert Community Plan Area in order to maintain prevailing street wall build-to lines, thereby reinforcing existing neighborhood character, promoting walkability and enhancing sidewalk widths where possible. The recommendations encourage landscaped parkways adjacent to sidewalks and balanced mobility options including roadway widths for bicycles, transit, and automobiles.

**Other Plan Adoption Components**

The Proposed Plan also includes changes to Land Use Diagram symbols, footnotes, corresponding zones, and land use nomenclature, as delineated in Exhibit K. In this manner, the various changes the Proposed Plan makes to the existing zoning, land use, Transportation Element street designations, and Framework Element map designations are all outlined in detail.

## Discussion of Key Issues

Review of written and verbal testimony received through the duration of the Draft Plan/ DEIR and Public Hearing comment periods identified a number of key issues informing the policies and land use recommendations of the Proposed Plan. In addition to the analysis of key issues below, the staff report provides the following Clarifications, Corrections and Recommended Revisions Section for a detailed listing of responses and further recommendations regarding the comments submitted.

### Issue #1 Fast-Food Use Limitations

The issue of fast-food and its land use implications have been prominently featured in the drafting of this Plan. Over 46 individual comments were captured regarding this issue both in support of the existing land use regulations limiting the establishment of free-standing fast-food establishments and opposed.

Early in the Plan's scoping process, fast-food issues emerged as one of the primary community concerns. Referring to Exhibit D entitled, *Summary of Land Use Issues and Opportunities*, dated November 2007, numerous comments were received from the initial Round 1 outreach meetings regarding the provision of a "better mix of neighborhood amenities" that included healthy food options, and limitations on certain uses with a development typology excessively dominated by automobile orientation, including fast-food uses. To this end, staff reviewed and refined with the community several development standards, including utilization of a distance separation technique, toward ensuring a more diverse mix of uses along commercial corridors. At the 2008 Public Workshop, staff received significant community feedback calling for such uses to be limited to a ½ mile radius distance separation instead of ¼ mile, as initially scoped, with several uses requested to be prohibited. This particular standard was ultimately brought into the draft CPIO and Specific Plan Amendments for the area and reviewed with the community through the course of the Plan Development Phase.

The urgency of this issue and the fact that permanent regulations that the community plans could propose would not be in effect for several years led the City Council, in 2008, to adopt an ordinance temporarily prohibiting new free-standing fast-food establishments in the three community plans of the South Los Angeles region (the West Adams – Baldwin Hills – Leimert Community Plan, the South Los Angeles Community Plan, and the Southeast Los Angeles Community Plan). Prior to the expiration of that temporary ordinance, and in anticipation of permanent regulations that would arrive with the Community Plan Updates, the Council initiated a General Plan Amendment ("Footnote"), amending the footnote of the General Plan Land Use Map to prohibit new stand-alone fast-food establishments within a half mile of other fast-food restaurants, and initiating pedestrian-oriented design standards for all new such uses. The "Footnote" was intended to serve primarily as a "stop gap" measure until the New Community Plan could be completed.

One of the purposes of the free-standing fast-food distance separation standards is to limit an urban form that detracts from the historic character of the West Adams neighborhoods. Free-standing fast-food restaurants too often follow a formulaic development typology that generally does not reflect the prevailing "main street" urban character of mature neighborhoods, such as those of the West Adams Community Plan Area. They generally do not fit well within the predominant early 20th Century development pattern and often further erode neighborhood character with excessive parking areas and auto-centric site planning where buildings are set back from the prevailing street wall so common of the Plan Area's commercial corridors.



Furthermore, the free-standing fast-food limitations are aimed at discouraging the underdevelopment of parcels at key nodes. These establishments generally seek very prominent locations, such as at the intersection of two major arterial streets with high visibility. This particular building typology does not reflect the best use of such prominent corners, not exclusively because of the quick service restaurant use, but because the automobile orientation of its development pattern generally produces a small building footprint on a large lot in order to accommodate ample parking. These lots could instead be developed to include an array of uses, taking advantage of key locations at transit corridor intersections. In this way, the Department of City Planning recognizes the link between health disparities and the built environment by encouraging a development typology that promotes walkability and a pedestrian-oriented environment at key nodes accessible to transit. As transit ridership within the plan area increases over time, the land uses at these key intersections will prove crucial in enhancing the city's overall transit orientation.

With the General Plan Footnote in place for several years and the impending release of the Proposed Plan, Department staff consulted with all three Council Offices of the Plan Area to evaluate whether the Footnote was effectively fulfilling the intent of the City Council's policy directive. Council District 10, through these briefings, felt that, for their district, further adjustment to the distance separation approach was necessary. As such, within the CD 10 boundaries, the CPIO fast-food distance separation requirements apply only adjacent to schools and in the TODs (1/4 mile radius in lieu of the 1/2 mile radius), and are exempt for all other corridors in the CD 10 area (except the Crenshaw Corridor Specific Plan). Instead, the CPIOs in CD 10 favor an approach which bolsters development standards and guidelines in lieu of distance separation toward ensuring compatibility with existing community character.

These changes to the fast-food limitations highlight the array of public commenters' perspectives on the issue. Those in support of fast-food regulations favor continuing and expanding the scope of limitations as identified through the General Plan Land Use Map footnote and question the exemption of the distance separation requirement from a portion of the Plan Area. Those against the fast-food limitations wanted all regulation eliminated as it was commonly perceived to be detrimental to job creation in this region of the City. Others against the fast-food limitations perceived overconcentration of fast-food uses to be an issue only in certain geographies of the Community Plan Area. The Department recommendation for fast-food use limitations attempts to provide a standard that both acknowledges the significance of this issue throughout the planning process as raised by the community, while at the same time providing flexibility in targeted areas to accommodate the range of views on fast-food establishments.

## **Issue #2 Population and Housing Capacity Increases**

Approximately 30 individual comments related to the Proposed Plan's population and dwelling unit capacity have been registered, with most calling for further clarification of methods used to derive estimates and others expressing a general concern about the disparity between the actual population and dwelling units of the Plan Area compared to future estimates.

A full CEQA response to this comment, addressing the environmental impacts associated with any increased capacity, will be released with the Final EIR presented prior to City Council action. From a planning perspective, however, the Proposed Plan capacity numbers are in line with the policies identified in the General Plan Framework Element. A comparison between the Plan's 2030 estimated capacity of 86,118 dwelling units (DU) and the City's overall estimated capacity of DU for 2030 of 1,639,046 shows that the West Adams Plan accounts for roughly 5% of the City's overall dwelling unit capacity in 2030 (refer to the DEIR's Housing, Population and Employment Section, and in particular, Table 4.13-8). Similarly, the 2008 estimate of dwelling

units of 66,415 represents 5% of the 2008 City of Los Angeles' estimated 1,388,665 dwelling units. A further comparison shows that the West Adams-Baldwin Hills-Leimert Community Plan's increase in capacity of 19,703 dwelling units from 2008 to 2030 represents less than 8% of the Citywide increase of 250,381 dwelling units.

Additionally, the proposed 2030 population capacity for the Plan Area of 218,741 represents 5% of the City of Los Angeles' projected 2030 population of 4,320,975, and the 2008 estimated population in the Plan Area of 182,600 people also represents approximately 5% of the City's estimated 2008 population of 4,003,000.

It is important to note that much of the apparent increase in population and dwelling unit capacity is actually attributable to existing capacity inherent in the current plan. The additional capacity that is generated through this Proposed Plan will be accommodated primarily in TOD areas, at nodes and within portions of the Crenshaw Corridor Specific Plan area. From a long-range planning perspective, the proposed capacity changes recommended through this Plan are consistent with a range of the Department's policy objectives, including targeting growth at the ten light rail transit stations that will serve the area in the near future. Existing City policies also call out the need to implement land use policies that move the City toward achieving its goals of reducing greenhouse gases citywide, as mandated by State law, and increasing capacity around transit will assist in achieving such goals.

### **Issue #3 Residential Neighborhood Protections**

Comments regarding the protection of residential neighborhoods primarily focused on a strong desire to further downzone certain residential neighborhoods in order to fulfill the Plan's goal of "conserving character neighborhoods". To further clarify, representatives from several neighborhood groups located primarily in the northeast portion of the Plan Area consider the current land use designations and zoning of neighborhoods such as Arlington Heights and the western portion of Jefferson Park to be inconsistent with as-built conditions. In particular, members of the UNNC, West Adams Heritage Association and residents in Jefferson Park requested that portions of these neighborhoods currently planned for Low Medium II Residential and zoned RD1.5 and RD2, which are multiple-family residential zones requiring a density of 1500 and 2000 square feet of lot area per unit respectively, be downzoned to the R2 Two-Family (Duplex) zone or other lower-density zoning consistent with the perceived as-built character of the area.

Downzoning of residential neighborhoods had not emerged as a key issue during the early public outreach phase. Instead, conservation and preservation of historic "character" neighborhoods was to be accomplished by prioritizing the study of new Historic Preservation Overlay Zones (HPOZs) within the Plan Area. The potential downzoning in residential neighborhoods at this point in the New Community Plan process would require additional City resources, staff analysis and significant public outreach. The Department therefore recommends that these areas be further prioritized through proposed implementation program(s) within the West Adams – Baldwin Hills – Leimert Community Plan to study the area for establishment of an overlay district that would help address the historic and neighborhood conservation issues identified through the comments.

Additionally, while the Proposed Plan does not downzone residential areas as requested, it is important to note that the upzones along most corridors are very targeted and generally occur only at specific TOD and node sites located at the intersection of major highways in order to incentivize the regeneration of traditional urban form - not in residential neighborhoods such as Arlington Heights and Jefferson Park. These upzone areas have been developed to avoid conflicts with character buildings, and further analysis in response to comments received

regarding this and other neighborhood protection issues have been addressed through the clarifications and revisions section of this report that follows.

#### **Issue #4 Implementation of Policies**

Numerous comments were received requesting effective implementation of the Proposed Plan's policies and programs upon its adoption. Several comments called not only for benchmark dates, but also commitments in terms of program funding and dedication of inter-departmental staffing.

The Community Plan is first and foremost a long range policy document intended to guide future decision-making affecting land use over a 20 year period for this portion of the City. The immediate implementation of its goals and policies, as necessary as they may be, is not a requirement of the NCP program. Many implementation programs are the responsibility of other City agencies and future implementation programs are generally initiated as funding becomes available. With that stated, the West Adams-Baldwin Hills-Leimert New Community Plan is unique in that it seeks to bring forward, concurrent with the adoption of policy, many of the implementation strategies identified through its programs, with the initiation of a Community Plan Implementation Overlay (CPIO) District.

#### **Issue #5 Mobility**

Comments related to mobility focused on a perception that the Proposed Plan did not adequately address policies nor implement programs toward achieving a true "multi-modal" future. In particular, comments included requests to better address the mobility of pedestrians, including access to parks and open space, as well as a general desire to increase bus service and provide better safety.

Because mobility involves coordination with a number of City Departments and other agencies, immediate implementation of mobility programs is generally not possible. The Proposed Plan incorporates numerous provisions related to pedestrian, bicycle, vehicular and transit mobility, but acknowledges that improvements within the public right-of-way may require long term commitments from agencies such as Metro, LADOT and the Department of Public Works, among others, that are based on fiscal parameters outside the scope of this Plan update.

Toward achieving the goal of a more "multi-modal" future, the Proposed Plan proposes to modify the street classification designations for several corridors throughout the Community Plan Area to reflect historic pedestrian-oriented development patterns and discourage the widening of roadway width purely to accommodate vehicular needs. In this way, the Proposed Plan will maintain as-built conditions until more detailed corridor specific Streetscape Plans or other mobility plans can be developed. Such is the case for Crenshaw Boulevard, where future construction of the Crenshaw/LAX Line has prompted efforts to develop and implement a Streetscape Plan that will guide improvements to the right-of-way that address the convergence of all five modes within this primary north/south commercial corridor.

Finally, efforts to include desired pedestrian improvements in several TOD areas proposed through the CPIO District lay out the concepts toward achieving a diverse multi-modal network where residents are linked to transit, parks and other regional destinations. While the concepts included in these draft implementation ordinances are not required for every project, they may be considered as guidelines in reviewing discretionary projects.

#### **Issue #6 Traffic Congestion**

Issues related to traffic congestion have been identified prominently throughout the public process. Most comments regarding traffic focused on a general concern for the potential

neighborhood impacts associated with cut-through traffic as a result of drivers by-passing the arterial network to avoid gridlock. Some commenters expressed concerns that any new densities placed adjacent to major transit improvements, such as the Expo Line stations, would only further negatively impact traffic and residents' "quality of life".

A detailed response consistent with CEQA requirements regarding this issue will be provided in the Final EIR which will be available prior to Council. The West Adams Community Plan Area is unique among other Plan areas of the City in that it will benefit from not just one but two light rail transit lines traversing the community by the end of the decade. This reality, accompanied by an already robust system of local and Rapid buses (Exhibit U [Fig.4-2 of the Plan and Fig.2-2 of the TIMP]) will help create new transit villages where the use of all modes of transit becomes viable and safe.

Most of West Adams' traffic problems are associated with commuter cut-through traffic (see TIMP Section 5.3) during peak hours on north/south corridors through the Baldwin Hills. In order to help address cut-through traffic conditions, current roadway dedication and widening programs along these key north/south corridors will continue. Additionally, future mitigation strategies in the TIMP include such programs as the instatement of a Traffic Coordinator to effectively manage the TDM program, and establishing integrated mobility hubs to implement the concept of 'first/last mile' access from rail stations by utilizing local shuttle buses, shared cars and bicycles. Implementing localized intersection improvements, such as channelization, signal modifications and traffic responsive signal control programs are also necessary strategies to achieve a successful neighborhood traffic management plan for the community.

Finally, with regard for traffic concerns associated new development intensities, it is important to note that all projects involving 50 residential units or 50,000 square feet of floor area as defined by the City's Site Plan Review process, must be reviewed by the City on a case-by-case basis, and as subject to CEQA, these projects may trigger some level of additional traffic study and subsequent traffic mitigation measures.

#### **Issue #7 Housing Affordability**

Throughout the public outreach process, community views on affordable housing have varied greatly and, indeed, little consensus emerged. In fact, the predominant comments around affordable housing throughout much of the Plan Area during the first six years of the plan process indicated general opposition to additional new affordable housing, with comments in support originating primarily from the southern portion of the Plan Area. The 8th Council District submitted at least two position letters suggesting that there was an over-concentration of affordable housing in the district and voicing support for the "equitable distribution of affordable housing" Citywide. More recent comments from the public hearing expressed views both for and against affordable housing.

The Proposed Plan identifies policies consistent with the City's Housing Element in a manner that reflects the limited points of general agreement to embrace housing policy that accommodates affordable housing and housing for "a mix of income levels." The following goals and policies in the Policy Document address affordable housing throughout the Community Plan Area:

- Proposed Plan Goal LU 7 addresses housing for "all segments of the community" by including policies such as LU 7-1, "Address Diverse Resident Needs," providing for the conservation of existing housing stock and for new housing to address the diverse economic needs of residents.

- Goal LU 9 discusses the need for providing adequate housing for “all persons regardless of income, age, racial or ethnic background.” Policies implementing this goal include LU 9-1, “Affordability,” prioritizing housing that is affordable to a broad cross-section of income levels as well as LU 9-2, “Mixed-income Neighborhoods,” which strives to eliminate concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods. In addition, Policy LU 9-5 promotes affordable housing units around schools.
- Policy LU 10-7 and 10-8 promote senior housing and transitional housing and emergency shelters which are appropriately located throughout the Community Plan Area. Policy 10-10 promotes the creation of housing ownership opportunities for working class communities.

The Plan includes several Implementation Programs that attempt to implement the above-mentioned policies that primarily focus on providing opportunities for a diverse housing stock for all income levels. For instance, Programs P72 and P107 encourage the production of numerous housing typologies to serve a diversity of income groups, including multi-family residential housing near transit corridors. Additionally, programs 86 and 87 support the efforts to ensure that housing is affordable and is located in close proximity to jobs, service and facilities.

The Proposed Plan also offers several zoning tools as well that encourage the production of affordable housing:

- The Proposed Plan identifies targeted growth areas around major intersection nodes and transit stations that are also opportunity sites for affordable housing.
- The Proposed Plan proposes moderate upzones within these areas so as to maximize the use of the City’s Density Bonus Ordinance.
- The Proposed Plan seeks to expand opportunities for housing generally, including affordable housing, by eliminating existing restrictions on residential uses in some industrial TODs. In certain instances the Proposed Plan rezones the land to general commercial in order to allow a wider range of uses that can provide goods and services, jobs and housing opportunities that currently do not exist within close proximity to the light rail transit stations.

Finally, the Plan’s programs also embrace the efforts of other agencies involved in the preservation and production of affordable housing. In 2012, the Los Angeles Housing Department hosted an Affordable Housing Summit where a report on preserving affordable housing around TODs was released. Neighborhoods adjacent to the Crenshaw/Expo Line station were included in LAHD’s four priority transit-oriented districts for preservation. According to that report, LAHD is reviewing strategies towards preserving affordable at-risk properties and continuing to monitor rent stabilized properties. These efforts along with other State initiatives such as the recent passage of SB226 which allows for CEQA streamlining of affordable housing projects located in designated TODs are the types of tools appropriate citywide.

### **Issue #8 Existing Nuisance Uses**

As described through the background section of this report, the significant public interest in addressing the “quality of life” issues identified throughout the community outreach process

formed the basis for this Plan update. This is further reflected through the prominence of the use limitations sections of the various draft overlay district and specific plan ordinances. The comments that were submitted regarding nuisance uses, primarily originated from the Mid-City and West Adams Neighborhood Council areas and focused on a desire to see additional regulations imposed that not only limit the establishment of new uses, as proposed through the CPIO and Specific Plan ordinances, but also a more aggressive approach and/or the discontinuance, or “sunsetting” of existing uses that continue to be a blight within the community. This request generally focused on automobile related uses, and in particular auto body/ auto repair uses, nuisance motel uses, as well as gun supply stores, among others.

The use limitations are at the core of this community plan update and their significance is the reason the plan should be considered a “quality of life” plan first and foremost. The City has a very robust revocation process that has been quite active in South LA that can address existing “nuisance” uses. Similarly, the conditional use process is quite effective at ensuring that performance standards are applied and that monitoring occurs. The Plan proposes a distance separation approach primarily to curtail the establishment of additional new uses on new sites. With additional concentration of uses significantly limited, more effective compliance with the LAMC and the Proposed Plan’s design guidelines could be applied to existing uses and in particular, those involving discretionary project review through the CPIO subdistrict and Crenshaw Corridor Specific Plan ordinances. To this end, the Department of City Planning will continue to work with the City Attorney to pursue other legal means to address existing non-compliant, “nuisance” uses.

#### **Other Issues by Category**

Finally, in summarizing over 400 individual comments captured through the DEIR and Public Hearing comment periods, several notable comment areas are discussed below with additional clarification.

##### *Industrial Zone Changes*

Specific concerns related to the rezoning of industrial areas and in particular, those located near the La Brea and Farmdale Expo Line Stations as well as along commercial and industrial corridors such as the Hyde Park Industrial Corridor were raised at the public hearing.

The Proposed Plan strives to foster the opportunities afforded to properties near the key east/west Expo light rail transit line by encouraging a mix of uses within close proximity to the five station areas within the West Adams CPA. The La Brea/ Farmdale Avenue station area is unique in that it is built-out with early to Mid-20th Century manufacturing and warehouse structures, several of which are actively used, while many others that have remained vacant for decades. Currently, much of the station area is zoned [Q]M1, which is a Limited Industrial land use zone that prohibits commercial and residential activity. Recognizing the desire to maintain active and viable manufacturing uses, the Department recommends that the station area retain a Hybrid Industrial land use through the rezoning of [Q]M1 areas to CM Commercial Manufacturing. This will allow a variety of uses (commercial, residential as well as many manufacturing uses) to occur in close proximity to Rancho Cienega Park toward the creation of a true transit village.

In addition to the La Brea/ Farmdale and Jefferson/ La Cienega Expo Line TODs, the Hyde Park Industrial Corridor CPIO Subdistrict, in particular, has also been drafted to incentivize the creation of “cleaner” industrial uses through limitation on many of the automobile repair and storage uses allowed through the [Q] M1 Limited Industrial Zone.

### Specific Plan Amendments

Concerns were raised regarding the impacts new development might have on neighborhood character and the local business environment of Leimert Park Village. Comments further urged that upzones and parking reductions not be included along Crenshaw Blvd. within the boundaries of the West Area Neighborhood Council area. To clarify, extensive upzoning to this portion of the Corridor, which is adjacent to the Leimert Park neighborhood, is not proposed. Zone changes within the Leimert Park neighborhood have primarily been limited to commercial properties located at the intersection of Martin Luther King Jr. Blvd. and Crenshaw Blvd. where there will be a portal entrance to the Crenshaw/LAX Line. Height and building intensity increases at this location are proposed, but are kept low (45 feet and 48 feet for mixed-use), consistent with the current zoning regulations within the adopted Specific Plan which limit height and bulk directly adjacent to single-family residential areas.

Similarly, concerns regarding existing view corridors south of Vernon Ave. have been addressed by maintaining the 45 foot height limit within the “triangle” parcel just south of Leimert Park Plaza and by allowing 48 feet, 60 feet and in very targeted locations, 75 feet, depending on existing context (e.g. proximity to single-family residential areas, precedent for height set by existing structures, etc.). Refer to the following revisions section and Exhibit S for further clarity of heights and recommendations in response to these concerns.

### Parking

In addition to the discussions regarding Mobility, as outlined in Key Issue #5, and Traffic Congestion, as outlined through Key Issue #6, the need for additional on-street parking throughout the Plan Area was raised.

Red curbs and other on-street parking restrictions are regulated by several City Departments including LADOT, Fire, Police and Public Works. Any revision to these restrictions toward generating more on-street parking would require coordination with these Departments. In anticipation of future challenges regarding parking supply, numerous parking programs are outlined through the Mobility Chapter of the Proposed Plan.

### Community & Economic Development

General comments were received regarding the Proposed Plan’s policies toward job generation and specifically, whether they encouraged businesses that would provide “quality jobs.”

The predominate upzones of the Proposed Plan are located within the TOD areas along the Expo Line and Crenshaw/LAX Transit Corridor Project. The proposed Jefferson/ La Cienega TOD and Hyde Park Industrial Corridor CPIOs are unique in that their purposes seek to upzone parcels in a manner that incentivizes “quality jobs” in the emerging “clean tech”, “green tech” and “high tech” sectors.

Finally, not exclusive to TOD areas, the West Adams Community Plan designates lands and includes zone changes along all commercial corridors and at major intersection nodes in a manner that incentivizes a variety of businesses such as “sit-down” restaurants and full service grocery stores. In this regard, the goals, policies and programs of Chapter 3 related to economic and community development support the needs of local neighborhood-serving businesses by maintaining and enhancing the physical form and conditions of the Plan Area’s commercial settings.

### Historic & Cultural Resources

A general request to see immediate interim preservation and neighborhood conservation provisions for structures identified as “eligible” through Survey LA was submitted. The proposed



West Adams CPIO and amended Crenshaw Corridor Specific Plan include a provision that requires any project proposing demolition of an eligible structure be subject to CEQA review. In addition, the CPIO offers a parking reduction incentive in order to encourage preservation of facades of "character buildings," in conformance with The Secretary of the Interior's Standards.

#### Open Space/ Parks/ Public & Community Services

A number of comments were raised regarding the need for additional open space and public services such as libraries. The Proposed Plan does identify numerous goals and policies that call for additional park, open space and community facilities as well as the enhancement and ongoing maintenance of existing facilities. The Department of Recreation and Parks' "Needs Assessment" strategies as identified through Program P183 of the Plan toward developing a Citywide Park Masterplan implemented through a five year Capital Improvement Plan are one such method toward achieving the goals.

Furthermore, the Proposed Plan includes four policies that support flexible library siting and securing additional library resources. Program P166, for instance, clarifies the Los Angeles Public Library's role in implementing the Plan's policies through their LAPL Branch Facilities Plan. Refer to the goals and policies of Chapter 5 and the corresponding programs for further implementation strategies as well as additional lead or coordinating agencies involved.

#### Urban Design

A series of comments were submitted that generally called for the beautification of streets primarily in the West Adams Neighborhood Council Area and along Crenshaw Boulevard in the West Area Neighborhood Council area. Wider sidewalks and more street trees, as well as inquiries into streetscape plans not yet implemented formed the bulk of the comments.

Relative to the Plan Area overall, numerous recommendations regarding streetscape, street trees, street furniture, sidewalks and public plazas, among others, are identified in the Design Guidelines section of Chapter 4 regarding Mobility. Along Crenshaw Boulevard, a proposed streetscape plan is currently being developed by the Planning Department as part of a 2011 Metro TOD Grant. Additionally, comments supporting the execution of plans, studies and agreements for streetscape improvements along Crenshaw Blvd. have been raised citing the Mayor's Space Shuttle Endeavor Move Settlement Agreement as one such instrument to facilitate short term improvements. To clarify, the Agreement states that the planning and maintenance of trees along specified street segments, including Crenshaw Blvd will be maintained under a public/ private partnership. Programs 210, 253, 254 and 255 of the Proposed Plan support the Settlement Agreement by encouraging the implementation of streetscape plans in the Community Plan Area. As identified under Program 10, the Crenshaw Corridor Specific Plan establishes streetscape guidelines that will serve as a reference to other agencies and entities involved in improvements of public spaces. As shown through the MOU and Settlement Agreement, implementation of streetscape improvements will require project coordination with several agencies. Under Program 251, the Plan identifies that several agencies can assist in such coordination and further implementation of the Plan's programs, including LADOT, Bureau of Street Services and Bureau of Engineering.

## Corrections, Clarifications and Recommended Revisions

Through additional staff analysis, a number of corrections, clarifications and recommended revisions are included in this report. As detailed below and through the corresponding exhibits, recommended revisions involving specific areas of the Proposed Plan are put forth. Where corrections are necessary, they have been incorporated. Where revision is not recommended, staff has provided additional clarification.

### General Policy Document Changes

An updated version of the Plan Text or Policy Document, dated March 2013, has been included as Exhibit C. The updated Policy Document includes the full text associated with Chapter 6 – Implementation, as well as the following:

#### Corrections

General grammatical, spelling and technical errors throughout the Plan Text, including figures.

#### Recommended Revisions to Chapter 3 Goals and Policies

Several Chapter 3 goals and policies related to use limitations and historic and cultural resources are recommended for revision. Refer to the Plan Text Supplement (Exhibit B) for the revised language.

### General CPIO and Specific Plan Changes

Updated versions of the five proposed CPIO Subdistrict ordinances, Amended Crenshaw Corridor Specific Plan and their respective guidelines have been included as Exhibits F and G. General updates to the ordinances and guidelines include the following:

#### Corrections

General grammatical, spelling and technical errors to the text and figures.

#### Recommended Revisions to Development Standards and Guidelines

Several CPIO and Specific Plan standards and guidelines are recommended for revision. Refer to the Exhibits F and G for the exact language to be revised.

### Modified Street Designation Changes

#### Recommended Revisions to the Existing Circulation System Right-of-Way Dimensions

Attached with this report is an updated Modified Street Designations Table 4.1 for the West Adams New Community Plan. This latest version further modifies the right-of-way width consistent with the Plan's policy directive to forego dedication and street widening. The updates also include the required roadbed and sidewalk dimensions, in order to provide the City Planning Commission adequate detail in order to take action on the request. Finally, this draft table will require further city department and agency review and additional revision may be necessary. Refer to Exhibit J for the full updated inventory of the modified street dedications.

### Land Use Change Area Requests by Location

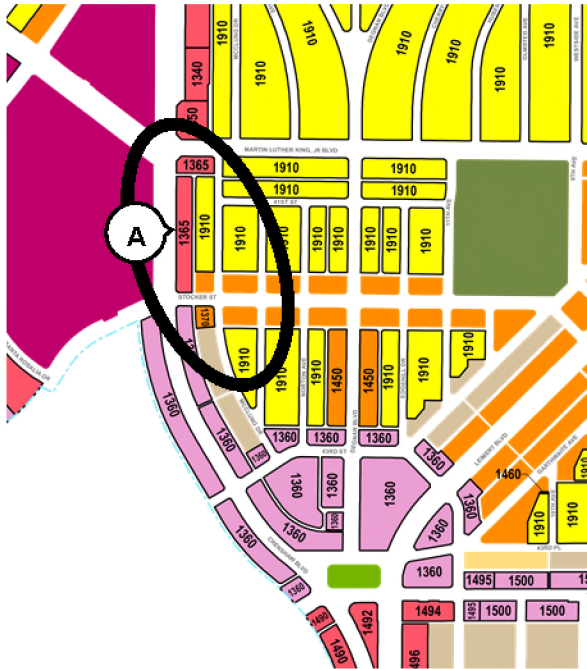
#### Crenshaw Corridor Specific Plan Amendments:

#### Recommended Revision to the Proposed Crenshaw/MLK TOD Area Zoning

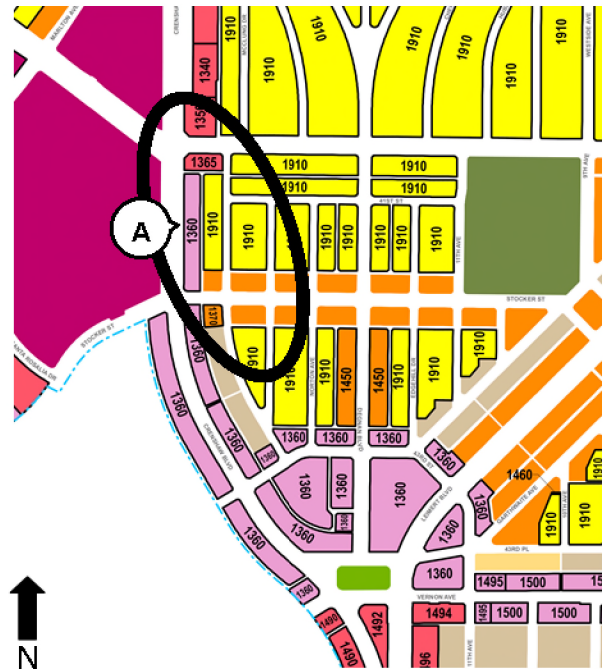
In response to the aforementioned comments related to concerns with upzones along Crenshaw Blvd. in the West Area Neighborhood Council area, staff recommends revising a portion of Subarea 1365 to become consistent with the height and intensity provisions of Subarea 1360. This change is recommended due to the extremely shallow lot depth of commercial properties

within this portion of Crenshaw Blvd. which are approximately 95 feet in depth (the typical dimension along the corridor generally is in excess of 130 feet). Additionally, this segment features low-scale “character” buildings located directly adjacent to R1 Single-Family Residential zoned properties within the Leimert Park neighborhood. The subarea shall remain a designated TOD through the Specific Plan Amendments such that parking reductions shall be retained to ensure that any new infill development maintains the established pedestrian-oriented character of the adjacent existing properties that are in close proximity to the station portal.

#### Preliminary Recommendation



#### Revised Recommendation



**Location:** Crenshaw Blvd. between Martin Luther King Jr. Blvd. and Stocker Street

Revision	Subarea		Existing Conditions	Preliminary Recommendation	Revised Recommendation
A	1365 1360	Land Use	Neighborhood Commercial	Community Commercial	Neighborhood Commercial
		Zoning	[Q]C1.5-1	C2-2D-SP	C1.5-1-SP
		Max Height	45 ft.	45 ft., 48 ft. MU	45 ft.
		FAR	1.5:1	1.5:1, 2:1, 3:1	1.5:1

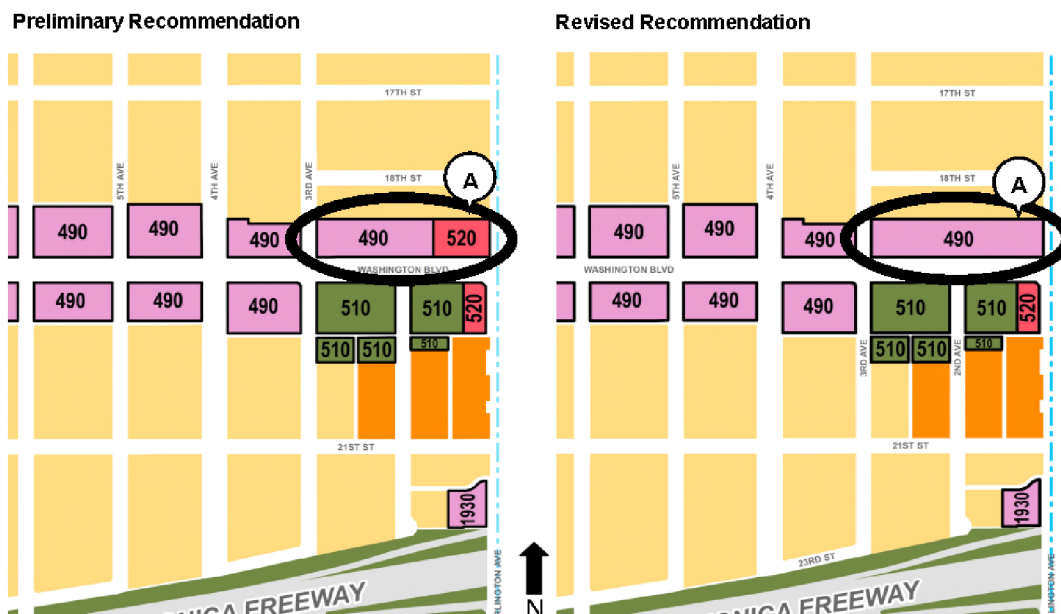
## Commercial Corridors and Nodes

### Clarification of the proposed Washington Blvd. PXP Las Cienegas Facility Rezone

Concern regarding a proposed zone change and its potential negative impact on future operations related to oil production were raised. To clarify, the proposed change from the existing CM Commercial Manufacturing zone to the C2 Commercial zone along Washington Blvd. near Arlington Ave. will not impact the current petroleum related activities onsite because the existing Oil Production Overlay "O" will remain in place pursuant to LAMC Section 13.01. In this regard, oil production and its related operations are first realized within the Heavy Industrial M3 zone. There is no distinction between the Neighborhood Commercial C2 zone and Hybrid Industrial CM zone regarding this particular use.

### Recommended Revision to the Arlington/ Washington Node

As referenced through the discussion regarding Key Issue #3 – *Residential Neighborhood Protections*, the boundaries of the "nodal" upzone area located at the north/west corner of the intersection of Washington Blvd. and Arlington Ave. is recommended for revision as delineated below to avoid conflicts with "character" buildings onsite and nearby, and in particular, the original Washington Irving Branch Library, a designated Historic-Cultural Monument, located to the north.

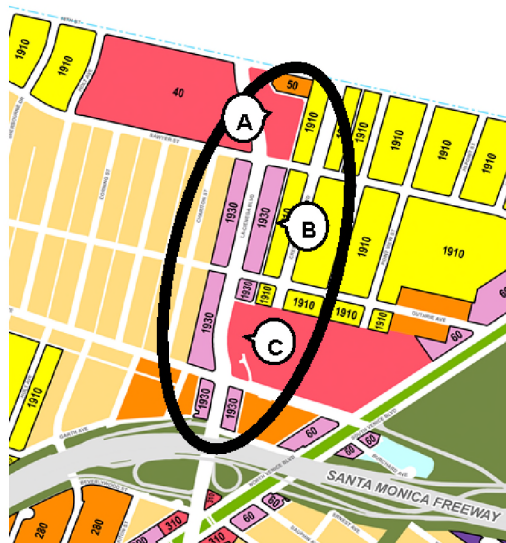


Location: Washington Blvd. at Arlington Ave.					
Revision	Subarea		Existing Conditions	Preliminary Recommendation	Revised Recommendation
A	520 490	Land Use	Commercial Manufacturing	Community Commercial	Neighborhood Commercial
		Zoning	[Q]CM-1VL-O	C2-2D-O-CPIO	C2-1VL-O-CPIO
		Max Height	45 ft.	55 ft.	45 ft.
		FAR	1.5:1	2:1, 3:1	1.5:1

**Recommended Revision to include La Cienega Blvd. as a CPIO Add Area**

Comments were received from members of the P.I.C.O Neighborhood Council requesting that the regulations of the Commercial Corridors CPIO Subdistrict, and in particular, those related to use limitations, be applied to those portions of La Cienega Blvd. north of the I-10 Freeway in the Faircrest Heights Community. Because the issues impacting this area are consistent with those found along other commercial corridors of the Plan Area, staff recommends that the parcels identified be rezoned and included into the Commercial Corridors CPIO Subdistrict in the following manner:

**Preliminary Recommendation**



**Revised Recommendation**



Revision	Subarea		Existing Conditions	Preliminary Recommendation	Revised Recommendation
<b>Location:</b> La Cienega Blvd.—18th St. to Sawyer St. and intersection w/ Cadillac Ave.					
A	<b>NEW</b> 65	<i>Land Use</i>	Community Commercial	Community Commercial	Neighborhood Commercial
		<i>Zoning</i>	C2-1	C2-1	C2-1VL-CPIO
		<i>Max Height</i>	unlimited	unlimited	45 ft.
		<i>FAR</i>	1.5:1	1.5:1	1.5:1
<b>Location:</b> La Cienega Blvd.—Sawyer St. to I-10 Frwy.					
B	<del>1930</del> 63	<i>Land Use</i>	General Commercial	Neighborhood Commercial	Neighborhood Commercial
		<i>Zoning</i>	C2-1	C2-1	C2-1VL-CPIO
		<i>Max Height</i>	unlimited	unlimited	45 ft.
		<i>FAR</i>	1.5:1	1.5:1	1.5:1
<b>Location:</b> La Cienega Blvd.—Guthrie Ave. to Cadillac Ave.					
C	<b>NEW</b> 62	<i>Land Use</i>	Community Commercial	Community Commercial	Neighborhood Commercial
		<i>Zoning</i>	[Q]C2-1	[Q]C2-1	[Q]C2-1VL-CPIO
		<i>Max Height</i>	unlimited	unlimited	45 ft.
		<i>FAR</i>	1.5:1	1.5:1	1.5:1

**Jefferson/ La Cienega TOD***Correction Regarding the La Cienega Jefferson Tower Project*

A comment was received requesting that the land use recommendations of the Proposed Plan accurately reflect entitlements associated with the above named project. In response, subarea numbers 1942 and 1945 of the Proposed Change Area Recommendations Matrix (dated 9-4-12) have been further updated to more accurately reflect the zone and height district changes associated with Ordinances 173752 and 173202. In particular, a reference to maximum height and the satisfaction of the Tentative Tract (T) Conditions and the permanence of the zone through a [Q] Condition have been incorporated. Because this project is fully entitled, the development standards to be imposed through the CPIO will not impact the development of the not yet constructed La Cienega Jefferson Tower. Refer to Exhibit B (Proposed Plan Supplement) for the revised Subarea information.

*Clarification of the Proposed Bowesfield Street Zone Change*

Concerns were raised regarding the zone changes proposed for Bowesfield Street. Commenters were concerned that existing residential uses would be non-conforming with this zone change. The proposed zone changes associated with Subarea H of the Jefferson/ La Cienega TOD CPIO involve an upzone of portions of the R1 Single-Family Residential zone and RD1.5 Restricted Density Multi-Family Residential zone to the R4 High Medium Residential zone, which would continue to allow residential uses and prohibit commercial uses.

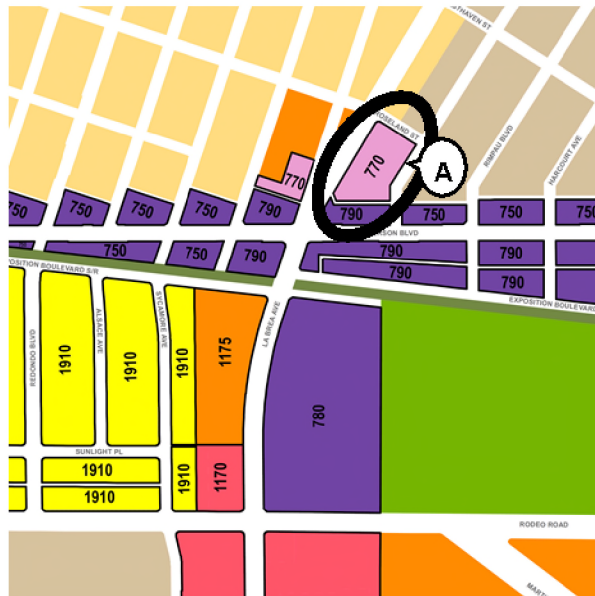
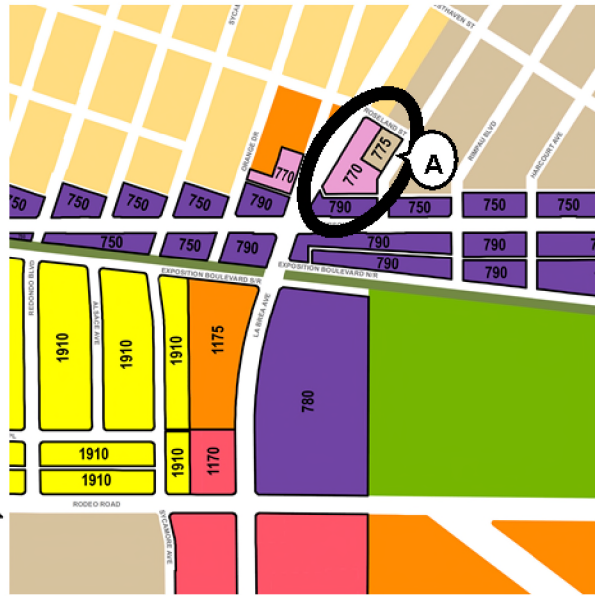
**La Brea/ Farmdale TOD***Clarification Regarding the Continuation of a Sheet Metal Shop Use in the CM Zone*

Consistent with the preceding Discussion of Key Issues Section regarding industrial zone changes, a site-specific concern was raised relative to continued existence of a long-standing sheet metal fabrication business located in what would become a CM Commercial Manufacturing zone through the Proposed Plan. To clarify, while CM zoning does allow for somewhat similar light manufacturing uses such as precision machine shops and specialized precious/semi-precious metal product manufacturing, the parcel's current [Q]M1 Limited Industrial Zone (which does not allow commercial, residential or other non-industrial uses) would be the first zone where a sheet metal shop can be realized. Therefore, the existing use would become a legal nonconforming use. However, the zone change to CM would apply only to new uses and existing legal nonconforming uses would be able to operate unimpeded. Since there is concern that future improvement or addition to the existing business may be impacted by this zone change, staff recommends that the CPIO ordinance procedures include additional language clarifying the ability and parameters of certain nonconforming businesses to add, improve or enlarge their operations as desired.

*Recommended Revision to Restore the West View Street Residential Zoning*

The Proposed Plan initially recommended that the existing C1.5-1 Commercial zoning of the subject block (Subarea 770) be rezoned to C1.5-1VL-CPIO and included into the La Brea/ Farmdale TOD CPIO Subdistrict. With the approval of a Correction Ordinance by the City Council on November 13, 2012, the original R2-1 Two-Family Residential zone for lots 89-93 of Tract 1601 has been restored. Therefore, it is recommended that Subarea 770 be revised to exclude those R2 zoned lots along West View Street restored to this Low Medium I Residential Land Use zone through the correction ordinance.



**Preliminary Recommendation****Revised Recommendation****Location:** West View St. at Roseland St.

Revision	Subarea		Existing Conditions	Preliminary Recommendation	Revised Recommendation
A	770 775	Land Use	General Commercial, Low Medium I Residential	Low Medium I Residential	Low Medium I Residential
		Zoning	[Q]C1.5-1VL	C1.5-1VL-CPIO	R2-1
		Max Height	45 ft.	45 ft.	45 ft.
		FAR	1.5:1	1.5:1	3:1



## FINDINGS

### Project Location

1. **The West Adams – Baldwin Hills – Leimert Community Plan Area (CPA)** is located approximately 7 miles southwest of downtown Los Angeles and contains nearly 6,130 acres (approximately 9.58 square miles) of developable land area. This CPA is generally bounded by Venice and Pico Boulevards at the north; Arlington and Van Ness Avenues at the east, Ballona Creek and Robertson Boulevard at the west; and the Baldwin Hills at the south. Other CPAs and jurisdictions that are adjacent to the West Adams - Baldwin Hills - Leimert CPA include, the Wilshire CPA (City of Los Angeles) to the north, the South Los Angeles CPA (City of Los Angeles) to the east, the West Los Angeles CPA and Palms - Mar Vista - Del Rey CPA (City of Los Angeles) and the City of Culver City to the west, as well as the City of Inglewood and unincorporated Los Angeles County to the south.

### City Charter Findings

2. **Charter Section 556** – In accordance with Charter Section 556, the new policies, zone and height district changes, plan land use designations, overlays and amendments proposed in the West Adams - Baldwin Hills - Leimert New Community Plan (the Proposed Plan) are in substantial conformance with the purposes, intent, and provisions of the General Plan. The Proposed Plan is consistent with and helps to further accomplish the goals, objectives, and policies contained in portions of the General Plan, including the General Plan Framework Element. The Proposed Plan amendments and zone changes are necessary to implement the General Plan and accomplish the stated objectives of the New Community Plan Program. The General Plan Framework Element establishes the standards, goals, policies, objectives, programs, terms, definitions, and direction to guide the update of citywide elements and the community plans. The Framework Element is a special purpose element of the City of Los Angeles General Plan that establishes the vision for the future of the City of Los Angeles and the direction by which the citywide elements and the community plans shall be comprehensively updated in harmony with that vision. The Framework Element establishes development policy at a citywide level and within a citywide context, so that both the benefits and challenges of growth are shared.
3. **Charter Section 558** – In accordance with Charter Section 558(b) (2), the Proposed Plan, inclusive of the Community Plan Implementation Overlay (CPIO) District and Specific Plan Amendments, will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the Proposed Plan and land use ordinances are consistent with the City's General Plan. In addition, the Proposed Plan, CPIO District and Specific Plan Amendments will be in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. Some of the overarching themes of the Proposed Plan and land use ordinances include promoting sustainable development, the revitalization of commerce and industry and the preservation of historic and cultural resources. The Proposed Plan accomplishes this by including policies and standards that encourage sustainable, mixed-use development around transit stations, promoting a greater diversity of retail and neighborhood services, and preserving the area's economic vitality by improving industrial districts and commercial corridors while protecting adjacent residential uses. The CPIO District and Specific Plan Amendments directly implement these policies by regulating permitted land uses, height, bulk and overall design of buildings along major commercial corridors of the Community Plan Area.

## Los Angeles Municipal Code Findings

4. **LAMC 12.32 C.2** – In accordance with LAMC 12.32 C.2, the proposed zone changes including the CPIO District and Specific Plan Amendments (the land use ordinances) will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the proposed land use ordinances are consistent with the City's General Plan and directly implement the policies of the Framework Element. In addition, the proposed zone changes will be in conformity with public necessity, convenience, general welfare and good zoning practice. These ordinances promote economic well-being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial, and open space needs of the community. The land use ordinances directly implement the policies contained in the Proposed Plan that concentrate potential future growth in existing centers near public transportation and limit further intensification of existing single-family residential neighborhoods. The proposed land use ordinances follow good zoning practice in implementing such policies by including development restrictions such as height limitations in areas that transition between higher and lower densities and including development incentives to encourage new housing near jobs and in locations with multi-modal transportation options.
5. **LAMC 11.5.7 G** – In accordance with LAMC 11.5.7 G, the amendment to the Crenshaw Corridor Specific Plan will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the proposed Specific Plan Amendments are consistent with the City's General Plan and directly implement the policies of the Framework Element. The proposed amendments include an update to the development standards, design guidelines and member composition of the Design Review Board for the Crenshaw Corridor Specific Plan to implement the West Adams – Baldwin Hills – Leimert New Community Plan's goals, policies, and programs. The regulatory controls of the Crenshaw Corridor Specific Plan provide the systematic execution of the General Plan and the New Community Plan to meet the public needs, convenience and general welfare.

The Crenshaw Corridor Specific Plan was adopted in 2004, along with design standards and guidelines to regenerate land uses and revitalize commercial areas along Crenshaw Boulevard. The Proposed Plan includes General Plan Amendments in order to accommodate newly completed transit and infrastructure projects, such as the Metro Expo Line and Crenshaw/LAX Transit Corridor, which fall within the boundaries of the Crenshaw Corridor Specific Plan. The Specific Plan is updated to address key issues, such as the high concentration of certain uses, ensuring an adequate mix of businesses, promoting pedestrian-friendly and transit-oriented development areas, encouraging more sit-down restaurants, and continuing to maintain the culture and character of commerce in the Crenshaw area. The amendments further implements the goals, programs and policies of the Proposed Plan by containing standards that promote controlled development while encouraging and stimulating economic revitalization. Those standards include use limitations and the regulation of signs, setbacks, open space, and parking. Additionally, the amendments include an update to the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual.

6. **LAMC 13.14 C.5** – In accordance with LAMC 13.14 C.5, the supplemental development regulations of the proposed West Adams Community Plan Implementation Overlay (CPIO) District are consistent with and necessary to implement the programs, policies and

guidelines of the West Adams – Baldwin Hills – Leimert New Community Plan. The West Adams CPIO's regulations set forth design and development standards to ensure that new projects enhance the unique architectural, environmental, and cultural qualities of the Community Plan Area.

The West Adams CPIO District implements the goals and policies of the Proposed Plan through specific regulations that help to foster commercial revitalization, limit the overconcentration of certain uses, and ensure that new infill development responds to the prevailing neighborhood character. The CPIO District implements the goals and policies of the West Adams New Community Plan by targeting growth into transit-oriented development areas and at major intersection nodes. In an effort to retain neighborhood serving uses, the CPIO Subdistricts are located in areas that serve as identifiable business, service, and social places for the Community Plan Area. The five subdistricts are:

- Commercial Corridors and Major Intersection Nodes CPIO
- La Brea/Farmdale Avenues TOD CPIO
- Jefferson/La Cienega Boulevards TOD CPIO
- Hyde Park Industrial Corridor CPIO
- Venice/National Boulevards TOD CPIO

With regard to compatible land uses, the West Adams CPIO District includes use limitations on automotive repair uses, motels, liquor stores, among other uses, to help achieve the goals and policies of the Proposed Plan. In an effort to preserve and protect residential uses, scale is addressed through transitional height standards for commercial and industrial projects. To further the goals of pedestrian and transit orientation and walkable commercial areas of the Proposed Plan, each subdistrict includes standards for lot coverage, building intensity, building façade frontage at the sidewalk, building heights, active ground floor uses, and parking reduction incentives. The Commercial Corridors and Major Intersection Nodes Subdistrict includes two design guidelines to help improve the visual appearance of open space and foster high-quality sustainable infill development. Other subdistricts, including the Hyde Park Industrial Corridor CPIO, promote standards for adaptive reuse, and green- and clean-tech infill construction in transit-oriented development areas.

## **General Plan Findings**

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

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

## Distribution of Land Use

With respect to the distribution of land use, the 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.*

The primary characteristic of the Proposed Plan is that it is a “quality of life plan” that attempts to limit targeted uses and incentivize others in order to enhance the mix of uses and increase the quality of life for West Adams’ residents. The Proposed Plan initiates various changes to the existing 1998 Community Plan by implementing the policies, goals, and objectives of the General Plan. The Community Plan intends to promote an arrangement of land uses, streets, and services to encourage economic vitality, social and physical well-being, and general health, safety, welfare and convenience for the people who live and work in the community.

Consistent with the above-referenced objective and policy, areas are identified on the Long-Range Land Use Diagram in a manner that directs future growth away from adjacent residential neighborhoods to higher-intensity commercial center locations and areas in close proximity to public transit to provide better access to a diverse set of uses and job opportunities. To accommodate a variety of uses, the Proposed Plan includes policies that are being implemented through the West Adams CPIO District and Crenshaw Corridor Specific Plan. Those implementation tools preserve cultural and economic assets in the Leimert Park area. Additionally, along Crenshaw Boulevard and other corridors, land uses are allocated in a manner that will promote economic, social, and physical welfare of the community

With respect to land use and air quality, the Air Quality Element states the following:

*Air Quality Element - Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.*

*Air Quality Element - Goal 4: Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.*

*Air Quality Element - Objective 4.2: It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.*

*Air Quality Element - Policy 4.2.1: Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.*

The Proposed Plan corresponds with the Air Quality Element by promoting several principles that are key to improving air quality and strengthening the link between transportation and land use planning. These principles include enhancing mobility and access to all system users, identifying appropriate locations for new development, revitalizing commercial and industrial

lands, promoting historic preservation and conserving the neighborhood character and scale of stable residential neighborhoods. In accordance with the Air Quality Element, the Proposed Plan minimizes impacts of existing land use patterns by creating conservation areas outside of designated districts, centers, and mixed-use boulevards. The implementation tools of the Proposed Plan include standards that target growth into pedestrian- and transit-oriented districts, which assist in reducing greenhouse gas emissions associated with vehicular trips and vehicles miles travelled. This will further encourage the integration of transportation, land-use and housing throughout the Community Plan Area, which is in accordance with the Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375, and in compliance with the General Plan's Air Quality Element. This bill helps to implement the greenhouse gas reduction goals of Assembly Bill 32, the California Global Warming Solutions Act of 2006, by targeting transportation-related emissions through better integration of land use and transportation through TOD parking reduction incentives and pedestrian-oriented design standards.

The Proposed Plan attempts to reduce vehicle trips by increasing capacity for housing and commercial services at key nodes that are at the intersections of major bus routes and/or rail stations. The Proposed Plan also revitalizes several areas along the Metro Expo and Crenshaw/LAX Transit Corridor Lines to provide housing and some opportunities directly adjacent to transit. The West Adams CPIO disincentivizes the use of vehicle trips and incentivizes alternative modes of transportation.

With respect to development patterns and spatial distribution of development, the Framework and Air Quality Elements state the following:

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

*Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.*

*Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

*Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.*

Consistent with the above-referenced objective and policies, the Proposed Plan encourages the spatial distribution of development and improved development patterns to help facilitate a better quality of life for the community. The Proposed Plan allocates land for the range of uses that the community will need through 2030, and improves the connection between land use and transportation to be consistent with the Framework Element. The distribution of low-density residential units coupled with their physical separation from commercial services, jobs, recreation, and entertainment over the past several decades has resulted in an autocentric community. This, in turn, leads to numerous single-purpose vehicle trips, long distances traveled, traffic congestion, and air pollution. Non-home-to-work trips now result in more congestion and air pollution than home-to work trips. To promote more pedestrian- and transit-

oriented developments, the Proposed Plan effectively shapes the form, scale and character of growth by setting development standards within the land use ordinances; the West Adams CPIO District and the Crenshaw Corridor Specific Plan Amendments. The CPIO Subdistricts provide for the siting and design of infill development that maintains the prevailing scale and character of surrounding neighborhoods, while enhancing the character of West Adams commercial and industrial districts. The Proposed Plan facilitates the revitalization of commercial and industrial lands by modifying land use designations, and zoning to allow for a more relevant mix of uses.

In addition to the Proposed Plan, the CPIO Subdistricts and the Crenshaw Corridor Specific Plan Amendments will help to implement SB 375 by ensuring new infill development responds to transit proximity and relies less on automobile orientation, which will, in essence, provide more access to mobility choices while reducing air pollution and vehicular trips and vehicle miles traveled. The active change areas of the Proposed Plan are located along a robust public transit network that includes many rail and bus lines. The Proposed Plan analyzed several segments proposed for implementation of bike lanes in the bike plan and acknowledges the LAMC bicycle parking requirements in transit-oriented development areas. Several commercial corridors are served by bike routes and future bike lanes are planned through 2030.

## **Population and Employment Growth**

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

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

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

Consistent with the above objective contained in the Framework Element (as well as Southern California Association of Governments' 2008 RTP), the Proposed Plan accommodates projected population and employment growth within the Community Plan Area. The Proposed Plan includes policies and programs that are aimed at providing adequate transportation, utility infrastructure and public services. The Proposed Plan is estimated to reasonably accommodate approximately 218,741 people and 53,113 jobs, by 2030, providing enough capacity to go above and beyond SCAG projections. The Framework Element includes a 2010 proposed plan employment forecast of 53,933 and a population forecast of 200,981 for the West Adams Plan Area. The Framework forecasts are best estimates since the adoption of the Framework in 1996 and 2001, and as implementation of the Framework proceeds, the "population forecasts may be revised based upon specific land use actions adopted through the community plan update process." Consistent with the Framework strategy, the Proposed Plan accommodates projected

growth that reflects revised forecasts from SCAG and the community plan update process. The Proposed Plan's reasonable expected development capacity gives a degree of flexibility to accommodate additional population and employment, if necessary, to meet the requirements of SCAG's RTP, in accordance with AB 32 and SB 375. These legislative acts require that California cities create 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 this Community Plan Area has expansive investment in transit infrastructure, the Proposed Plan's increases in capacity are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework Element. The Proposed Plan accommodates employment growth in centers and along transit corridors, consistent with Framework Element's policies on economic development. The Proposed Plan also accommodates mixed-use development in commercial zones, alleviating pressure to up-zone many residential areas and helping to preserve existing affordable housing and maintain existing neighborhood character. Increasing capacity outside of residential areas in commercial zones helps make it possible to conserve housing in many existing residential neighborhoods at the existing density and scale.

## **Residential Neighborhoods**

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

*Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

*Goal 3B: Preservation of the City's stable single-family residential neighborhoods.*

*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.*

Consistent with the above-referenced policy, goal and objective of the Framework Element, the Proposed Plan retains existing land use designations and zoning for residential neighborhoods to protect the scale and character of these areas and limit incompatible uses. The Proposed Plan focuses new commercial and mixed-use development away from single-family areas and into identified commercial centers, mixed-use boulevards and districts with access to public transportation. The CPIO District and Crenshaw Corridor Specific Plan Amendments implement the policies of the Proposed Plan by encouraging the creation of new infill development near transit through incentives, including parking reduction and a variety of building intensities for certain commercial and industrial uses. Consistent with the Framework Element, neighborhood compatibility is encouraged by respecting the existing historic building patterns and retaining proportional dimensions of single-family homes along a residential street. The Proposed Plan also includes transitional height and design requirements for commercial and industrial parcels that abut residential areas.

The Proposed Plan intends to protect residential neighborhoods and establishes a variety of

uses to make a complete neighborhood. To ensure that the character and scale of stable single-family residential are maintained, the Proposed Plan revises the Low Single-Family Residential category by dividing its five corresponding zones among three tiers; Low I, Low II and Low III such that the R1 Single-Family Residential Zone is now placed in its own Low II land use category thereby further protecting the zone by requiring both a zone change and a General Plan Amendment to up or down zone.

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

Consistent with the above-referenced goal, the Proposed Plan enhances the quality of life of multi-family neighborhoods by preserving and encouraging sustainable developments. This includes providing policies for the conservation of multi-family neighborhoods, such as the “garden-style” residential developments located at Baldwin Village and Village Green. The proposed plan also contains multi-family design guidelines that enhance the aesthetic character of multi-family neighborhoods. The Proposed Plan promotes energy efficient homes and drought tolerant landscaping for multi-family developments, which aligns with SB 375 to create sustainable and environmentally-friendly communities while reducing greenhouse gas emissions and improving air-quality. To maximize opportunities for open space and reduce the heat island effect, the Proposed Plan recommends that multi-family new construction should include green roofs and community gardens, where feasible. Furthermore, in compliance with the Framework Element, design guidelines are established in the Proposed Plan for multi-family developments to promote the retention and enhancement of the unique character of the residential neighborhoods throughout the Community Plan Area.

### **Pedestrian-Oriented Districts**

With respect to Pedestrian-Oriented Districts, the Framework Element states the following:

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

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

Pedestrian-Oriented Districts promote attractive walkable, pedestrian environments that encourage the establishment of commercial and mixed-use districts. The Proposed Plan includes policies and implementation tools to activate the ground floor retail of commercial corridors through the design and placement of buildings, structures and street furnishings. In consideration of SB 375, the Crenshaw Corridor Specific Plan is being updated to include standards for creating pedestrian-friendly transit-oriented developments to connect with the Metro Expo Line and Crenshaw/LAX Transit Corridor. The Proposed Plan focuses possible growth in the Regional Center and near existing transit infrastructure, such as the Metro Rail Line stations and bus rapid transit corridors. This approach helps to reduce dependency on automobiles, offers mobility choices, encourages development with less impact on roads, and promotes sufficient density to support walkable communities and transit-oriented developments. Additionally, the transit-oriented developments create areas for neighborhood-serving uses, open space, and restaurants with outdoor eating areas, which are critical to provide pedestrian activity while reducing traffic generation. Development standards are updated to include refined parking policy procedures and shared parking facilities in commercial centers and mixed-use boulevards. The pedestrian circulation and bicycle access are improved in the Proposed Plan



and land use ordinances by promoting pedestrian amenities, such as paseos, arcades, and courtyards in new developments. The Proposed Plan also recommends the development of streetscape plans as called for by the Framework Element. Streetscape plans for portions of Crenshaw Boulevard would regulate streetscape amenities such as street trees, benches, shelters, and information signs and the provision of such improvements as part of development projects. To further promote pedestrian orientation, the Proposed Plan acknowledges the City's Walkability Checklist, the Citywide Design Guidelines, and Principles of Urban Design and Sustainability.

## Commercial Areas

Consistent with the Framework Element, the Proposed Plan evaluates the Framework's existing centers and districts and amends the Long Range Land Use Diagram to make adjustments to the general boundaries of four commercial areas: Neighborhood Districts, Community Centers, Mixed-Use Boulevards, and Regional Center to further support a diverse set of uses. In accordance with the Framework Element, the Long Range Land Use Diagram is flexible and suggests a range of uses within its land use definitions. Precise determinations are made in the community plans. To that end, nomenclature changes are proposed for two commercial land use designations: General Commercial Land Use is being redesignated to the existing Neighborhood Commercial Land Use Category. The Regional Commercial Land Use Designation will change to the new Regional Center Commercial. The Community Center Land Use Designation will be applied to the Nodes and TOD areas in a more fine grained approach through Plan Amendment. Findings for each commercial area are provided below.

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

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

*Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.*

Neighborhood Districts are located at several key areas throughout this Community Plan. The Framework Element places Neighborhood Districts near Leimert Park Village, Washington Blvd/Rimpau and Robertson Blvd. Neighborhood Districts' design and revitalization parameters are achieved through administration of West Adams CPIO District and Crenshaw Corridor Specific Plan Amendments. In accordance with the Framework Element, the clustering of neighborhood serving uses minimizes automobile trips while encouraging pedestrian-oriented districts in close proximity to adjacent residential neighborhoods. Thus, the Proposed Plan expands the Neighborhood Districts by strengthening uses and design standards that contribute to a neighborhood district identity, to expand the boundaries of existing Neighborhood Districts and to also include Slauson Ave. at West Blvd., as a new Neighborhood District.

The West Adams CPIO District implements the policies, goals and programs of the Proposed Plan by establishing design standards for over-concentrated uses, promoting context sensitive projects, and enhancing the appearance and safety of commercial areas. In conformance with the Framework Element, the development standards for these Neighborhood Districts strive to enhance an active and walkable character of the neighborhood district areas, customize infill design and site planning standards, and recommend area specific streetscape and landscape

standards. For instance, in the Commercial Corridors and Major Intersection Nodes CPIO Subdistrict, building heights for Neighborhood Districts are set at a maximum of three stories. To conserve the neighborhood character in Neighborhood Districts, commercial and industrial uses are required to step back from adjacent residential properties. Use limitations are identified along certain corridors and nodes to guarantee that a broad range of uses serve the needs of adjacent residents while ensuring that this Community Plan Area is a desirable place to work and visit. In concert with the Proposed Plan's streetscape recommendations, this development typology will ensure Neighborhood Districts will continue to maintain their distinct and unique character while activating intersection nodes.

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

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

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

Consistent with the above-referenced goal and objective, the Proposed Plan reinforces existing and encourages new Community Centers and Mixed-Use Boulevards by accommodating a broad range of uses that serve residents, enhance housing choice and provide additional job opportunities. The CPIO District and the Crenshaw Corridor Specific Plan implements the policies of the Proposed Plan by promoting a "main street" character throughout the Community Plan Area. Community Centers and Mixed-Use Boulevards accommodate greater densities and scales while promoting pedestrian-oriented developments that serve the surrounding community, both day and night. Within these active change areas, the development standards and regulations encourage the prevailing twentieth century development pattern of West Adams, which included a building typology with buildings constructed close to the sidewalk and included an array of retail businesses, and neighborhood services such as full-service grocery stores and sit-down restaurants. Consistent with SB 375, the reuse of existing structures and redevelopment of "greyfield" sites, prioritization of new development in close proximity to transit and encouraging community gardens, will ensure the long-term sustainability of the community.

In many of the CPIO Subdistricts, floor area ratios range from 1.5:1 to 3:1, with maximum building heights in accordance with the scale of the adjacent neighborhood. Consistent with the above objective, in order to ensure that the Community Centers and Mixed-use Boulevards are desirable places to live, work and visit, design guidelines are developed for infill developments located near transit stations. The two new design guidelines included in the Commercial Corridors and Major Intersection Nodes Subdistrict are Washington Boulevard Design Guidelines and the Robertson Boulevard Design Guidelines. In addition, the specific plan amendments include an update to the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual. The Community Plan also includes Design Guidelines for commercial and multi-family developments to reinforce the aesthetic character of the commercial districts.

*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.*

Consistent with the above-referenced goal and objective, Community Centers and Mixed-Use Boulevards in the West Adams NCP emphasize the integration of housing with commercial uses that are in proximity to transportation hubs, or transit stations. Additionally, consistent with the Framework Element, the CPIO District implements the policies of the Proposed Plan by establishing development standards that further refine commercial manufacturing to address existing commercial building fabric while eliminating urban decay of storefronts. The land use ordinances implements the Proposed Plan, by including standards that require the placement of commercial uses along the ground floor, maintaining a continuous streetwall of architecturally significant facades and internalizing parking to ensure that the pedestrian-oriented developments are achieved.

Consistent with the above-referenced goal, the Proposed Plan identifies a network of boulevards that balance community needs and economic objectives. Community Centers are designated within the Crenshaw Specific Plan Amendments and in the following CPIO Subdistricts: Venice National TOD, Jefferson/La Cienega TOD, La Brea/Farmdale TOD and the Commercial Corridors and Major Intersection Nodes. Mixed-Use Boulevards include certain segments of Venice, Washington, Adams, Crenshaw, Jefferson, Vernon, Slauson, and Florence Ave. Consistent with the above objective, in some of the CPIO Subdistricts, incentive areas are proposed that will allow increases in the floor area ratio (FAR) for preferred types of development at nodes and underutilized sites, and require FAR minimums in other areas. Additionally, these commercial areas complement the existing building typology by including the transitional step-back from adjacent residential parcels ensures that development does not encroach into intact neighborhoods.

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

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

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

Consistent with the above-referenced goal and objective, the Proposed Plan includes policies, goals and programs for its mixed-use center to enhance urban lifestyles while serving the region. The Baldwin Hills-Crenshaw Plaza is a hub of regional center commerce and activity that contains a diversity of uses. To further encourage economic vitality of this regional center, the Crenshaw Corridor Specific Plan which includes amendments to the Santa Barbara Plaza (a.k.a. Marilton Square) site that implements the policies and programs of the Proposed Plan by addressing design standards and guidelines and building typology. The Proposed Plan reinforces the existing Baldwin Hills-Crenshaw Plaza mall site by supporting it as a business district outside the city center, while promoting the site and building design to be an exemplary model of smart growth, consisting of mixed-use retail, office, hotel, and residential development. Consistent with the above-referenced objective, the Proposed Plan supports the promotion of farmers' markets, an African American Museum, and space for cultural events to provide jobs, entertainment and culture for the region. Additionally, within the Crenshaw Corridor Specific

Plan Amendments, mixed-use projects, shared parking and the development of an urban village that enhances pedestrian and bicycle connectivity are encouraged.

## **Industrial Lands**

With respect to Industrial Lands, the 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.).*

The Proposed Plan implements the above goal, objective and policies of the Framework Element by placing limits on the introduction of non-industrial uses and incentivizing the attraction of new industries in industrial areas. Since industrial lands in this Community Plan Area are typically adjacent to residential areas and are small in size and shallow in depth, the introduction of new commercial and non-industrial uses are discouraged. The CPIO District implements the policies and programs of the Proposed Plan to help maintain the City's fiscal viability of industrial lands. Four of the five CPIO Subdistricts set development standards to encourage redevelopment of industrial lands along the two railroad corridors in the Community Plan Area, the Southern Pacific Railroad Corridor (Metro Expo Line) and the Harbor Subdivision BNSF Railroad Corridor (Hyde Park Boulevard).

In compliance with the Framework Element, several CPIO Subdistricts, including Venice/National TOD, Jefferson/La Cienega TOD, and La Brea/Farmdale TOD, look to preserve and protect viable industrial land while providing flexible zoning to facilitate the clustering industries and supporting uses. The CPIO Subdistricts' regulate the building heights and structural transitions, building intensity, mobility, streetscape, lot coverage and open space provisions. The CPIO District encourages the development of emerging clean-tech and high-tech uses and green technology within medium-intensity transit hubs. Additionally, the redevelopment of the underutilized lands and brownfield sites will help to promote job creation by attracting industry back to the Community Plan Area, particularly the Hyde Park neighborhood, and allow for the adaptive reuse of light industrial areas in specific locations. The Proposed Plan seeks to maintain existing industrial lands while capitalizing on emerging industrial sectors. To encourage sustainability and improve the built environment, the Proposed Plan includes design guidelines for site and building design for small, medium and large sites.

## **Transit Stations**

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

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

*Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations,*

*while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.*

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

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

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

Because of significant transit infrastructure investment with the opening of the Metro Rail Expo Line, Phase I, in 2012, and the proposed completion of the Crenshaw/LAX Transit Corridor by 2018, and in conjunction with the extensive network of bus lines, this Community Plan's land use pattern supports increased transit use. The Proposed Plan includes up to five stations along Crenshaw Boulevard: Crenshaw/Expo, Crenshaw/Martin Luther King, Jr., Leimert Park (pending), Crenshaw/Slauson, and Florence/West. Also, transit-oriented developments are encouraged within ½ mile of five Metro Expo Line stations: Crenshaw/Expo, Farmdale/Expo, La Brea/Expo, La Cienega/Expo and Robertson/ Expo (Culver City) . In consideration of SB 375, the Proposed Plan focuses growth in its regional center and near existing transit infrastructure, at nodes and major intersections. To encourage more pedestrian- and transit-oriented developments, the CPIO District and the Crenshaw Corridor Specific Plan Amendments include standards that promote a building typology and development pattern that reduce dependency on automobiles, offer mobility choices, encourage development with less impact on roads and encourage sufficient density to support walkable communities.

The Proposed Plan includes policies that facilitate development and public improvements at multimodal transit nodes, support the efforts for regional transit connections, and create integrated mobility hubs at key locations. In regards to transit orientation, the policies in the Proposed Plan are implemented through the CPIO District and Crenshaw Corridor Specific Plan Amendments. Within these land use ordinances, incentives are provided for targeted growth areas in centers that serve as identifiable business, service and social places for the neighborhood, and through the reuse of the City's boulevards and industrial districts. In response to traffic congestion and parking challenges, the Proposed Plan includes multi-faceted strategies that encourage provisions for shared parking, traffic calming devices, and commuter and ridesharing programs. In conformance with the Framework Element, the Proposed Plan looks to locate jobs nearing housing to help reduce commutes, increase walking and biking rates and improve access to open space and parks. This thereby creates a public health benefit, while helping to achieve the mandated clean air and greenhouse gas emission targets.

## **Cultural and Historic Resources**

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

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

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

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

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

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

Consistent with the above goals, policy and objectives, the Proposed Plan seeks to maintain and protect important cultural and historic resources while allowing for the development of economically viable uses. The Framework Element's conservation objectives focus on the conservation of significant resources to enhance community and neighborhood character. The Proposed Plan reflects a diverse housing stock, ranging from 50 to over 100 years of age, which form the core identity of this Community Plan Area. The Proposed Plan seeks to tailor citywide preservation policies established through the General Plan, by creating goals, policies and programs to further promote neighborhood conservation and historic preservation. Through this Community Plan update process, and in concert with the findings of the Los Angeles Historic Resources Survey (SurveyLA) the Proposed Plan identifies future resources, promotes sustainability through the preservation and reuse of existing buildings, incentivizes façade restoration and supports the implementation of the City's Cultural Heritage Master Plan. This is achieved through design standards and design guidelines that are implemented through the CPIO District and the Crenshaw Corridor Specific Plan Amendments.

In conformance with Framework Element, other possible historical and cultural resources were surveyed in other sites and neighborhoods. Eligible individual resources include the Angelus Funeral Home (c.1951) and the LADWP Crenshaw Service Center (c.1945). There are three designated Los Angeles Historic Preservation Overlay Zones (HPOZs), Lafayette Square, West Adams Terrace, and Jefferson Park and potentially more historic districts that could be added to the Community Plan Area, in conformance with the Conservation Element Policy. In accordance with the above-referenced objective, the preservation of open space, viewsheds and public facilities are considered as key historic neighborhood resources that will help in the development of economically viable uses, including the Kenneth Hahn State Recreation Area. The Proposed Plan supports the continued progress of district designation and the reuse and greening of historic buildings. Moreover, historic resource preservation and neighborhood conservation standards are promoted for projects located in the CPIO District. In accordance with the above-referenced objective, the Proposed Plan, the CPIO District, and the Crenshaw Corridor Specific Plan Amendments recommend that projects identified through SurveyLA, shall adhere to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

## **Housing**

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

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

*Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas*

*with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

*Objective 4.3: Conserve scale and character of residential neighborhoods.*

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

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

*Policy 1.1.3: Facilitate new construction of a variety of housing types that address current and projected needs of the city's households.*

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

Consistent with the Framework and Housing Elements, the Department of City Planning refines the City's housing allocation so that projected growth is directed to centers and districts that are located near transit. Directing growth this way protects other areas, such as single-family neighborhoods, historic districts, and other stable residential neighborhoods.

The Proposed Plan retains existing land use designations and zoning for residential neighborhoods to protect the scale and character of these areas and limit incompatible uses. In accordance with the above objectives and policies, the Proposed Plan focuses new multi-family housing to occur in proximity to transit stations and in identified commercial centers, mixed-use boulevards and neighborhood districts. The Proposed Plan's policies include compliance with adopted citywide and community plan design standards and guidelines, preservation of existing view corridors and viewsheds, providing multi-modal linkages to nearby transit, recreational and other public facilities to single-family residential areas. Several policies of the Proposed Plan are implemented through the CPIO District and the Crenshaw Specific Plan Amendments. The land use ordinances include transitional height and design requirements for commercial and industrial parcels that abut residential areas. The Proposed Plan intends to protect residential neighborhoods to meet the economic and physical needs of the residents; this includes conserving single-family neighborhoods, which comprise 38% of the Community Plan Area, and the preservation of multi-family neighborhoods, such as the "garden-style" residential developments located at Baldwin Village and Village Green.

*Policy 2.1.2: Establish development standards that enhance health outcomes.*

*Policy 2.2.1: Provide incentives to encourage the integration of housing with other compatible land uses.*

*Policy 2.2.2: Develop design standards that promote sustainable development in public and private open space and street rights-of-way.*

*Policy 2.2.3: Provide incentives and flexibility to generate new housing and to preserve existing housing near transit.*

*Program 2.2.6.A: Targeting Growth in Community Plan Areas – Update Community Plans to establish appropriate land uses, densities, and mixes of housing types and levels of affordability in areas well served by public transit, including employment centers and activity*

*centers. Resolve design issues and adopt design guidelines to assure that residential, commercial and industrial development facilitate corresponding development goals for the area. Change land use designations and initiate zone changes.*

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

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

*Program 2.4.2.C: Urban Design Standards – Include an urban design chapter in the Community Plan updates to identify unique characteristics of neighborhoods and to articulate development standards that will enhance those characteristics.*

*Policy 2.4.3: Promote preservation of neighborhood character in balance with facilitating new development.*

*Policy 2.4.4: Promote residential development that meets the needs of current residents as well as new residents.*

The Proposed Plan promotes livable neighborhoods, consistent with the adopted Housing Element, by encouraging new residential development to be located near transit options and within proximity to a mixture of compatible uses, thereby increasing mobility options and improving accessibility to employment and activity centers. The Proposed Plan includes incentives for mixed-use developments, which encourage the integration of housing with other compatible land uses as called for in the Framework Element. Additionally, the Proposed Plan provides for a mix of housing types, balancing additional housing at higher densities in appropriate locations near transit with the preservation of existing, lower density single-family neighborhoods in other parts of the Plan Area.

The Citywide Housing Element (2006 – 2014) sets forth a blueprint of City policies that promote housing supply, affordability, accessibility, and design that will accommodate the projected needs of the City's population. Consistent with the above-referenced policies of the Housing Element, design guidelines and policies are established to create quality pathways and access routes, such as pedestrian walkways, paseos, parkways and bike paths. In accordance with the Housing Element, the Proposed Plan includes design guidelines for single-family and multi-family neighborhoods to further identify unique characteristics of neighborhoods and to articulate development standards that will enhance those characteristics. The Proposed Plan recommends quality design through a thorough list of urban design and landscape standards. The use of CPIO Districts and Specific Plan Amendments as implementation mechanisms is consistent with the policies and objectives of the Housing Element to ensure that housing is adequately incorporated within mixed-use developments in commercial areas.

## **Urban Form and Neighborhood Design**

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

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

Consistent with the above-referenced goal, the Proposed Plan includes design guidelines for



residential, commercial, and industrial properties. The Crenshaw Corridor Specific Plan is being amended to include standards that implement the policies of the Proposed Plan by updating the Design Guidelines and Standards Manual. Additionally, two corridor-specific design guidelines accompany the Commercial Corridors and Major Intersection Nodes CPIO Subdistrict. The Washington Boulevard Design Guidelines and the Robertson Boulevard Design Guidelines received extensive input from neighborhood councils, residents and other community stakeholders to ensure that future infill development is consistent with the those respective neighborhoods.

*Policy 5.1.2: Implement demonstration projects that establish proactive measures to improve neighborhood and community design, and coordinate these activities with the Los Angeles Neighborhood Initiative demonstration projects, Los Angeles County Metropolitan Transportation Authority station area activities, and other City, non-profit and private efforts.*

In accordance with Framework Element Policy 5.1.2, the Department of City Planning has partnered with several agencies and entities to establish measures to improve neighborhood and community design. For instance, the Hyde Park Industrial CPIO Subdistrict includes open space standards based on concepts developed from a 2007 UCLA Hyde Park Study Group for creating a “green-tech industry” campus along the existing Harbor Subdivision Railroad ROW. Additionally, the Department participated in several agency initiatives and their resulting studies, plans and reports were utilized in the preparation of the Proposed Plan. Many of these studies were focused along the Expo Line Phase I and Crenshaw/LAX Transit Corridors and included efforts such as the Caltrans funded 2006 La Brea Station Area Vision Plan (Envision La Brea), the 2007 CRA sponsored, Mid-City Crenshaw Vision and Implementation Plan, the 2007 SCAG funded TOD Plan & Market Study for the La Cienega/ Jefferson Expo Light Rail Station Area and the 2010 Metro sponsored Crenshaw/LAX Transit Corridor Station Area Planning study, among others. Many of the TOD area recommendations put forth through the Proposed Plan were informed by the concepts included in these plans. Other reports that assisted in the Department of City Planning’s collaborative efforts for preparing the Proposed Plan and land use ordinances include the Leimert Park Village “Principles for Design Development and Market Feasibility Study” prepared by the Leimert Park Collaborative and the Los Angeles Neighborhood Initiative’s West Boulevard Community Linkages and Revitalization Plan.

## **Streets**

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

*Objective 5.3: Refine the City's highway nomenclature and standards to distinguish among user priorities.*

*Policy 5.3.4: Identify commuter and recreational bicycle routes that link major destinations within the City, and establish and implement standards to maintain their safety and security.*

In accordance with the above-referenced objective and policy, the Proposed Plan includes street redesignations for many Major Highways and Secondary Highways in the Community Plan Area in order to establish and implement standards to maintain safety and security and enhance existing neighborhood character. The Proposed Plan acknowledges the various types of bicycle facilities included in the City’s 2010 Bicycle Plan. The sustainable future of the various neighborhoods depends on a network of roadways that balance the needs of these multiple interests and functions. The Proposed Plan promotes the reclamation of land for bikeways to provide adequate bikeway connections for residents. The standards are being refined to create a network of safe, multi-modal linkages and to support streetscape

improvements in neighborhood districts and transit-oriented development areas. In conformance with the Framework Element and in effort to continue to serve multiple functions and users, the pedestrian-priority street segments are being updated in the Proposed Plan. The intent of the street reclassification is to maintain prevailing streetwall build-to lines thereby reinforcing existing neighborhood character, promote walkability and enhance sidewalk widths where possible, minimize pedestrian conflicts, encourage provision of landscaped parkways adjacent to sidewalks, and attain balanced mobility options including roadway widths for bicycles, transit, and automobiles. Additionally, these updates in the Proposed Plan will help to preserve the quality of life in the community by providing a means for the promotion of “complete streets” to support mobility and recreational opportunities and provide easier access to alternatives to the automobile.

## **Community Facilities and Improvements and Safety**

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

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

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

Consistent with the above-referenced objectives, the Proposed Plan encourages proper design and effective use of community facilities to ensure personal safety all times of day. The Proposed Plan reinforces the development and improvements of community facilities by promoting Crime Prevention Through Environmental Design techniques. The land use ordinances implement the Proposed Plan by encouraging pedestrian-oriented developments, active ground floor spaces and open spaces to allow for more pedestrian activity and provide for more “eyes on the street.” Additionally, the Proposed Plan encourages the evaluation of land use impacts on service demands and location of community facilities in appropriate locations in order to maintain safety. In conformance with the above objectives, the development of acquisition strategies and enhancement of existing facilities are supported to meet the changing needs of West Adams’ neighborhoods. To enhance the livability of all neighborhoods, the Proposed Plan encourages the joint-use of school open spaces and recreational facilities for the community at large.

## **Livable Neighborhoods**

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

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

- a. Modify parking standards and trip generation factors based on proximity to transit and provision of mixed-use and affordable housing.*
- b. Provide centralized and shared parking facilities as needed by establishing parking districts or business improvement districts and permit in-lieu parking fees in selected*

*locations to further reduce on-site parking and make mixed-use development economically feasible.*

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

## **Open Space**

With respect to open space, the Framework Element states the following:

*GOAL 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.*

*Objective 6.2: Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.*

*Objective 6.4: Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.*

Consistent with the above goal and objectives, the Proposed Plan provides for an arrangement of land uses, circulation, and services that encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the community, within the larger framework of the City of Los Angeles. The Framework Element's open space objectives, goals and policies are oriented around the provision of outdoor recreational opportunities, minimization of public risks from environmental hazards, and use of open space to enhance community and neighborhood character. The West Adams New Community Plan is fortunate to have large hillside areas devoted to open space, and immediate access to the 500 acre regional park, the Kenneth Hahn State Recreation Area, which is an extraordinary geographic resource. Consistent with the Framework Element, the Proposed Plan considers open space as an integral ingredient of neighborhood character. The Proposed Plan includes policies and programs that encourage safe and attractive places for all income levels, by prioritizing new parks in underserved or low-communities, and setting a walkability standard (i.e. ¼ mile or ½ mile) for access to recreational facilities. However, the Proposed Plan recommends achieving this policy by minimizing the displacement of housing and the relocation of residents.

*Policy 6.4.3: Encourage appropriate connections between the City's neighborhoods and elements of the Citywide Greenways Network.*

*Policy 6.4.7: Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation*

*needs of communities that are currently deficient in these resources (see the Recreation and Parks section in Chapter 9: Infrastructure and Public Services).*

*Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.*

*a. Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*

*b. Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of "unbuildable" areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.*

*Policy 6.4.9: Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.*

The Proposed Plan encourages a continuous network of open space, parks and community facilities. The Proposed Plan is consistent with the Framework Element by proposing a linear open space and greenway system that links communities and neighborhoods to the City's regional open spaces, particularly parks. The Proposed Plan identifies open space access and linkage opportunities through potential joint-use of parks and public facilities and potential greenways along railways, power-lines, public facilities and creeks. In an effort to address the need for additional open space, park and pocket parks, the Proposed Plan encourages the prioritization of open space and parkland located near Baldwin Hill, primarily adjacent to La Cienega Blvd. and La Brea Ave., to link to the Kenneth Hahn Recreation Area. In the Proposed Plan, the Hauser Blvd.'s Power Line right-of-way is an example of a linkage opportunity into the greenway and trails network. Prioritization of the development of a walking and/or bike route along the Ballona Creek Greenway is recommended in the Proposed Plan. However, as stated in the programs of the Proposed Plan, coordination with other agencies, departments and entities are crucial to ensuring that adequate open space is acquired, maintained and expanded.

Consistent with the above-referenced policies, the CPIO District and Crenshaw Corridor Specific Plan Amendments include development standards that require open space, lot coverage and landscaping to conserve and contribute to existing resources. Moreover, the Proposed Plan promotes health and sustainability by encouraging transit-oriented development to provide access from the Metro Expo Line and the Crenshaw/LAX Transit Corridor to parks and open space, by the use of paseos, limited street closures, easements and street vacating. The Proposed Plans protects open space by encouraging the preservation of hillside open space, public facilities, and viewsheds as resources within the community.

The Proposed Plan supports an ecologically sustainable future by encouraging "green" development and the efficient use of land. Additionally, rooftop gardens and incorporating green roofs will further promote sustainability of new developments and add to the open space amenities in areas where open space is scarce. Inventory of existing parks, public easements, right-of-ways, and schoolyards are encouraged to help identify other potential community garden sites. Other policies include minimizing the required parking footprint to allow for more open space amenities, pedestrian circulation areas and landscaping.

With respect to open space, the Service Systems Element states the following:

*Service Systems Element - Recreational use should be considered for available open space and unused or underused land, particularly publicly owned lands having potential for multiple uses.*

*Service Systems Element - High priority will be given to areas of the City which have the fewest recreational services and the greatest numbers of potential users.*

The Proposed Plan promotes the use of the bicycle as an alternative mode of transportation. In conjunction with the City's 2010 Bicycle Plan, the Proposed Plan designates numerous additional bikeways that provide access to parks and open space areas, in addition to transit corridors, commercial areas, residential neighborhoods and employment centers. Consistent with the Framework Element, the Proposed Plan includes locations of designated and recommended scenic highway corridors, which contain natural features including hillsides and creeks, with a system of trails. Design Guidelines are encouraged for various points of entry into this community to help facilitate improvements to existing public spaces and right-of-ways which will contribute aesthetically to the landscaping and streetscaping in the public realm. Consistent with the above-referenced policies, the Proposed Plan encourages developing and implementing street design guidelines to maintain urban forestry.

*Framework Element Policy 6.4.10: Provide for the joint use of open space with existing and future public facilities, where feasible.*

*Open Space Element Policy: Private development should be encouraged to provide ample landscaped areas, malls, fountains, and other aesthetic features which emphasize open space values through incentive zoning practice or other practicable means.*

*Open Space Element Policy: The provision of malls, plazas, green areas, etc., in structures or building complexes and the preservation and provision of parks shall be encouraged.*

*Open Space Element Policy: Open space areas shall be provided or developed to serve the needs as appropriate to their location, size and intended use of the communities in which they are located, as well as the City and region as a whole.*

In conformance with the above policies, the Proposed Plan includes policies and programs that encourage the joint-use of open space with existing and future public facilities for the community at large. The Proposed Plan encourages coordination with other agencies to acquire vacant land for publicly owned open space. The Proposed Plan supports the expansion of existing open space through other entities, as shown through the partnership of the California Department of Parks and Recreation and the Baldwin Hills Conservancy, which will provide over 100 acres of the future "Baldwin Hills Park" within the boundaries of this Community Plan Area. Consistent with the Open Space Element, the Proposed Plan includes design guidelines to maximize the provision of pedestrian amenities, landscaped plazas, paseos, and other open spaces as part of new development.

## **Economic Development**

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

*Policy 7.2.2: Concentrate commercial development entitlements in areas best able to*

*support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.*

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

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

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

*Objective 7.3: Maintain and enhance the existing businesses in the City.*

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

One of the purposes of this Community Plan update is to use sustainable development principles to promote economic development throughout the Community Plan Area. The Proposed Plan intends to conserve and enhance the distinct commercial areas by promoting pedestrian orientation while prioritizing land use and a sufficient parking supply to serve area businesses. To encourage a more healthy community while stimulating economic development, the Proposed Plan enforces the City's Walkability Checklist, Citywide Design Guidelines and Principles of Urban Design and Sustainability and the coordination with local transit agencies to increase access to businesses and sources of healthy foods. The Proposed Plan encourages the utilization of incentives to support stores and restaurants to sell healthy foods in underserved areas. The Proposed Plan encourages the coordination with Community Development Department and the successor agency to the Community Redevelopment Agency to prioritize grocery access and to create a clearinghouse of community resources to present a comprehensive package of incentives to stimulate economic growth. Consistent with the above-policy, the Proposed Plan supports procedures to streamline and expedite permitting for grocery stores in underserved areas. In accordance to the Framework Element, the Proposed Plan supports strategies that match jobs to existing and desired resident skills, job training programs in schools and for targeted groups with long-term unemployment, and encourage programs focused on retention and growth of viable businesses in the community. The Proposed Plan encourages the expansion of existing and the formation of new business improvement districts to assist with the aesthetics of commercial properties.

Moreover, by establishing transit-oriented development areas, the Proposed Plan is in conformance with the General Plan by creating a balance of jobs and housing near multi-modal transportation options to encourage economic sustainability. In conformance with the Framework Element, this improves the movement of goods and workers, especially to industrial areas.

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

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

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

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

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

The Proposed Plan is consistent with the Framework Element in that it concentrates future growth around commercial centers and corridors supported by transit infrastructure while limiting development in surrounding low-density neighborhoods. Historic resources are continued to be preserved while encouraging adaptive reuse of existing structures for new industries, as appropriate. The Baldwin Hills-Crenshaw Plaza is a hub of regional commerce and activity and contains professional offices, and a mixture of other uses. This regional center provides a significant number of jobs and serves a much larger population. Mixed-use Boulevards include certain segments of Venice, Washington, Adams, Crenshaw, Jefferson, Vernon, Slauson, and Florence. Community Centers are identified as nodes in the Commercial Corridors CPIO.

In conformance with Framework Element Policy 7.10.2, the Proposed Plan focuses implementation resources in "communities of need." To improve the health, welfare and economic vitality in the commercial areas and transit corridors, development standards are proposed for the over-concentration of certain uses that rely on a standardized development typology dominated by excessive automobile orientation. The CPIO District implements the policies of the Proposed Plan by incentivizing the attraction of larger full service grocery stores that provide sale of fresh produce and healthy foods. The Proposed Plan seeks to improve the quality of life of the community by encouraging the attraction of sit-down restaurants, farmers' markets, entertainment venues, and high quality lodging. The Hyde Park Industrial Corridor CPIO Subdistrict promotes industrial revitalization of properties, connectivity to open space amenities and encourages a vibrant mix of uses that increases access to a greater variety of good and services, in close proximity to surrounding established neighborhoods. Landscape buffers, building intensity parameters, and transitional heights are tailored to reduce the potential negative impact. High-wage jobs and training for the community are key components in growing "Clean-tech" and "Green-tech" sectors in this neighborhood.

In conformance with the Framework Element, the amendments of the Crenshaw Corridor Specific Plan will promote continued revitalization of the historic Leimert Park Village, continued promotion of the Crenshaw area as a regional and cultural destination, update the use limitations and performance standards of certain uses, the creation of subareas that promote pedestrian- and transit-oriented districts, and streamlining the administrative clearance process to reduce uncertainty for developers and the community, as directed in the Framework Element. The CPIO Subdistricts surrounding the Metro Rail Expo Line stations are encouraged to develop as multimodal villages that include a mixture of uses that provide jobs, housing, open space, good and services while responding to the character of the neighborhood. Revitalization of greyfield, brownfield and underutilized sites will bring clarity to transit-oriented development potential for infill development. Venice/National TOD CPIO, La Brea/Farmdale TOD CPIO, and Jefferson/La Cienega TOD CPIO Subdistricts are promoted as supporting transit-oriented districts outside of the City Center that attract "Hybrid Industrial" uses, encouraging emerging commercial, office, "Clean-tech" and mixed uses.

## Mobility

*Goal A: Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.*

*Objective 2: Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.*

*Policy 2.11: Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate destinations.*

*Objective 3: Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.*

*Policy 3.10 Develop new and/or refined parking policy procedures for designated centers and districts.*

*Policy 3.12: Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards.*

*Policy 3.13: Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.*

*Policy 3.14: Promote the provision of shared--parking facilities in appropriate centers and districts.*

*Policy 3.15: Enhance bicycle access to neighborhood districts, community centers, and appropriate locations in regional centers and mixed--use boulevards.*

*Objective 4: Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.*

*Goal C: An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing access to employment opportunities, essential services, and open space.*

*Objective 11: Preserve and enhance access to scenic resources and regional open space.*

*Implementation Program P1: Amend the Community Plans, as part of the Community Plan Update Program (1) to reflect Transportation Element objectives and policies in the Circulation section of each Community Plan text; (2) to incorporate the Transportation Element Highways and Freeways system into each Community Plan Generalized Circulation map; (3) to identify pedestrian priority street segments; and (4) to identify transit-oriented districts.*



*Implementation Program P14: Formulate local standards for designated pedestrian-oriented and transit-oriented districts to account for each area's unique characteristics.*

The Proposed Plan provides policies to ensure the movement of goods and people through each mode of transportation, including walking, bicycling, transit and driving of motor vehicles. In conformance with the Transportation Element, the Proposed Plan places primary emphasis on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology and focused growth in proximity to public transit.

The Proposed Plan contains modified street standards that protect the existing wide sidewalks found in pedestrian-priority areas, while planning for wider sidewalk widths where current dimensions are not conducive for adequate pedestrian circulation. The Proposed Plan encourages new developments to include bicycle and pedestrian amenities and promotes the reclaiming of lands for recreational use and additional circulation network. Policies and programs included in the Proposed Plan are also aimed at preserving and maintaining the existing alley network, which can enhance both pedestrian and vehicular circulation within the Community Plan Area. To promote more sustainability principles in the Community Plan Area, and to be in compliance with SB 375, the Proposed Plan supports a complete street system that allows for multi-modal transportation options to enhance mobility through various land uses and neighborhoods efficiently and effectively.

With the opening of the Metro Expo Line, planning of the Crenshaw/LAX Transit Corridor stations and an existing robust network of bus lines, the Community Plan Area contains prime locations for transit-oriented development. The significant regional investment made in transit infrastructure in West Adams provides an opportunity for integrating transportation planning with land use planning in a way that concentrates future growth in population and employment in mixed-use development in areas within walking distance of transit service. The Proposed Plan builds upon these opportunities to concentrate growth and limit new development in surrounding low-density neighborhoods. These strategies promote improved livability within West Adams and for the City at large, by encouraging the use of alternative forms of transportation, improving accessibility, and providing housing opportunities near centers of employment.

*Implementation Program P2: As part of the Community Plan Update Program, develop Transportation Improvement and Mitigation Plans (TIMPs) for each Community Plan area which (1) set forth recommended measures to mitigate impacts of future traffic growth and (2) define neighborhood traffic management strategies to protect residential areas from the intrusion of traffic from nearby commercial and/or industrial development and of regional traffic. Recommended traffic mitigation measures shall be set forth in the following categories, as appropriate: Transit, Transportation Demand Management (TDM), Transportation System Management (TSM), Street/Highway Infrastructure, and Parking Management.*

Consistent with the above-referenced program, a Transportation Improvement and Mitigation Plan (TIMP) was developed for the West Adams New Community Plan. Within the TIMP, recommended measures to mitigate impacts of future growth were provided. The Transportation Demand Management strategies that will improve existing transportation systems in this Community Plan Area are Adaptive Traffic Control System, Intersection Improvements (signal modifications, pedestrian improvements), and Roadway Segment Capacity. The TIMP recommended that Exposition Blvd., from La Brea Ave. to Rimpau Blvd., should be vacated to create a more pedestrian-friendly environment near the transit station. Additionally, a model Transportation Demand Management Ordinance was included in the TIMP for the City of Los Angeles. Suggested standards require large-scale developments to install

kiosks with transportation information and specified new projects are required to provide designated carpool parking spaces.

## Summary of CEQA Findings

Pursuant to CEQA Guidelines Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on February 1, 2008 by the City for a 30-day public review period. A total of 12 comment letters were received. Information, data, and observations resulting from these letters are included throughout the Draft EIR, where relevant. A public scoping meeting was held on February 27, 2008. The purpose of this meeting was to provide early consultation for the public to express their concerns about the potential environmental impacts of the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft EIR. Based on public comments in response to the NOP and a review of environmental issues by the City in an Initial Study, the Draft EIR analyzed the following environmental impact areas:

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

A Draft EIR was prepared for the Proposed Plan and a Transportation Improvement and Mitigation Program (TIMP) was also prepared as part of the environmental analysis.

The Draft EIR was initially circulated for a 45-day review period, as required by State law, beginning on September 13, 2012, with a closing date of October 29, 2012. However, in response to requests by interested parties, the review period was extended to 60 days. The extended review period of 15 days ended on November 13, 2012. As the lead agency, the City of Los Angeles received 17 letters on the Draft EIR from public agencies, groups and individuals.

Section 15088 of the CEQA Guidelines requires the lead agency (DCP) to evaluate comments on environmental issues received from public agencies and interested parties who review the draft EIR and provide written responses. Throughout the environmental phase of plan development, the lead agency received written comments on the Draft EIR from public agencies, groups and individuals. Responses to all 17 letters received during the comment period will be included in the Final EIR. The Final EIR is currently being prepared and will be considered by the City Council prior to adoption.

## **PUBLIC HEARING AND COMMUNICATIONS**

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

The Open House and Public Hearing for the West Adams New Community Plan (Proposed Plan) was held on Tuesday, January 15, 2013, at the Nate Holden Performing Arts Center, 4718 W. Washington Blvd., Los Angeles, CA 90016. The Open House was scheduled from 5:00 pm – 7:00 pm, followed by a Public Hearing from 7:00 pm to 9:00 pm. Approximately 300 people signed in at the Open House, with over 500 people in attendance during the course of the evening. Due to the large community turnout, the Open House was extended through the Public Hearing, which ended at 9:30 pm. In total, 45 people provided verbal testimony to the hearing officer, and ten comment forms were submitted by the end of the night. A total of 20 written comments were received by the close of the Proposed Plan's comment period, which was Friday, February 1, 2013. Several representatives from the neighborhood councils were in attendance.

At the Public Hearing, public comments ranged from the discussion of the proliferation of uses throughout the community to the need for open space. Many speakers spoke in favor of the proposed locations of the transit-oriented development areas and making neighborhoods more pedestrian-friendly. A few commenters were impressed with the professionalism of staff, and stated that the Proposed Plan is very ambitious. Many of the speakers expressed how much they appreciate the diversity of the people, architecture and neighborhoods and are very proud to live in this community. A large number of commenters thanked Planning staff for their hard work on the Proposed Plan and for reconciling different interests in the community.

Many speakers expressed concerns with the planning process; with several residents stating that more time is needed to review the Proposed Plan's text, maps, and proposed land use ordinances. A second open house was requested by a few residents. A community member requested that staff should prepare an executive summary for the Proposed Plan. Some of the speakers spoke of feeling overwhelmed with the amount of material to read through and how the documents are very complicated. One speaker mentioned that the West Adams New Community Plan needs to be consistent with the Wilshire Community Plan, north of the Community Plan Area, by providing less automotive uses and fast-food restaurants. Several speakers showed concerns of not having a completed EIR, and how the community will be impacted by air quality and water runoff from the Hollywood Hills. Also, a few commenters stated that they did not receive adequate noticing for the Public Hearing.

A significant number of speakers stated that more open space, parks and street trees are needed throughout the community. Ideas included using vacant parcels for parks and community gardens. Additionally, more of a tree canopy was requested by requiring new developments to add more trees along the streets. One speaker stated that not everyone has access to Kenneth Hahn Park, and better access to open space is needed. Safe places for children to play are needed, stated another commenter.

There were concerns expressed about increased automobile traffic, where congestion and parking are spilling over into the residential areas from the commercial corridors. Others expressed concerns about a reduction in parking supply. An additional traffic study was requested, especially for La Cienega and Venice Blvds. One speaker stated that there is disconnection between some of the policies, programs and implementation mechanisms in the Mobility Chapter of the Proposed Plan. Another speaker stated that the issues of traffic in this area are best resolved by working on the Expo Line and placing jobs near transit. To be

consistent with Culver City's TOD plans, higher densities at the Jefferson/La Cienega TOD CPIO Subdistrict were requested. Several speakers were interested in the location of bike lanes throughout the Community Plan Area.

The most prevalent issue raised during the Public Hearing was the over-concentration of certain uses throughout the Community Plan Area. There were supporters and opponents of use limitations being applied to free-standing fast-food establishments. Supporters stated that Council District 10 should not be exempted from the use limitation distance separation standard. Many opponents provided details on how quick-service restaurants, in particular McDonald's, have healthy food options, and that McDonalds provides jobs and programs to the community. Several spoke of how Ronald McDonald House benefits families in the community. Many speakers discussed that in addition to the proposed use limitations, an amortization period for existing automotive-related uses should be adopted. Additionally, several commenters spoke about issues with nuisance motels. One speaker spoke in particular of motels located on Jefferson/La Brea, Rimpau/Adams and West Blvd/Buckingham.

Housing and census data were additional topics discussed by speakers at the hearing. Several commenters asked why 25% of the new housing for the City was being placed in this community, if there are 35 community plans in the City. A speaker requested that appropriate zoning should be reviewed for character neighborhoods. Jefferson Park was mentioned as an area to be downzoned to R2. Additionally, commenters inquired about using year 2000 versus 2010 Census data. One speaker expressed concerns about housing displacement and that no implementation measures are provided to protect housing around transit. However, others stated that no more affordable housing is needed in this Community Plan Area. Furthermore, several commenters stated that density should be transferred out of the character neighborhoods, particularly Jefferson Park and Arlington Heights.

Economic development suggestions were provided by some speakers. The adoption of the Washington Boulevard Specific Plan was encouraged. Several speakers advocated for the retention and expansion of small businesses, and not allowing the area to lose its distinct character by allowing more franchise stores to open along Crenshaw Blvd. One speaker inquired about how the Hybrid Industrial Land Use Designation would impact the community. A few speakers stated that sit-down restaurants are needed, especially along Washington Blvd, and that incentives are needed to attract grocery stores that provide healthy food options. It was mentioned that 1803 S. Arlington is a possible opportunity site for an adaptive reuse project. One speaker stated that a senior citizen development is needed at Sycamore/Adams and a basketball court for children should be placed at Redondo/Adams, near the Cienega Elementary School. Status updates were requested regarding streetscape improvements, in particular the beautification project along Adams Blvd. A representative from Kaiser Permanente stated that a new medical office will be developed on a portion of the Marlton Square site. A speaker followed up with interest on receiving a master plan for Marlton Square and stating that a design review board is needed for the Crenshaw Corridor Specific Plan.

Some speakers requested clarification on building heights in the proposed land use ordinances. The majority of the speakers stated that building heights over three or four stories are too high and tall buildings will block the sun. One commenter asked staff to review proposed building heights in Subarea # 1494, 1492, 1496, and 1490, for properties located on Crenshaw Blvd., between 48<sup>th</sup> St. and Vernon Ave., because this area is the gateway for Leimert Park Village, and building heights over 48' may obscure views. Many commenters supported the transitional heights and buffers between residential areas and adjacent commercial and industrial uses.

Many speakers spoke of preservation of character neighborhoods and cultural resources. This includes maintaining historic integrity and facade treatment of buildings, particularly along Washington Blvd. A few commenters praised Survey-LA. Questions were asked about what is the process for making Arlington Heights a designated historic neighborhood.

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

The West Adams-Baldwin Hills-Leimert New Community Plan and accompanying changes were presented to the South Los Angeles Area Planning Commission on Tuesday, April 2, 2013 for review and comment. A verbal update will be provided.



## DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT



### City Planning Commission

**Date:** February 11, 2016

**Time:** After 8:30 a.m.

**Place:** City Hall  
200 N. Spring Street, Room 350  
Los Angeles, CA 90012

**Public Hearings:** Limited Public Hearing  
Required.

**Appeal Status:** Not Applicable

**Case No.:** CPC-2006-5567-CPU-M1

**CEQA No.:** ENV-2008-478-EIR

**Incidental Cases:** CPC-2006-5567-CPU

**Related Cases:** None

**Council No.:** 5 – Koretz, 8 – Harris-Dawson, 10 – Wesson

**Plan Area:** West Adams – Baldwin Hills - Leimert

**Specific Plan:** Various

**Certified NC:** Empowerment Congress Central Area, Empowerment Congress West Area, Mid City, Park Mesa Heights, P.I.C.O., South Robertson, United Neighborhoods, West Adams

**GPLU:** Various

**Zone:** Various

**Applicant:** City of Los Angeles

**Representative:** City of Los Angeles

**PROJECT LOCATION:** **West Adams – Baldwin Hills – Leimert Community Plan Area (CPA).** The CPA is generally bounded by Venice and Pico Boulevards at the north; Arlington and Van Ness Avenues at the east, Ballona Creek and Robertson Boulevard at the west; and the Baldwin Hills at the south.

**PROPOSED PROJECT:** Modifications to the proposed West Adams - Baldwin Hills - Leimert New Community Plan (Proposed Plan) initially acted upon by the City Planning Commission on April 11, 2013. The Proposed Plan revises and updates the current Community Plan (Policy Document) and General Plan Land Use Map since the last plan update in 1998. The modifications to the Proposed Plan include revisions and updates to the goals, policies, and implementation programs of the Policy Document; revisions to the Long-Range Land Use Diagram of the Citywide General Plan Framework Element, the General Plan Land Use Map for the Community Plan Area; amendments to the Citywide General Plan Circulation Map of the Mobility Element, zone and height district changes, changes to the proposed Community Plan Implementation Overlay (CPIO) District Ordinance as well as changes to the proposed Crenshaw Corridor Specific Plan amendments; and street reclassifications.

**REQUESTED ACTIONS:** 1. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the West Adams-Baldwin Hills-Leimert Community Plan (Policy Document), as modified in the attached Resolution, the

related Change Area Matrix and Map, and the General Plan Land Use Map inclusive of the symbol, footnote, corresponding zone and land use nomenclature changes (Exhibits A, B, C).

2. Pursuant to Sections 11.5.7.G, 16.50.D, 12.32 and 12.04 of the Municipal Code and City Charter Section 558, amend the Crenshaw Corridor Specific Plan, as modified (Exhibit D).
3. Pursuant to Section 13.14.C, 12.32, and 12.04 of the Municipal Code and City Charter Section 558, adopt modifications to the proposed West Adams-Baldwin Hills-Leimert Community Plan Implementation Overlay (CPIO) District Ordinance, including revisions to the proposed “Major Intersection Nodes” and the “Commercial Corridors” CPIO District Subareas and include the proposed “Character Residential” CPIO District Subarea Ordinance for the Arlington Heights neighborhood (Exhibit E).
4. Pursuant to Section 12.32 of the Municipal Code, adopt rezoning actions to effect changes of zone as identified in the updated Change Area Matrix and Map (Exhibit C).
5. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Citywide General Plan Circulation Map of the Mobility Element (Mobility Plan 2035) to reclassify selected streets within the Community Plan as shown on the Street Reclassification Matrix, as modified (Exhibit F).
6. Pursuant to procedures set forth in Section 11.5.6 of the Municipal Code and City Charter Sections 555 and 558, amend the Long-Range Land Use Diagram of the Citywide General Plan Framework Element to reflect the additional modifications to the geography of community centers, and mixed use boulevards as shown on the proposed General Plan Framework Map.

#### RECOMMENDED ACTIONS:

1. **Conduct** a limited public hearing on the proposed modifications to the Proposed Plan acted upon by the CPC on April 11, 2013, as described in this Staff Recommendation Report.
2. **Approve** this Staff Recommendation Report as a portion of the Commission Report and reaffirm the Commission’s prior April 11, 2013 approval in its entirety.
3. **Approve** and **Recommend** that the City Council **adopt** the attached **Findings**, as modified.
4. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt** the attached modifications to the West Adams-Baldwin Hills-Leimert New Community Plan Resolution, Community Plan (Policy Document), the Change Area Matrix and Map, and the General Plan Land Use Map inclusive of the symbol, footnote, corresponding zone and land use nomenclature changes (Exhibits A, B, C), amending the West Adams-Baldwin Hills-Leimert New Community Plan as part of the General Plan of the City of Los Angeles.
5. **Approve** and **Recommend** that the City Council **adopt** the requested rezoning actions to effect zone changes as identified in the updated Change Area Matrix and Map (Exhibit C), as well as the modification to the proposed “Crenshaw Corridor Specific Plan amendments” (Exhibit D), and further amend the regulations of the existing Crenshaw Corridor Specific

Plan (Ordinance No. 176,230) pursuant to procedures set forth in Section 11.5.7 (Specific Plan Procedures) and Section 16.50 (Design Review Board Procedures) of the Municipal Code.

6. **Approve and Recommend** that the City Council adopt all modifications to the proposed supplemental development regulations of the West Adams Community Plan Implementation Overlay (CPIO) District, including the proposed changes to the “Character Residential CPIO District Subarea” for the Arlington Heights neighborhood and changes to the “Major Intersection Nodes and Commercial Corridors CPIO District Subareas”(Exhibit E).
7. **Instruct** the Department of City Planning to finalize the necessary General Plan land use designation, zone and height district change ordinances to be presented to City Council to achieve zone consistency pursuant to Government Code section 65860 (d) for park and public facilities as indicated in the Change Area Map and Matrix (Exhibit C) and make other technical corrections as necessary.
8. **Approve and Recommend** that the City Council adopt the amended Citywide General Plan Circulation Map of the Mobility Element (Mobility Plan 2035) of the General Plan to reclassify selected streets within the West Adams-Baldwin Hills-Leimert New Community Plan as modified on the Street Reclassification Matrix (Exhibit F).
9. **Approve and Recommend** that the City Council amend the Long-Range Land Use Diagram of the Citywide General Plan Framework Element to reflect the additional modifications to the geography of community centers, and mixed use boulevards as shown on the proposed General Plan Framework Map.
10. **Authorize** the Director of Planning to present the resolution, Community Plan (Policy Document) and General Plan amendments to the Mayor and City Council, in accordance with Sections 555 and 558 of the City Charter.
11. **Find** that the City Planning Commission has **reviewed** and **considered** the Draft Environmental Impact Report ENV-2008-478-EIR (State Clearinghouse No. 2008021013) in its determination approving and recommending the modifications to the Proposed Plan and transmittal of the EIR to the City Council for certification.



VINCENT P. BERTONI, AICP  
Director of Planning

*[Signature on File]*

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Craig Weber  
Principal City Planner

*[Signature on File]*

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Conni Pallini-Tipton, AICP  
Senior City Planner

*[Signature on File]*

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## Exhibits (Attached)

A	Draft Resolution
B	Modifications to the Proposed Community Plan <ul style="list-style-type: none"> <li>• Policy Document</li> <li>• General Plan Land Use Map</li> </ul>
C	Modifications to the Proposed Change Area Matrix and Map <ul style="list-style-type: none"> <li>• Land Use and Zone Change Subarea Matrix (Limited Public Hearing modifications only)</li> <li>• Land Use and Zone Change Subarea Matrix (Full matrix)</li> <li>• Land Use and Zone Change Subarea Map (Full map)</li> </ul>
D	Modification to the Proposed Crenshaw Corridor Specific Plan Amendments <ul style="list-style-type: none"> <li>• Height Diagram for the Crenshaw/ Expo TOD Area</li> <li>• Crenshaw Corridor Specific Plan Amendments (Full ordinance)</li> </ul>
E	Modifications to the Proposed Community Plan Implementation Overlay (CPIO) District <ul style="list-style-type: none"> <li>• Commercial Corridors and Major Intersection Nodes Subarea Boundary Maps</li> <li>• Draft Character Residential Subarea Ordinance (Arlington Heights Neighborhood)</li> <li>• West Adams-Baldwin Hills-Leimert CPIO District Ordinance</li> </ul>
F	Modifications to the Proposed Street Reclassification Matrix <ul style="list-style-type: none"> <li>• Street Reclassification Matrix</li> </ul>
G	Appendices <ul style="list-style-type: none"> <li>• Supplement I – 4/11/13 CPC Approved Policy and Program Revisions</li> <li>• Supplement II – 4/11/13 CPC Requested Policies and Programs</li> <li>• Supplement III – Affordable Housing Working Group Policy and Program Recommendations</li> <li>• Supplement IV – Updates and Corrections</li> <li>• Supplement V – Reference Documents <ul style="list-style-type: none"> <li>○ Council Motion CF-15-0071, 11/24/15 Council District 10 Request Letter</li> <li>○ April 11, 2013 CPC Staff Recommendation Report</li> <li>○ West Adams New Community Plan Draft EIR</li> </ul> </li> </ul>

# PROJECT ANALYSIS

## Project Summary

The proposed project consists of modifications to the proposed West Adams-Baldwin Hills-Leimert New Community Plan (Proposed Plan).

As described in the initial Staff Recommendation Report to the City Planning Commission (CPC) dated April 11, 2013, the West Adams-Baldwin Hills-Leimert New Community Plan can be characterized as a “Quality of Life” plan that seeks to create complete neighborhoods that foster community health. Crafted over many years through deep community engagement, the Proposed Plan brings forth a shared vision for this distinct area of the City by:

- Reshaping urban form around transit opportunities;
- Promoting the revitalization of a diverse economic base;
- Remaking the corridors and key intersections; and
- Preserving the area’s rich cultural and historic resources.

The purpose of this modification is to address issues raised by community stakeholders and from Council District 10 (CD 10). The requested modifications generally include downzones to portions of three residential neighborhoods, changes to portions of two commercial “node” areas, a height increase for a portion of the Crenshaw/ Expo TOD, the adoption of a Character Residential CPIO District Subarea, and other General Plan land use amendment, zone and height district changes to correct errors for several privately owned properties as well as zone consistency changes pursuant to Government Code section 65860 (d) for park and public facilities. The modifications also include updates to the text of the Community Plan (Policy Document), its ordinances (which includes the CPIO District regulations and the Specific Plan amendments), and the Street Reclassification Matrix, all in order to address the approved and requested changes of the 2013 CPC, as well as subsequent changes requested by CD 10.

In accordance with City Charter Section 555 and LAMC Section 12.32, these above noted modifications and the other CD 10 requests, technical corrections and updates to the CPC’s April 11, 2013 recommendation are being brought back to the CPC for further consideration (Exhibit G).

## Background

Prior milestones regarding the update to the West Adams-Baldwin Hills-Leimert Community Plan can be summarized as follows:

- *September 13, 2012 --- Draft Plan and Draft EIR Publication*
- *January 15, 2013 --- Draft Plan Hearing Officer Public Hearing*
- *April 11, 2013 --- Proposed Plan CPC Limited Public Hearing*
- *February 11, 2016 --- Proposed Plan CPC Modification Limited Public Hearing*
- *[Pending] --- Release of the Final EIR*
- *[Pending] --- Recommended Plan PLUM/City Council Hearing.*

## Summary of City Planning Commission Actions

At its meeting on April 11, 2013, the following actions were taken by the City Planning Commission:

1. Conducted a limited public hearing on the Proposed Plan. The Proposed Plan included several modifications to the Draft Plan in response to comments submitted during the Hearing Officer Public Hearing earlier that year on January 15, 2013.
2. Approved the Staff Recommendation Report as the Commission Report including the following land use change area requests and other revisions:

### Changes to the Proposed CPIO District

- a. Added portions of La Cienega Blvd. north of the I-10 Freeway to the Commercial Corridors CPIO Subarea.
- b. Reduced the scope of the CPIO Node located at the intersection of Arlington Ave. and Washington Blvd.
- c. Reduced the height district for a portion of Crenshaw Blvd. between Martin Luther King Jr. Blvd. and Stocker St.
- d. Revised Subarea 770 to exclude R-2 zoned lots along West View St. and restored the Low Medium I land use as required through Correction Ordinance 182619.

### Changes to Both the Proposed CPIO District and the Crenshaw Corridor Specific Plan Amendments

- e. Eliminated any exemptions from the ½ mile distance separation requirement for new free-standing fast-food establishments.
- f. Added ordinance language clarifying that the 3:1 maximum FAR Affordable Housing Incentive listed in the LAMC regarding projects located in Height District 1 also applies to affordable housing projects in Height District 2.

### Changes to the Proposed Plan Policy Document

- g. Formed an Affordable Housing Working Group to consider policy and program revisions that address displacement resulting from transit-oriented development (TOD).
- h. Added a program identifying joint-use open space opportunities involving agencies other than LAUSD (i.e. BOE, BSS).
- i. Added additional Policy Document language addressing industrial incompatibilities, and enforcement of “clean-up/ green-up”.
- j. Further clarified in the TIMP document the north/ south corridors that are to remain vehicular priority and refined TDM policies to consider unique parking demands for certain uses.

### Changes Requested by Council District 10

- k. Incorporated several requested changes enumerated through the April 5, 2013 CD 10 letter to the CPC as follows: (*see Exhibit G, Supplement IV for a full description.*)
  - i. General Plan Text Changes
  - ii. General CPIO District Changes
  - iii. Commercial Corridors and Major Intersection Nodes CPIO Subarea Changes
  - iv. Transit-Oriented CPIO Subarea Changes
  - v. Crenshaw Corridor Specific Plan Amendment Changes
  - vi. General Plan Land Use, Zone and Height District Changes

At this February 11, 2016 meeting, in addition to reaffirming the Commission's previous recommendation, the CPC will consider modifications initiated by City Council Motion (CF 15-0071), as well as additional CD 10 requests submitted subsequent to the CPC's April 11, 2013 action (*see Appendix G, Supplement IV*). The requested modifications include:

1. General Plan amendments, zone and height district changes to portions of the Jefferson Park, Arlington Heights and Mid-City residential neighborhoods (see Exhibit C). As part of the "west" Jefferson Park zone changes, a portion of one block face of R3 zoned properties are proposed for inclusion into the Crenshaw Corridor Specific Plan.
2. The expansion of two nodes within the proposed "Major Intersection Nodes CPIO Subarea" (see Exhibit E).
3. A 15 foot height increase to a portion of the "Crenshaw/ Expo TOD" of the proposed "Crenshaw Corridor Specific Plan" amendments" (see Exhibit D).
4. The addition of a Character Residential CPIO Subarea" for the Arlington Heights neighborhood (See Exhibit E).
5. General Plan land use amendment, zone and height district change to correct errors for the following addresses: 3564-66 and 3588 W. Florence Ave., 7214 S. Brynhurst Ave., 3520-20 ½ and 3512-16 W. Florence Ave. (*see Exhibit C*)
6. General Plan land use amendments and zone changes pursuant to Government Code section 65860 (d) for park and public facilities as indicated on the Change Area Matrix and Map available for review in the Case File (*see Exhibit C*).
7. Updates and technical corrections to the Community Plan text, ordinances and street classifications including the following:
  - a. Changes to the Street Reclassification Matrix in order to address the recently adopted Mobility Element nomenclature and the CPC approved Crenshaw Corridor Streetscape Plan recommendations (*see Exhibit F*).
  - b. Updates to the Community Plan (Policy Document) to include CPC directed updates, including those recommended by the Affordable Housing Working Group formed through the CPC's 2013 Motion (*see Appendix G, Supplement I, II and III*).
  - c. Ordinance changes include both the CPC approved and requested CPIO District and Crenshaw Corridor Specific Plan regulation updates in order to incorporate the requests of CD 10 including an exemption for new uses in existing buildings fronting Adams Blvd. (from Crenshaw Blvd. to Fairfax Ave.) from any additional off-street parking requirements of the LAMC, and inclusion into the Crenshaw Specific Plan a portion of one block face of R3 zoned properties as part of the "west" Jefferson Park zone changes. (*see Exhibit C, D, E and Appendix G, Supplement IV*).

When the Proposed Plan was recommended for approval in April 2013 great effort was taken to address the changes outlined through the CPC's motion and prepare the recommended plan for transmittal to City Council. In addition to the changes enumerated above (Appendix G) including the formation of an Affordable Housing Working Group, which met that summer and revised several Proposed Plan policies, the effort also involved completion of the Final EIR. Initially prepared for publication in December 2013, due to legal challenges regarding the Hollywood Community Plan (HCP) rendered earlier that month, the West Adams Community Plan, its accompanying FEIR along with the other New Community Plans were withheld for further review.

## Discussion

During the interim period since the 2013 CPC Hearing, further consideration was given to the Commission's motion and the testimonials submitted throughout the adoption process by residents and neighborhood groups. With the time afforded, staff has studied and prepared the necessary General Plan amendment, zone and height district changes for all of the approved and requested changes, as well as other necessary corrections and additions requested by the CPC and CD 10 described as follows:

### Jefferson Park and Mid-City Residential Zone Change Areas

Review of written and verbal testimony revealed a strong desire to further downzone certain residential neighborhoods in order to fulfill the Community Plan's goal of "conserving character neighborhoods". To further clarify, representatives from several neighborhood groups located primarily in the northeast portion of the Community Plan Area consider the current land use designations and zoning of neighborhoods such as the western portion of Jefferson Park to be inconsistent with existing as-built conditions. In particular, members of the United Neighborhoods Neighborhood Council (UNNC), West Adams Heritage Association and residents in Jefferson Park requested that portions of these neighborhoods currently planned for Low Medium II Residential and zoned RD1.5 and RD2, which are multiple-family residential zones requiring a density of 1500 and 2000 square feet of lot area per unit respectively, be downzoned to the R2 Two-Family "Duplex" zone or other lower-density zoning consistent with the as-built character of the area and that the maximum building height be reduced from 45 feet (Height District 1) to 30 feet (Height District 1XL).

The CPC's motion approving the Proposed Plan did include CD 10's request to initiate the study to downzone portions of Jefferson Park east of Edgehill Dr. from their current RD (restricted density) Low Medium I residential land use and zoning to R1 (single-family) Low II residential land use and zoning. The CPC motion also captured a similar CD 10 request to downzone several blocks of the Mid-City neighborhood (Dunsmuir Ave. at 21<sup>st</sup> Street) from their current RD2 Low Medium II residential land use and zoning to R2 Low Medium I residential.

Following the CPC Hearing, CD 10, in coordination with representatives from the UNNC and DCP staff, requested through Council Motion CF 15-0071 that the Planning Department expand the boundaries of the Jefferson Park residential zone change area to include those residentially zoned properties from 11th Ave. west to Bronson Ave; the entire Jefferson Park residential zone changes now encompassing an area from Arlington Ave. to the east, Bronson Ave. to the west, Montclair St. to the north and Jefferson Blvd. to the south as delineated through the Land Use and Zone Change Subarea Map and Matrix (Exhibit C). The changes also include the east side of one block face of Medium Residential R3 zoned properties located at Bronson Ave. and 28<sup>th</sup> Street which is recommended for inclusion into the Crenshaw Corridor Specific Plan consistent with the west side of the street which is already within its boundaries (Exhibit D).

The methodology employed in determining the appropriate land use and zoning for the area involved the review of County Assessor's data available through ZIMAS for each "block face" (those parcels fronting both sides of the street). Where a clear majority of the parcels (generally over 70%) are built-out with one unit (single-family), the block face could be rezoned to R1. Where 30% of the parcels are built-out with duplexes, regardless of the single-family count, the zone would accommodate R2 (duplexes). Where 30% of the parcels are built-out with triplexes or other greater density development typology, the overall unit count compared to the acreage of the block face would dictate the appropriate zone, generally one of the RD zones consistent with the current

Low Medium II Residential RD2 or RD3 zoning applied to the area in the 1980s as part of the General Plan/ Zoning Consistency Project required by AB283 (Ord. #165487, eff. 3/6/90).

*Character Residential CPIO District Subarea*

Study of the residential unit counts by “block face” in the Arlington Heights neighborhood did not yield similar results to the Jefferson Park study, therefore, the only change to the underlying zoning is to the height district for a portion of the neighborhood. Additionally through the post-CPC coordination, CD 10 also directed the Planning Department, in accordance with the CPC’s motion affirming the Neighborhood Conservation policies and programs of the Community Plan Policy Document, to adopt a Character Residential Subarea within the proposed West Adams-Baldwin Hills-Leimert CPIO District for the Arlington Heights neighborhood.

The purpose of this proposed CPIO Subarea is to address issues of neighborhood conservation not adequately met through the current underlying Restricted Density (RD) multi-family zoning such as lot coverage, lot aggregation, prevailing front setbacks and building height. The proposed Character Residential CPIO Subarea would currently include only the Arlington Heights neighborhood, the boundaries of which would be consistent with those identified through the SurveyLA Planning District boundaries for Arlington Heights as delineated on the Historic Resources Reference Map of the ordinance (Exhibit E) as well as Figure 3-12 of the Community Plan Policy Document. Under the proposed CPIO ordinance, buildings listed as “eligible” through SurveyLA would require CEQA clearance prior to the issuance of a demolition permit. The boundaries of this new CPIO subarea extend west from Arlington Ave. to Crenshaw Boulevard, and south from Pico Blvd. to Interstate 10, and exclude commercial areas, public facilities, and parcels fronting Crenshaw Blvd. as further delineated on the subarea boundary map of the draft ordinance (Exhibit E).

*Commercial Corridors and Major Intersection Nodes CPIO District Subareas*

These two CPIO subareas identify specific commercial segments and nodes along major arterials, and include use limitations and development standards for new construction. Nodes are small Community Centers that provide a diverse set of uses for adjacent neighborhoods and the larger community. In particular, current zoning along most commercial corridors does not specify maximum height. The Proposed Plan calls for the establishment of maximum building height limits, as well as the establishment of development criteria toward reinforcing traditional prevailing neighborhood character.

This particular modification involves several blocks on the north side of Adams Blvd. west of La Brea Ave. (Exhibit E). Originally requested through CD 10’s letter to the 2013 Commission, the CPC approved the request to rezone the properties along Adams Blvd. from La Brea Ave. to Redondo Blvd. from Multi-Family Residential (R3-1) to Neighborhood Commercial (C1.5-1). This latest modification to the original request seeks to bring these properties into the Major Intersection Nodes CPIO Subarea located at La Brea Ave. and Adams Blvd. thereby more effectively accommodating the development potential allowed through the existing R3-1 zoning while ensuring that the pedestrian standards afforded through application of the Commercial Corridors and Major Intersection Nodes CPIO subareas are required.

Similarly, the 2013 Commission also approved a CD 10 request to rezone a parcel located at the intersection of Arlington Ave. and Exposition Blvd. Initially proposed for inclusion into the Commercial Corridors CPIO Subarea, the proposed modification will allow for greater development potential consistent with the supplemental development regulations of the Major Intersection Nodes CPIO Subarea (Exhibit E).

Finally, through CD 10's two request letters several updates to the CPIO District ordinance regulations are proposed (see Exhibits E, and G), the CPC took action on most all of these changes in 2013. A new request to exempt new uses in existing buildings fronting Adams Blvd. (Crenshaw Blvd. to Fairfax Ave.) from providing any additional off-street parking per the LAMC is also requested. Since many of the buildings along Adams Blvd. date back to the earliest development periods of the Community Plan Area, this request will help to facilitate the rehabilitation of older, often historic character building facades as well as assist in the commercial revitalization of Adams Blvd., thereby enabling smaller, neighborhood serving uses to locate more easily along Adams Blvd. consistent with the policies and programs of the Proposed Plan.

#### *Crenshaw Corridor Specific Plan Amendments*

The proposed amendments to the existing Crenshaw Corridor Specific Plan as recommended by the CPC in 2013 refines development intensities and design standards for subareas along the length of the corridor from the I-10 Freeway to Florence Avenue. In particular, the amendments further implement provisions to focus new development at major intersection sites such as the TOD areas near the Crenshaw/ LAX light rail transit stations, currently under construction. CD 10 has requested a modification to the proposed amendments, the request involves a height increase from 60 feet to 75 feet for a portion of the recommended "Crenshaw/Expo TOD" (a.k.a. the *District Square* site), as delineated through Exhibit D.

#### *Zone Consistency Changes*

A key objective of the community plan update is to correct errors of land use and zone in fulfilling the City's legal obligation to maintain General Plan consistency pursuant to Government Code section 65860 (d). Referring to the proposed General Plan Land Use Map for the Community Plan Area (Exhibit B), every parcel needs to adhere to the hierarchical legend of land use and corresponding zones as delineated. In this regard, the modifications to the Proposed Plan capture several privately owned properties as well as several City owned park and public facility parcels where inconsistencies between zoning, land use and existing site conditions were identified. In some instances, there was also a need to correct dual zoning across a single parcel. The analysis involved a review of ownership and the current permitted use of the subject and adjacent parcels in determining whether the zoning or the land use required adjustment in achieving consistency. (Exhibit C).

#### *Street Reclassification Table*

The Proposed Plan as approved by the CPC in 2013 included modified street standards for most arterial streets in the Community Plan Area in order to maintain prevailing street-wall build-to lines and thereby reinforce existing neighborhood character, promote walkability and enhance the sidewalk experience where possible. The initial recommendations require revision in order to remain consistent with the naming conventions of the recently adopted Mobility Element (Mobility Plan 2035) of the General Plan as well as the recommendations of the adopted Crenshaw Corridor Streetscape Plan (Exhibit F). Except for minor corrections to the widths of certain street segments, street dimensions have predominately remained as initially proposed because both the Community Plan and Mobility Element seek to eliminate unnecessary roadway widening and promote opportunities for the use of transit and modes of travel other than the automobile.

#### *Policy Document Updates and Other Technical Corrections*

Finally, Exhibit B includes an updated version of the Community Plan (Policy Document) and the General Plan Land Use Map which reflect the 2013 City Planning Commission's recommendations including those policy and program refinements provided by the Affordable Housing Working Group formed at the request of the CPC. Additional text changes and edits are also included primarily to clarify intent of the goals, policies, programs and guidelines of the Policy Document. A detail of these changes can be found in the supplemental documents of Exhibit G.



## **Conclusion**

Both the modifications and the changes captured through the CPC's initial recommendation are consistent with the goals and policies of the Proposed Plan, many of which are identified Programs of the Community Plan. The modifications to the Proposed Plan are considered to create additional consistency between the Community Plan, the General Plan Framework and the other Elements of the General Plan.

Additionally, the modifications to the project described herein have been analyzed and found to be consistent with the Proposed Project as analyzed in the Draft EIR.

## **CEQA Compliance**

Pursuant to CEQA Guidelines Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on February 1, 2008 by the City for a 30-day public review period. A total of 12 comment letters were received. A public scoping meeting was held on February 27, 2008. The purpose of this meeting was to provide early consultation for the public to express their concerns about the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft EIR.

The Draft EIR was prepared and initially circulated for a 45-day review period, as required by State law, beginning on September 13, 2012, with a closing date of October 29, 2012. However, in response to requests by interested parties, the review period was extended to 60 days, ending on November 13, 2012. As the lead agency, the City of Los Angeles received a total of 17 letters on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period will be included in the Final EIR. The Final EIR is currently being prepared and will be considered by the City Council prior to adoption.

## FINDINGS

### Summary

The Proposed Plan as modified is consistent with the City Charter, LAMC and General Plan Findings as recommended by the City Planning Commission on April 11, 2013 and the modifications are consistent with and further support the Findings of Fact. In particular, General Plan Findings regarding Residential Neighborhoods, Historic and Cultural Resources and Housing are strengthened. Through the adoption of a Character Residential CPIO District Subarea proposed for the Arlington Heights neighborhood as well as the General Plan land use, zone and height district changes proposed for Jefferson Park, preservation of “affordable” rent-stabilized units will be strengthened by encouraging the preservation of existing development patterns thereby encouraging the retention of existing affordable housing stock. Substantive updates to the recommended Findings of the CPC’s previous action are shown with ~~strike through~~ and edits underlined in red as follows:

### Project Location

1. **The West Adams – Baldwin Hills – Leimert Community Plan Area (CPA)** is located approximately 7 miles southwest of downtown Los Angeles and contains nearly 6,130 acres (approximately 9.58 square miles) of developable land area. This CPA is generally bounded by Venice and Pico Boulevards at the north; Arlington and Van Ness Avenues at the east, Ballona Creek and Robertson Boulevard at the west; and the Baldwin Hills at the south. Other CPAs and jurisdictions that are adjacent to the West Adams - Baldwin Hills - Leimert CPA include, the Wilshire CPA (City of Los Angeles) to the north, the South Los Angeles CPA (City of Los Angeles) to the east, the West Los Angeles CPA and Palms - Mar Vista - Del Rey CPA (City of Los Angeles) and the City of Culver City to the west, as well as the City of Inglewood and unincorporated Los Angeles County to the south.

### City Charter Findings

2. **Charter Section 556** – In accordance with Charter Section 556, the new policies, zone and height district changes, plan land use designations, overlays and amendments proposed in the West Adams - Baldwin Hills - Leimert New Community Plan (Proposed Plan), as modified are in substantial conformance with the purposes, intent, and provisions of the General Plan. The Proposed Plan is consistent with and helps to further accomplish the goals, objectives, and policies contained in portions of the General Plan, including the General Plan Framework Element. The Proposed Plan amendments and zone changes are necessary to implement the General Plan and accomplish the stated objectives of the New Community Plan Program. The General Plan Framework Element establishes the standards, goals, policies, objectives, programs, terms, definitions, and direction to guide the update of citywide elements and the community plans. The Framework Element is a special purpose element of the City of Los Angeles General Plan that establishes the vision for the future of the City of Los Angeles and the direction by which the citywide elements and the community plans shall be comprehensively updated in harmony with that vision. The Framework Element establishes development policy at a citywide level and within a citywide context, so that both the benefits and challenges of growth are shared.
3. **Charter Section 558** – In accordance with Charter Section 558(b) (2), the Proposed Plan, inclusive of the Community Plan Implementation Overlay (CPIO) District and Specific Plan

amendments, will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the Proposed Plan and land use ordinances are consistent with the City's General Plan. In addition, the Proposed Plan, CPIO District and Specific Plan amendments will be in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. Some of the overarching themes of the Proposed Plan and land use ordinances include promoting sustainable development, the revitalization of commerce and industry and the preservation of historic and cultural resources. The Proposed Plan accomplishes this by including policies and standards that encourage sustainable, mixed-use development around transit stations, promoting a greater diversity of retail and neighborhood services, and preserving the area's economic vitality by improving industrial districts and commercial corridors while protecting adjacent residential uses. The CPIO District and Specific Plan amendments directly implement these policies by regulating permitted land uses, height, bulk and overall design of buildings along major commercial corridors of the Community Plan Area.

## Los Angeles Municipal Code Findings

4. **LAMC 12.32 C.2** – In accordance with LAMC 12.32 C.2, the proposed zone changes including the CPIO District and Specific Plan amendments (the land use ordinances) will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the proposed land use ordinances are consistent with the City's General Plan and directly implement the policies of the Framework Element. In addition, the proposed zone changes will be in conformity with public necessity, convenience, general welfare and good zoning practice. These ordinances promote economic well-being and public convenience through the allocation and distribution of lands in sufficient quantities to satisfy the housing, commercial, retail, service, industrial, and open space needs of the community. The land use ordinances directly implement the policies contained in the Proposed Plan that concentrate potential future growth in existing centers near public transportation and limit further intensification of existing single-family residential neighborhoods. The proposed land use ordinances follow good zoning practice in implementing such policies by including development restrictions such as height limitations in areas that transition between higher and lower densities and including development incentives to encourage new housing near jobs and in locations with multi-modal transportation options.
5. **LAMC 11.5.7 G** – In accordance with LAMC 11.5.7 G, the amendment to the Crenshaw Corridor Specific Plan will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning in that the proposed Specific Plan amendments are consistent with the City's General Plan and directly implement the policies of the Framework Element. The proposed amendments include an update to the development standards, design guidelines [and member composition of the Design Review Board](#) for the Crenshaw Corridor Specific Plan to implement the West Adams – Baldwin Hills – Leimert New Community Plan's goals, policies, and programs. The regulatory controls of the Crenshaw Corridor Specific Plan provide the systematic execution of the General Plan and the New Community Plan to meet the public needs, convenience and general welfare.

The Crenshaw Corridor Specific Plan was adopted in 2004, along with design standards and guidelines to regenerate land uses and revitalize commercial areas along Crenshaw Boulevard. The Proposed Plan includes General Plan Amendments in order to accommodate newly completed transit and infrastructure projects, such as the Metro Expo Line and Crenshaw/LAX Transit Corridor, which fall within the boundaries of the Crenshaw Corridor Specific Plan. The Specific Plan is updated to address key issues, such as the high concentration of certain uses, ensuring an adequate mix of businesses, promoting pedestrian-

friendly and transit-oriented development areas, encouraging more sit-down restaurants, and continuing to maintain the culture and character of commerce in the Crenshaw area. The amendments further implements the goals, programs and policies of the Proposed Plan by containing standards that promote controlled development while encouraging and stimulating economic revitalization. Those standards include use limitations and the regulation of signs, setbacks, open space, and parking. Additionally, the amendments include an update to the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual.

6. **LAMC 13.14 C.5** – In accordance with LAMC 13.14 C.5, the supplemental development regulations of the proposed West Adams Community Plan Implementation Overlay (CPIO) District are consistent with and necessary to implement the programs, policies and urban design guidelines of the West Adams – Baldwin Hills – Leimert New Community Plan. The West Adams CPIO's CPIO District regulations set forth design and development standards to ensure that new projects enhance the unique architectural, environmental, and cultural qualities of the Community Plan Area.

The West Adams CPIO District implements the goals and policies of the Proposed Plan through specific supplemental development regulations that help to foster commercial revitalization, limit the over-concentration of certain uses, and ensure that new infill development responds to the prevailing neighborhood character. The CPIO District implements the goals and policies of the West Adams New Community Plan by ~~targeting~~ directing growth into transit-oriented development areas and at major intersection nodes. In an effort to retain neighborhood serving uses, ~~the CPIO Subdistricts~~ District subareas are located in areas that serve as identifiable business, service, and ~~social and cultural~~ places for the Community Plan Area. The ~~five subdistricts~~ seven subareas are:

- ~~Commercial Corridors and Major Intersection Nodes CPIO~~
- Major Intersection Nodes
- La Brea/Farmdale Avenues TOD
- Jefferson/La Cienega Boulevards TOD
- Hyde Park Industrial Corridor
- Venice/National Boulevards TOD
- Character Residential

With regard to compatible land uses, the West Adams CPIO District includes use limitations on automotive repair uses, motels, liquor stores, among other uses, to help achieve the goals and policies of the Proposed Plan. In an effort to preserve and protect residential uses, ~~scale~~ the Character Residential CPIO Subarea includes the Arlington Heights neighborhood. The scale of new construction adjacent to residential neighborhoods is addressed through transitional height standards for commercial and industrial projects. To further the goals of pedestrian and transit orientation and walkable commercial areas of the Proposed Plan, ~~each subdistrict includes~~ the individual subarea development regulations include standards for lot coverage, building intensity, building façade frontage at the sidewalk, building heights, active ground floor uses, ~~and parking reduction incentives,~~ and incentives for affordable housing. The Commercial Corridors and Major Intersection Nodes ~~Subdistrict~~ subareas includes two design guidelines to help improve the visual appearance of open space and foster high-quality sustainable infill development. Other ~~subdistricts~~ subareas, including the Hyde Park Industrial Corridor CPIO Subarea, promote standards for adaptive reuse, and green- and clean-tech infill construction in transit-oriented development areas.



## General Plan Findings

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

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

### Distribution of Land Use

With respect to the distribution of land use, the 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.*

The primary characteristic of the Proposed Plan is that it is a "quality of life plan" that attempts to limit targeted uses and incentivize others in order to enhance the mix of uses and increase the quality of life for West Adams' residents. The Proposed Plan initiates various changes to the existing 1998 Community Plan by implementing the policies, goals, and objectives of the General Plan. The Proposed Plan intends to promote an arrangement of land uses, streets, and services to encourage economic vitality, social and physical well-being, and general health, safety, welfare and convenience for the people who live and work in the community.

Consistent with the above-referenced objective and policy, areas are identified on the Long-Range Land Use Diagram in a manner that directs future growth away from adjacent residential neighborhoods to higher-intensity commercial center locations and areas in close proximity to public transit to provide better access to a diverse set of uses and job opportunities. To accommodate a variety of uses, the Proposed Plan includes policies that are being implemented through the West Adams CPIO District and Crenshaw Corridor Specific Plan. Those implementation tools preserve cultural and economic assets in ~~the neighborhoods such as~~Arlington Heights and Leimert Park-area. Additionally, along Crenshaw Boulevard and other corridors, land uses are allocated in a manner that will promote economic, social, and physical welfare of the community.

With respect to land use and air quality, the Air Quality Element states the following:

*Air Quality Element - Goal 1: Good air quality and mobility in an environment of continued population growth and healthy economic structure.*

*Air Quality Element - Goal 4: Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.*

*Air Quality Element - Objective 4.2: It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.*

*Air Quality Element - Policy 4.2.1: Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.*

The Proposed Plan corresponds with the Air Quality Element by promoting several principles that are key to improving air quality and strengthening the link between transportation and land use planning. These principles include enhancing mobility and access to all system users, identifying appropriate locations for new development, revitalizing commercial and industrial lands, promoting historic preservation and conserving the neighborhood character and scale of stable residential neighborhoods. In accordance with the Air Quality Element, the Proposed Plan minimizes impacts of existing land use patterns by creating conservation areas outside of designated districts, centers, and mixed-use boulevards. The implementation tools of the Proposed Plan include standards that target growth into pedestrian- and transit-oriented districts, which assist in reducing greenhouse gas emissions associated with vehicular trips and vehicle miles travelled. This will further encourage the integration of transportation, land-use and housing throughout the Community Plan Area, which is in accordance with the Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375, and in compliance with the General Plan's Air Quality Element. SB 375 helps to implement the greenhouse gas reduction goals of Assembly Bill 32, the California Global Warming Solutions Act of 2006, by targeting transportation-related emissions through better integration of land use and transportation through TOD parking reduction incentives and pedestrian-oriented design standards.

The Proposed Plan attempts to reduce vehicle trips by increasing capacity for housing and commercial services at key nodes that are at the intersections of major bus routes and/or rail stations. The Proposed Plan also revitalizes several areas along the Metro Expo and Crenshaw/LAX Transit Corridor Lines to provide housing and some opportunities directly adjacent to transit. The West Adams CPIO District disincentivizes the use of vehicle trips and incentivizes alternative modes of transportation.

With respect to development patterns and spatial distribution of development, the Framework and Air Quality Elements state the following:

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

*Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially*

*service adjacent neighborhoods, and existing or potential public transit corridors and stations.*

*Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

*Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.*

Consistent with the above-referenced objective and policies, the Proposed Plan encourages the spatial distribution of development and improved development patterns to help facilitate a better quality of life for the community. The Proposed Plan allocates land for the range of uses that the community will need through 2030, and improves the connection between land use and transportation to be consistent with the Framework Element. The distribution of low-density residential units coupled with their physical separation from commercial services, jobs, recreation, and entertainment over the past several decades has resulted in an auto-centric community. This, in turn, leads to numerous single-purpose vehicle trips, long distances traveled, traffic congestion, and air pollution. Non-home-to-work trips now result in more congestion and air pollution than home-to-work trips. To promote more pedestrian- and transit-oriented developments, the Proposed Plan effectively shapes the form, scale and character of growth by setting development standards within the land use ordinances; the West Adams CPIO District and the Crenshaw Corridor Specific Plan amendments. The CPIO Subdistricts provide District provides for the siting and design of infill development that maintains the prevailing scale and character of surrounding neighborhoods, while enhancing the character of West Adams' commercial and industrial districts. The Proposed Plan facilitates the revitalization of commercial and industrial lands by modifying land use designations, and zoning to allow for a more relevant mix of uses.

In addition to the Proposed Plan, the CPIO Subdistricts District and the Crenshaw Corridor Specific Plan amendments will help to implement SB 375 by ensuring new infill development responds to transit proximity and relies less on automobile orientation, which will, in essence, provide more access to mobility choices while reducing air pollution and vehicular trips and vehicle miles traveled. The active change areas of the Proposed Plan are located along a robust public transit network that includes many rail and bus lines. The Proposed Plan analyzed several segments proposed for implementation of bike lanes in the ~~bike plan~~ Mobility Element and acknowledges the LAMC bicycle parking requirements in transit-oriented development areas. Several commercial corridors are served by bike routes and future bike lanes are planned through 2030.

## **Population and Employment Growth**

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

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

The State of California requires that cities plan for changes in population, housing demand and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. These projections are developed by the City of Los Angeles, in conjunction with the Southern California Association of Governments (SCAG), the Metropolitan Planning



Organization for the six-county region. SCAG is mandated by Federal and State governments to prepare the Regional Transportation Plan (RTP), a long-range regional transportation plan that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends. The RTP informs SCAG's projection of growth for the region. State and Federal regulations require that local plans be consistent with the Regional Air Quality Plan and the Regional Mobility Plan.

Consistent with the above objective contained in the Framework Element (as well as Southern California Association of Governments' 2008-RTP Program), the Proposed Plan accommodates projected population and employment growth within the Community Plan Area. The Proposed Plan includes policies and programs that are aimed at providing adequate transportation, utility infrastructure and public services. The Proposed Plan, as modified is estimated to reasonably accommodate approximately 218,744 214,012 people, 84,257 dwelling units and 53,113 53,556 jobs, by 2030, providing enough capacity to ~~go above and beyond~~ meet SCAG projections. The Framework Element includes a 2010 ~~proposed plan~~ Proposed Plan employment forecast of 53,933 and ~~employment~~ a population forecast of 200,981 for the West Adams Plan Area. The Framework forecasts are best estimates since the adoption of the Framework in 1996 and 2001, and as implementation of the Framework proceeds, the "population forecasts may be revised based upon specific land use actions adopted through the community plan update process." Consistent with the Framework strategy, the Proposed Plan accommodates projected growth that reflects revised forecasts from SCAG and the community plan update process. The Proposed Plan's reasonable expected development capacity gives a degree of flexibility to accommodate additional population and employment, if necessary, to meet the requirements of SCAG's RTP, in accordance with AB 32 and SB 375. These legislative acts require that California cities create 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 this Community Plan Area has expansive investment in transit infrastructure, the Proposed Plan's increases in capacity are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework Element. The Proposed Plan accommodates employment growth in centers and along transit corridors, consistent with Framework Element's policies on economic development. The Proposed Plan also accommodates mixed-use development in commercial zones, alleviating pressure to up-zone many residential areas and helping to preserve existing affordable housing and maintain existing neighborhood character. Increasing capacity outside of residential areas in commercial zones helps make it possible to conserve housing in many existing residential neighborhoods at the existing density and scale.

## Residential Neighborhoods

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

*Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

*Goal 3B: Preservation of the City's stable single-family residential neighborhoods.*



*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.*

Consistent with the above-referenced policy, goal and objective of the Framework Element, the Proposed Plan as modified, retains the existing land use designations and zoning for most residential neighborhoods except portions of Jefferson Park in which land use and zoning are reduced. This is done in order to protect the scale and character of these areas and limit incompatible uses. The Proposed Plan focuses new commercial and mixed-use development away from single-family areas and into identified commercial centers, mixed-use boulevards and districts with access to public transportation. The CPIO District and Crenshaw Corridor Specific Plan amendments implement the policies of the Proposed Plan by encouraging the creation of new infill development near transit through incentives, including parking reduction and a variety of building intensities for certain commercial and industrial uses. Consistent with the Framework Element, neighborhood compatibility is encouraged by respecting the existing historic building patterns and retaining proportional dimensions of single-family homes along a residential street. The Proposed Plan also includes transitional height and design requirements for commercial and industrial parcels that abut residential areas.

The Proposed Plan intends to protect residential neighborhoods and establishes a variety of uses to make a complete neighborhood. To ensure that the character and scale of stable single-family residential neighborhoods are maintained, the Proposed Plan revises the Low Single-Family Residential category by dividing its five corresponding zones among three tiers; Low I, Low II and Low III such that the R1 Single-Family Residential Zone is now placed in its own Low II land use category thereby further protecting the zone by requiring both a zone change and a General Plan Amendment to up or down zone.

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

Consistent with the above-referenced goal, the Proposed Plan enhances the quality of life of multi-family neighborhoods by preserving and encouraging sustainable developments. This includes providing policies for the conservation of multi-family neighborhoods, such as the “garden-style” residential developments located at Baldwin Village and Village Green. The ~~proposed plan~~ Proposed Plan also contains multi-family design guidelines ~~that~~ and a Character Residential CPIO District Subarea that can enhance the aesthetic character of multi-family neighborhoods such as Arlington Heights. The Proposed Plan promotes energy efficient homes and drought tolerant landscaping for multi-family developments, which aligns with SB 375 to create sustainable and environmentally-friendly communities while reducing greenhouse gas emissions and improving air-quality. To maximize opportunities for open space and reduce the heat island effect, the Proposed Plan recommends that multi-family new construction should include green roofs and community gardens, where feasible. Furthermore, in compliance with the Framework Element, design guidelines are established in the Proposed Plan for multi-family developments to promote the retention and enhancement of the unique character of the residential neighborhoods throughout the Community Plan Area.

## **Pedestrian-Oriented Districts**

With respect to Pedestrian-Oriented Districts, the Framework Element states the following:

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

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

Pedestrian-Oriented Districts and Pedestrian-Oriented Development Areas promote attractive, walkable, pedestrian environments that encourage the establishment of commercial and mixed-use districts. The Proposed Plan includes policies and implementation tools to activate the ground floor retail of commercial corridors through the design and placement of buildings, structures and street furnishings. In consideration of SB 375, the Crenshaw Corridor Specific Plan is being updated to include standards for creating pedestrian-friendly transit-oriented developments to connect with the Metro Expo Line and Crenshaw/LAX Transit Corridor. The Proposed Plan focuses possible growth in the Regional Center and near existing transit infrastructure, such as the Metro Rail Line stations and bus rapid transit corridors. This approach helps to reduce dependency on automobiles, offers mobility choices, encourages development with less impact on roads, and promotes sufficient density to support walkable communities and transit-oriented developments. Additionally, the transit-oriented developments create areas for neighborhood-serving uses, open space, and restaurants with outdoor eating areas, which are critical to provide pedestrian activity while reducing traffic generation. Development standards are updated to include refined parking policy procedures and shared parking facilities in commercial centers and mixed-use boulevards. The pedestrian circulation and bicycle access are improved in the Proposed Plan and land use ordinances by promoting pedestrian amenities, such as paseos, arcades, and courtyards in new developments. The Proposed Plan also ~~recommends~~encourages the development of streetscape plans as called for by the Framework Element. Streetscape plans for portions of Crenshaw Boulevard would regulate streetscape amenities such as street trees, benches, shelters, and information signs and the provision of such improvements as part of development projects. To further promote pedestrian orientation, the Proposed Plan acknowledges the City's Walkability Checklist, the Citywide Design Guidelines, and Principles of Urban Design and Sustainability.

## **Commercial Areas**

Consistent with the Framework Element, the Proposed Plan evaluates the Framework's existing centers and districts and amends the Long Range Land Use Diagram to make adjustments to the general boundaries of four commercial areas: Neighborhood Districts, Community Centers, Mixed-Use Boulevards, and Regional Center to further support a diverse set of uses. In accordance with the Framework Element, the Long Range Land Use Diagram is flexible and suggests a range of uses within its land use definitions. Precise determinations are made in the community plans. To that end, nomenclature changes are proposed for two commercial land use designations: General Commercial Land Use is being redesignated to the existing Neighborhood Commercial Land Use Category. The Regional Commercial Land Use Designation will change to the new Regional Center Commercial. The Community Center Land Use Designation will be applied to the Nodes and TOD areas in a more fine-grained approach through Plan Amendment. Findings for each commercial area are provided below.

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

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

*Objective 3.8: Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.*

Neighborhood Districts are located at several key areas throughout this Community Plan. The Framework Element places Neighborhood Districts near Leimert Park Village, Washington Blvd/Rimpau and Robertson Blvd. Neighborhood Districts' design and revitalization parameters are achieved through administration of West Adams CPIO District and Crenshaw Corridor Specific Plan amendments. In accordance with the Framework Element, the clustering of neighborhood serving uses minimizes automobile trips while encouraging pedestrian-oriented districts in close proximity to adjacent residential neighborhoods. Thus, the Proposed Plan expands the Neighborhood Districts by strengthening uses and design standards that contribute to a neighborhood district identity, to expand the boundaries of existing Neighborhood Districts ~~and to also include~~ such as the District located at Slauson Ave. and West Blvd., ~~as a new Neighborhood District.~~

The West Adams CPIO District implements the policies, goals and programs of the Proposed Plan by establishing design standards for over-concentrated uses, promoting context sensitive projects, and enhancing the appearance and safety of commercial areas. In conformance with the Framework Element, the development standards for these Neighborhood Districts strive to enhance an active and walkable character of the neighborhood district areas, customize infill design and site planning standards, and recommend area specific streetscape and landscape standards. For instance, in the Commercial Corridors ~~and Major Intersection Nodes~~ CPIO Subdistrict Subarea, building heights for Neighborhood Districts are set at a maximum of three stories. To conserve the neighborhood character in Neighborhood Districts, commercial and industrial uses are required to set back or "step back" from adjacent residential properties. Use limitations are identified along certain corridors and nodes to guarantee that a broad range of uses serve the needs of adjacent residents while ensuring that this Community Plan Area is a desirable place to work and visit. In concert with the Proposed Plan's streetscape recommendations, this development typology will ensure Neighborhood Districts will continue to maintain their distinct and unique character while activating intersection nodes.

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

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

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

Consistent with the above-referenced goal and objective, the Proposed Plan reinforces existing and encourages new Community Centers and Mixed-Use Boulevards by accommodating a broad range of uses that serve residents, enhance housing choice and provide additional job opportunities. The CPIO District and the Crenshaw Corridor Specific Plan implements the policies of the Proposed Plan by promoting a "main street" character throughout the Community Plan Area. Community Centers and Mixed-Use Boulevards accommodate greater densities and



scales while promoting pedestrian-oriented developments that serve the surrounding community, both day and night. Within these active change areas, the development standards and regulations encourage the prevailing early twentieth century development pattern of West Adams, which included a building typology with buildings constructed close to the sidewalk and included an array of retail businesses, and neighborhood services such as full-service grocery stores and sit-down restaurants. Consistent with SB 375, the reuse of existing structures and redevelopment of “greyfield” sites, prioritization of new development in close proximity to transit and encouraging community gardens, will ensure the long-term sustainability of the community.

In many of the CPIO Subdistricts subareas, floor area ratios range from 1.5:1 to 3:1, with maximum building heights in accordance with the scale of the adjacent neighborhood. Consistent with the above objective, in order to ensure that the Community Centers and Mixed-use Boulevards are desirable places to live, work and visit, design guidelines are developed for infill developments located near transit stations. The two new design guidelines included in the Commercial Corridors and Major Intersection Nodes Subdistrict subareas are Washington Boulevard Design Guidelines and the Robertson Boulevard Design Guidelines. In addition, the Specific Plan amendments include an update to the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual. The Community Plan also includes Design Guidelines for commercial and multi-family developments to reinforce the aesthetic character of the commercial districts.

*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.*

Consistent with the above-referenced goal and objective, Community Centers and Mixed-Use Boulevards in the West Adams NCP emphasize the integration of housing with commercial uses that are in proximity to transportation hubs, or transit stations. Additionally, consistent with the Framework Element, the CPIO District implements the policies of the Proposed Plan by establishing development standards that further refine commercial manufacturing to address existing commercial building fabric while eliminating urban decay of storefronts. The land use ordinances implement the Proposed Plan, by including standards that require the placement of commercial uses along the ground floor, maintaining a continuous streetwall of architecturally significant facades and internalizing parking to ensure that the pedestrian-oriented developments are achieved.

Consistent with the above-referenced goal, the Proposed Plan identifies a network of boulevards that balance community needs and economic objectives. Community Centers are designated within the Crenshaw Specific Plan amendments and in the following CPIO Subdistricts subareas: Venice/National TOD, Jefferson/La Cienega TOD, La Brea/Farndale TOD and the Commercial Corridors and Major Intersection Nodes CPIO Subarea. Mixed-Use Boulevards include certain segments of Venice, Washington, Adams, Crenshaw, Jefferson, Vernon, Slauson, and Florence Ave. Consistent with the above objective, in some of the CPIO Subdistricts subareas, incentive areas are proposed that will allow increases in the floor area ratio (FAR) for preferred types of development at nodes and underutilized sites, and require FAR minimums in other areas. Additionally, these commercial areas complement the existing building typology by including the transitional “step-back” from adjacent residential parcels in order to ensure that the height of new commercial development does not encroach into erode the character of intact neighborhoods.

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

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

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

Consistent with the above-referenced goal and objective, the Proposed Plan includes policies, goals and programs for its mixed-use center to enhance urban lifestyles while serving the region. The Baldwin Hills-Crenshaw Plaza is a hub of regional center commerce and activity that contains a diversity of uses. To further encourage economic vitality of this regional center, the Crenshaw Corridor Specific Plan ~~which includes amendments to the Santa Barbara Plaza (a.k.a. Marlton Square) site that implements~~ **implement** the policies and programs of the Proposed Plan by addressing design standards and guidelines and building typology. The Proposed Plan reinforces the existing Baldwin Hills-Crenshaw Plaza mall site by supporting it as a business district outside the city center, while promoting the site and building design to be an exemplary model of smart growth, consisting of mixed-use retail, office, hotel, and residential development. Consistent with the above-referenced objective, the Proposed Plan supports the promotion of farmers' markets, an African American Museum, and space for cultural events to provide jobs, entertainment and culture for the region. Additionally, within the Crenshaw Corridor Specific Plan amendments, mixed-use projects, shared parking and the development of an urban village that enhances pedestrian and bicycle connectivity are encouraged.

## Industrial Lands

With respect to Industrial Lands, the 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.).*

The Proposed Plan implements the above goal, objective and policies of the Framework Element by placing limits on the introduction of non-industrial uses and incentivizing the attraction of new industries in industrial areas. Since **large, economically viable** industrial lands in this Community Plan Area are **limited, and many sites are small in size, shallow in depth and** typically adjacent to residential areas ~~and are small in size and shallow in depth~~, the introduction of new commercial and non-industrial uses ~~are~~ **at larger sites is** discouraged. The CPIO District implements the policies and programs of the Proposed Plan to help maintain the City's fiscal viability of industrial lands. Four of the ~~five~~ **seven** CPIO Subdistricts **subareas** set development standards to encourage redevelopment of industrial lands along the two railroad corridors in the Community Plan Area, the Southern Pacific Railroad Corridor (Metro Expo Line) and the Harbor Subdivision BNSF Railroad Corridor (Hyde Park Boulevard).

In compliance with the Framework Element, several CPIO Subdistricts subareas, including Venice/National TOD, the Hyde Park Industrial Corridor, Jefferson/La Cienega TOD, and La Brea/Farmdale TOD, look to preserve and protect viable industrial land while providing flexible zoning to facilitate the clustering of industries and supporting uses. The CPIO Subdistricts' subareas regulate the building heights and structural transitions, building intensity, mobility, streetscape, lot coverage and open space provisions. The CPIO District encourages the development of emerging clean-tech and high-tech uses and green technology within medium-intensity transit hubs. Additionally, the redevelopment of the underutilized lands and brownfield sites will help to promote job creation by attracting industry back to the Community Plan Area, particularly in the Hyde Park neighborhood, and allow for the adaptive reuse of light industrial areas in specific locations. The Proposed Plan seeks to maintain existing industrial lands while capitalizing on emerging industrial sectors. To encourage sustainability and improve the built environment, the Proposed Plan includes design guidelines for site and building design for small, medium and large sites.

## Transit Stations

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

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

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

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

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

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

Because of significant transit infrastructure investment with the opening of the Metro Rail Expo Line, Phase I, in 2012, and the proposed completion of the Crenshaw/LAX Transit Corridor by 2018, and in conjunction with the extensive network of bus lines, this Community Plan's land use pattern supports increased transit use. The Proposed Plan includes up to five stations along the Crenshaw-Boulevard/ LAX Transit Corridor Project: Crenshaw/Expo, Crenshaw/Martin Luther King, Jr., Leimert Park ~~(pending)~~, Crenshaw/Slauson, and Florence/West (Inglewood). Also, transit-oriented developments are encouraged within ½ mile of five Metro Expo Line stations: Crenshaw/Expo, Farmdale/Expo, La Brea/Expo, La Cienega/Expo and Robertson/ Expo (Culver City). In consideration of SB 375, the Proposed Plan focuses growth in its regional center and near existing transit infrastructure, at nodes and major intersections. To encourage more pedestrian- and transit-oriented developments, the CPIO District and the Crenshaw Corridor Specific Plan amendments include standards that promote a building typology and development pattern that reduce dependency on automobiles, offer mobility choices, encourage development with less impact on roads and encourage sufficient density to support walkable communities.



The Proposed Plan includes policies that facilitate development and public improvements at multimodal transit nodes, support the efforts for regional transit connections, and create integrated mobility hubs at key locations. In regards to transit orientation, the policies in the Proposed Plan are implemented through the CPIO District and Crenshaw Corridor Specific Plan amendments. Within these land use ordinances, incentives are provided for targeted growth areas in centers that serve as identifiable business, service and social places for the neighborhood, and through the reuse of the City's boulevards and industrial districts. In response to traffic congestion and parking challenges, the Proposed Plan includes multi-faceted strategies that encourage provisions for shared parking, traffic calming devices, and commuter and ridesharing programs. In conformance with the Framework Element, the Proposed Plan looks to locate jobs nearing housing to help reduce commutes, increase walking and biking rates and improve access to open space and parks. This thereby creates a public health benefit, while helping to achieve the mandated clean air and greenhouse gas emission targets.

## Cultural and Historic Resources

With respect to cultural and historic resources, the 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.*

*Policy 3.17.1: Apply Historic Preservation Overlay Zones ("HPOZ") where appropriate.*

*Policy 3.17.2: Develop other historic preservation tools, including transfer of development rights, adaptive re-use, and community plan historic preservation policies.*

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

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

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

Consistent with the above goals, policy and objectives, the Proposed Plan seeks to maintain and protect important cultural and historic resources while allowing for the development of economically viable uses. The Framework Element's conservation objectives focus on the conservation of significant resources to enhance community and neighborhood character. The Proposed Plan reflects a diverse housing stock, ranging from 50 to over 100 years of age, which form the core identity of this Community Plan Area. The Proposed Plan seeks to tailor citywide preservation policies established through the General Plan, by creating goals, policies and programs to further promote neighborhood conservation and historic preservation. Through this Community Plan update process, and in concert with the findings of the Los Angeles Historic Resources Survey (SurveyLA) the Proposed Plan identifies future resources, promotes sustainability through the preservation and reuse of existing buildings, incentivizes façade restoration and supports the implementation of the City's Cultural Heritage Master Plan. This is achieved through design standards and design guidelines that are implemented through the CPIO District and the Crenshaw Corridor Specific Plan amendments.

In conformance with Framework Element, other possible historical and cultural resources were surveyed in other sites and neighborhoods. Eligible individual resources include the ~~Angelus Funeral Home~~ Vision Theatre (c.1954) 1931), and the LADWP Crenshaw Service Center (c.1945). There are three designated Los Angeles Historic Preservation Overlay Zones (HPOZs), Lafayette Square, West Adams Terrace, and Jefferson Park and potentially more historic districts that could be added to the Community Plan Area, in conformance with the Conservation Element Policy. In accordance with the above-referenced objective, the preservation of open space, viewsheds and public facilities are considered as key historic neighborhood resources that will help in the development of economically viable uses, including the Kenneth Hahn State Recreation Area. ~~The~~ In accordance with the above-referenced policies, the Proposed Plan supports the continued progress of potential and proposed HPOZ district designation and the designations and adoption of other neighborhood conservation tools that encourage rehabilitation, reuse and greening of historic buildings. Moreover, historic resource preservation and neighborhood conservation standards are promoted for projects located in the CPIO District. In accordance with the above-referenced objective, the Proposed Plan, the CPIO District, and the Crenshaw Corridor Specific Plan amendments recommend that projects identified through SurveyLA, shall adhere to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

## Housing

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

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

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

*Objective 4.3: Conserve scale and character of residential neighborhoods.*

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

With respect to housing, the Housing Element (2013-2021) states the following:

*Policy 1.1.3: Facilitate new construction and preservation of a ~~variety~~ range of different housing types that address ~~current and projected~~ particular needs of the city's households.*

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

**Program 95: Neighborhood Preservation – Downzoning.** Preserve stable multi-family residential neighborhoods that provide older, and therefore, relatively affordable, but high quality housing stock. Evaluate the feasibility of downzoning such neighborhoods to approximate the existing densities in order to eliminate the incentive to demolish and replace such neighborhoods with higher density, more expensive, new construction. Assure that there is no net loss of capacity in the Community Plan by assuring that any



such downzoning occurs only when accompanied with a corresponding shift of the capacity that would have been created in the downzoned neighborhood to other areas of the Community Plan where the additional housing units can be better accommodated.

Consistent with the Framework and Housing Elements, the Department of City Planning refines the City's housing allocation so that projected growth is directed to centers and districts that are located near transit. Directing growth this way protects other areas, such as single-family neighborhoods, historic districts, and other stable residential neighborhoods.

The Proposed Plan retains existing land use designations and zoning for most residential neighborhoods to protect the scale and character of these areas and limit incompatible uses. ~~In accordance with the above objectives and policies,~~ In certain locations within the Jefferson Park, Mid-City and Arlington Heights neighborhoods, land use designations, zones and/or height districts have been reduced and the Proposed Plan focuses new multi-family housing to occur in proximity to transit stations and in identified commercial centers, mixed-use boulevards and neighborhood districts, effectively shifting capacity away from these residential neighborhoods in accordance with the above objectives and policies. The Proposed Plan's policies include compliance with adopted citywide and community plan design standards and guidelines, preservation of existing view corridors and viewsheds, providing multi-modal linkages to nearby transit, recreational and other public facilities to single-family residential areas. Several policies of the Proposed Plan are implemented through the CPIO District and the Crenshaw Specific Plan amendments. The land use ordinances include transitional height and design requirements for commercial and industrial parcels that abut residential areas. The Proposed Plan intends to protect residential neighborhoods to meet the economic and physical needs of the residents; this includes conserving single-family neighborhoods, which comprise 38% of the Community Plan Area, and the preservation of multi-family neighborhoods, such as the "garden-style" residential developments located at Baldwin Village and Village Green.

*Policy 2.1.2: Establish development standards ~~that enhance~~ and other measures that promote and implement positive health outcomes.*

#### Objective 2.2

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

*Policy 2.2.1: Provide incentives to encourage the integration of housing with other compatible land uses.*

*Policy 2.2.2: Develop design standards that promote sustainable development in public and private open space and street rights-of-way.* *Policy 2.2.3: Provide incentives and flexibility to generate new housing and to preserve existing multi-family housing near transit and centers, in accordance with the General Plan Framework Element, as reflected on Map ES.1.*

*Policy 2.2.5: Provide sufficient services and amenities to support the planned population while preserving the neighborhood for those currently there.*

*Program ~~2.2.6-A~~ 73: Targeting Growth in Community Plan Areas – Update Community Plans to establish appropriate land uses, densities, and mixes of housing types and levels of affordability in areas well served by public transit, including employment centers and activity centers. Resolve design issues and adopt design guidelines to assure that*

*residential, commercial and industrial development facilitate corresponding development goals for the area. Change land use designations and initiate zone changes and adopt Community Plan Implementation Overlay districts. When building envelopes are increased, take care not to undermine the density bonus program. Aim to attach community benefits, including affordable housing, to significant bonuses in floor area and density.*

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

*Policy 2.4.2: ~~Develop and implement design standards that promote quality development.~~*

*Program 2.4.2.C: Urban Design Standards — ~~Include an urban design chapter in the Community Plan updates to identify unique characteristics of neighborhoods and to articulate development standards that will enhance those characteristics.~~*

*Policy 2.4.3<sup>1</sup>: Promote preservation of neighborhood character in balance with facilitating new development.*

*Policy 2.4.4: ~~Promote~~ 2: Develop and implement design standards that promote quality residential development that meets the .*

*Program 92: Planning for Neighborhood Character – Conduct regular updates of Community Plans in order to address changing local needs of current residents. Adopt implementation tools, such as well overlay zones and design guidelines to guide new development and protect existing neighborhood character. Explore mechanisms to address better transitions between single-family and multi-family development, between commercial and residential development, and between industrial and residential development. Enforce the Baseline Mansionization Ordinance, which limits the size of homes in proportion to lot size throughout the City. Create new Residential Floor Area districts to protect neighborhood character. Utilize the Community Plan Implementation Overlay districts as ~~new residents~~ another neighborhood character tool.*

*Policy 2.4.3: Develop and implement sustainable design standards in public and private open space and street rights-of way. Increase access to open space, parks and green spaces.*

The Proposed Plan promotes livable neighborhoods, consistent with the adopted Housing Element, by encouraging new residential development to be located near transit options and within proximity to a mixture of compatible uses, thereby increasing mobility options and improving accessibility to employment and activity centers. The Proposed Plan includes incentives for mixed-use developments, which encourage the integration of housing with other compatible land uses as called for in the Framework Element. Additionally, the Proposed Plan provides for a mix of housing types, balancing additional housing at higher densities in appropriate locations near transit with the preservation of existing, lower density single-family neighborhoods in other parts of the Plan Area.

The Citywide Housing Element (2006—2014 2013 – 2021) sets forth a blueprint of City policies that promote housing supply, affordability, accessibility, and design that will accommodate the projected needs of the City's population. Consistent with the above-referenced policies of the Housing Element, design guidelines and policies are established to create quality pathways and



access routes, such as pedestrian walkways, paseos, parkways and bike paths. In accordance with the Housing Element, the Proposed Plan includes design guidelines for single-family and multi-family neighborhoods to further identify unique characteristics of neighborhoods and to articulate development standards that will enhance those characteristics. The Proposed Plan ~~recommends~~encourages quality design through ~~a thorough list of~~numerous urban design and landscape standards. The use of CPIO District and Specific Plan amendments as implementation mechanisms are consistent with the policies and objectives of the Housing Element to ensure that housing is adequately incorporated within mixed-use developments in commercial areas. strives to provide the amenities that residents need and does not supercede incentives provided through the City's density bonus program.

## Urban Form and Neighborhood Design

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

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

Consistent with the above-referenced goal, the Proposed Plan includes design guidelines for residential, commercial, and industrial properties. The Crenshaw Corridor Specific Plan is being amended to include standards that implement the policies of the Proposed Plan by updating the Design Guidelines and Standards Manual. Additionally, two corridor-specific design guidelines accompany the Commercial Corridors CPIO Subarea and the Major Intersection Nodes CPIO ~~Subdistrict~~Subarea. The Washington Boulevard Design Guidelines and the Robertson Boulevard Design Guidelines received extensive input from neighborhood councils, residents and other community stakeholders to ensure that future infill development is consistent with the those respective neighborhoods.

*Policy 5.1.2: Implement demonstration projects that establish proactive measures to improve neighborhood and community design, and coordinate these activities with the Los Angeles Neighborhood Initiative demonstration projects, Los Angeles County Metropolitan Transportation Authority station area activities, and other City, non-profit and private efforts.*

In accordance with Framework Element Policy 5.1.2, the Department of City Planning has partnered with several agencies and entities to establish measures to improve neighborhood and community design. For instance, the Hyde Park Industrial CPIO ~~Subdistrict~~Subarea includes open space standards based on concepts developed from a 2007 UCLA Hyde Park Study Group for creating a “green-tech industry” campus along the existing Harbor Subdivision Railroad ROW. Additionally, the Department participated in several agency initiatives and their resulting studies, plans and reports were utilized in the preparation of the Proposed Plan. Many of these studies were focused along the Expo Line Phase I and Crenshaw/LAX Transit Corridors and included efforts such as the Caltrans funded 2006 La Brea Station Area Vision Plan (Envision La Brea), the 2007 CRA sponsored, Mid-City Crenshaw Vision and Implementation Plan, the 2007 SCAG funded TOD Plan & Market Study for the La Cienega/ Jefferson Expo Light Rail Station Area and the 2010 Metro sponsored Crenshaw/LAX Transit Corridor Station Area Planning study, among others. Many of the TOD area recommendations put forth through the Proposed Plan were informed by the concepts included in these plans. Other reports that assisted in the Department of City Planning’s collaborative efforts for preparing the Proposed Plan and land use ordinances include the Leimert Park Village “Principles for Design Development and Market Feasibility Study”

prepared by the Leimert Park Collaborative and the Los Angeles Neighborhood Initiative's West Boulevard Community Linkages and Revitalization Plan.

## Streets

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

*Objective 5.3: Refine the City's highway nomenclature and standards to distinguish among user priorities.*

*Policy 5.3.4: Identify commuter and recreational bicycle routes that link major destinations within the City, and establish and implement standards to maintain their safety and security.*

In accordance with the above-referenced objective and policy, the Proposed Plan includes street redesignations for many arterial streets ~~Major Highways and Secondary Highways~~ in the Community Plan Area in order to establish and implement standards to maintain safety and security and enhance existing neighborhood character. The Proposed Plan acknowledges the various types of bicycle facilities included in the City's 2010 Bicycle Plan Mobility Element. The sustainable future of the various neighborhoods depends on a network of roadways that balance the needs of these multiple interests and functions. The Proposed Plan promotes the reclamation of land for bikeways to provide adequate bikeway connections for residents. The standards are being refined to create a network of safe, multi-modal linkages and to support streetscape improvements in neighborhood districts and transit-oriented development areas. In conformance with the Framework Element and in an effort to continue to serve multiple functions and users, the pedestrian-priority street segments are being updated in the Proposed Plan. The intent of the street reclassification is to maintain prevailing streetwall "build-to" lines thereby reinforcing existing neighborhood character, promote walkability and enhance sidewalk widths where possible, minimize pedestrian conflicts, encourage provision of landscaped parkways adjacent to sidewalks, and attain balanced mobility options including roadway widths for bicycles, transit, and automobiles. Additionally, these updates in the Proposed Plan will help to preserve the quality of life in the community by providing a means for the promotion of "complete streets" to support mobility and recreational opportunities and provide easier access to alternatives to the automobile.

## Community Facilities and Improvements and Safety

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

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

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

Consistent with the above-referenced objectives, the Proposed Plan encourages proper design and effective use of community facilities to ensure personal safety all times of day. The Proposed Plan reinforces the development and improvements of community facilities by promoting Crime Prevention Through Environmental Design techniques. The land use ordinances implement the

Proposed Plan by encouraging pedestrian-oriented developments, active ground floor spaces and open spaces to allow for more pedestrian activity and provide for more “eyes on the street.” Additionally, the Proposed Plan encourages the evaluation of land use impacts on service demands and location of community facilities in appropriate locations in order to maintain safety. In conformance with the above objectives, the development of acquisition strategies and enhancement of existing facilities are supported to meet the changing needs of West Adams’ neighborhoods. To enhance the livability of all neighborhoods, the Proposed Plan encourages the joint-use of school open spaces and recreational facilities for the community at large.

## **Livable Neighborhoods**

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

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

- a. Modify parking standards and trip generation factors based on proximity to transit and provision of mixed-use and affordable housing.*
- b. Provide centralized and shared parking facilities as needed by establishing parking districts or business improvement districts and permit in-lieu parking fees in selected locations to further reduce on-site parking and make mixed-use development economically feasible.*

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

## **Open Space**

With respect to open space, the Framework Element states the following:

*GOAL 6A: An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.*

*Objective 6.2: Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.*

*Objective 6.4: Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass.*

Consistent with the above goal and objectives, the Proposed Plan provides for an arrangement of land uses, circulation, and services that encourage and contribute to the economic, social, and



physical health, safety, welfare, and convenience of the community, within the larger framework of the City of Los Angeles. The Framework Element's open space objectives, goals and policies are oriented around the provision of outdoor recreational opportunities, minimization of public risks from environmental hazards, and use of open space to enhance community and neighborhood character. The West Adams New Community Plan is fortunate to have large hillside areas devoted to open space, and immediate access to the 500 acre regional park, the Kenneth Hahn State Recreation Area, which is an extraordinary geographic resource. Consistent with the Framework Element, the Proposed Plan considers open space as an integral ingredient of neighborhood character. The Proposed Plan includes policies and programs that encourage safe and attractive places for all income levels, by prioritizing new parks in underserved or low-income communities, and setting a walkability standard (i.e. ¼ mile or ½ mile) for access to recreational facilities. However, the Proposed Plan recommends achieving this policy by minimizing the displacement of housing and the relocation of residents.

*Policy 6.4.3: Encourage appropriate connections between the City's neighborhoods and elements of the Citywide Greenways Network.*

*Policy 6.4.7: Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources (see the Recreation and Parks section in Chapter 9: Infrastructure and Public Services).*

*Policy 6.4.8: Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.*

*a. Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the City with deficiencies of natural open space, especially in targeted growth areas.*

*b. Encourage the improvement of open space, both on public and private property, as opportunities arise. Such places may include the dedication of "unbuildable" areas or sites that may serve as green space, or pathways and connections that may be improved to serve as neighborhood landscape and recreation amenities.*

*Policy 6.4.9: Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.*

The Proposed Plan encourages a continuous network of open space, parks and community facilities. The Proposed Plan is consistent with the Framework Element by proposing a linear open space and greenway system that links communities and neighborhoods to the City's regional open spaces, particularly parks. The Proposed Plan identifies open space access and linkage opportunities through potential joint-use of parks and public facilities and potential greenways along railways, power-lines, public facilities and creeks. In an effort to address the need for additional open space, park and pocket parks, the Proposed Plan encourages the prioritization of open space and parkland located near the Baldwin Hills, primarily adjacent to La Cienega Blvd.

and La Brea Ave., to link to the Kenneth Hahn Recreation Area. In the Proposed Plan, the Hauser Blvd. Power Line right-of-way is an example of a linkage opportunity into the greenway and trails network. Prioritization of the development of a walking and/or bike route along the future Ballona Creek Greenway is ~~recommended~~encouraged in the Proposed Plan. However, as stated in the programs of the Proposed Plan, coordination with other agencies, departments and entities are crucial to ensuring that adequate open space is acquired, maintained and expanded.

Consistent with the above-referenced policies, the CPIO District and Crenshaw Corridor Specific Plan amendments include development standards that require open space, lot coverage and landscaping to conserve and contribute to existing resources. Moreover, the Proposed Plan promotes health and sustainability by encouraging transit-oriented development to provide access from the Metro Expo Line and the Crenshaw/LAX Transit Corridor to parks and open space, by the use of paseos, limited street closures, easements and street vacating. The Proposed Plans protects open space by encouraging the preservation of hillside open space, public facilities, and viewsheds as resources within the community.

The Proposed Plan supports an ecologically sustainable future by encouraging “green” development and the efficient use of land. Additionally, rooftop gardens and incorporating green roofs will further promote sustainability of new developments and add to the open space amenities in areas where open space is scarce. Inventory of existing parks, public easements, right-of-ways, and schoolyards are encouraged to help identify other potential community garden sites. Other policies include minimizing the required parking footprint to allow for more open space amenities, pedestrian circulation areas and landscaping.

With respect to open space, the Service Systems Element states the following:

*Service Systems Element - Recreational use should be considered for available open space and unused or underused land, particularly publicly owned lands having potential for multiple uses.*

*Service Systems Element - High priority will be given to areas of the City which have the fewest recreational services and the greatest numbers of potential users.*

The Proposed Plan promotes the use of the bicycle as an alternative mode of transportation. In conjunction with the City’s 2010 Bicycle Plan, the Proposed Plan designates numerous additional bikeways that provide access to parks and open space areas, in addition to transit corridors, commercial areas, residential neighborhoods and employment centers. Consistent with the Framework Element, the Proposed Plan includes locations of designated and recommended scenic highway corridors, which contain natural features including hillsides and creeks, with a system of trails. Design Guidelines are encouraged for various points of entry into this community to help facilitate improvements to existing public spaces and right-of-ways which will contribute aesthetically to the landscaping and streetscaping in the public realm. Consistent with the above-referenced policies, the Proposed Plan encourages developing and implementing street design guidelines to maintain urban forestry.

*Framework Element Policy 6.4.10: Provide for the joint use of open space with existing and future public facilities, where feasible.*

*Open Space Element Policy: Private development should be encouraged to provide ample landscaped areas, malls, fountains, and other aesthetic features which emphasize open space values through incentive zoning practice or other practicable means.*

*Open Space Element Policy: The provision of malls, plazas, green areas, etc., in structures or building complexes and the preservation and provision of parks shall be encouraged.*

*Open Space Element Policy: Open space areas shall be provided or developed to serve the needs as appropriate to their location, size and intended use of the communities in which they are located, as well as the City and region as a whole.*

In conformance with the above policies, the Proposed Plan includes policies and programs that encourage the joint-use of open space with existing and future public facilities for the community at large. The Proposed Plan encourages coordination with other agencies to acquire vacant land for publicly owned open space. The Proposed Plan supports the expansion of existing open space through other entities, as shown through the partnership of the California Department of Parks and Recreation and the Baldwin Hills Conservancy, which will provide over 100 acres of the future “Baldwin Hills Park” within the boundaries of this Community Plan Area. Consistent with the Open Space Element, the Proposed Plan includes design guidelines to maximize the provision of pedestrian amenities, landscaped plazas, paseos, and other open spaces as part of new development.

## **Economic Development**

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

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

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

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

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

*Objective 7.3: Maintain and enhance the existing businesses in the City.*

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

One of the purposes of this Community Plan update is to use sustainable development principles to promote economic development throughout the Community Plan Area. The Proposed Plan intends to conserve and enhance the distinct commercial areas by promoting pedestrian orientation while prioritizing land use and a sufficient parking supply to serve area businesses. To encourage a more healthy community while stimulating economic development, the Proposed Plan enforces the City’s Walkability Checklist, Citywide Design Guidelines and Principles of Urban Design and Sustainability and the coordination with local transit agencies to increase access to



businesses and sources of healthy foods. The Proposed Plan encourages the utilization of incentives to support stores and restaurants to sell healthy foods in underserved areas. The Proposed Plan encourages the coordination with Community Economic Development and Workforce Development Department and the successor agency to the Community Redevelopment Agency to prioritize grocery access and to create a clearinghouse of community resources to present a comprehensive package of incentives to stimulate economic growth. Consistent with the above-policy, the Proposed Plan supports procedures to streamline and expedite permitting for grocery stores in underserved areas. In accordance to the Framework Element, the Proposed Plan supports strategies that match jobs to existing and desired resident skills, job training programs in schools and for targeted groups with long-term unemployment, and encourage programs focused on retention and growth of viable businesses in the community. The Proposed Plan encourages the expansion of existing and the formation of new business improvement districts to assist with the aesthetics of commercial properties.

Moreover, by establishing transit-oriented development areas, the Proposed Plan is in conformance with the General Plan by creating a balance of jobs and housing near multi-modal transportation options to encourage economic sustainability. In conformance with the Framework Element, this improves the movement of goods and workers, especially to industrial areas.

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

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

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

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

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

The Proposed Plan is consistent with the Framework Element in that it concentrates future growth around commercial centers and corridors supported by transit infrastructure while limiting development in surrounding low-density neighborhoods. Historic resources are continued to be preserved while encouraging adaptive reuse of existing structures for new industries, as appropriate. The Baldwin Hills-Crenshaw Plaza is a hub of regional commerce and activity and contains professional offices, and a mixture of other uses. This regional center provides a significant number of jobs and serves a much larger population. Mixed-use Boulevards include certain segments of Venice, Washington, Adams, Crenshaw, Jefferson, Vernon, Slauson, and Florence. Community Centers are identified as nodes in the Commercial Corridors Major Intersection Nodes CPIO Subarea.

In conformance with Framework Element Policy 7.10.2, the Proposed Plan focuses implementation resources in "communities of need." To improve the health, welfare and economic vitality in the commercial areas and transit corridors, development standards are proposed for the over-concentration of certain uses that rely on a standardized development typology dominated by excessive automobile orientation. The CPIO District implements implement the policies of the

Proposed Plan by incentivizing the attraction of larger full service grocery stores that provide for the sale of fresh produce and healthy foods. The Proposed Plan seeks to improve the quality of life of the community by encouraging the attraction of full service “sit-down” restaurants, farmers’ markets, entertainment venues, and high quality lodging. The Hyde Park Industrial Corridor CPIO Subdistrict Subarea promotes industrial revitalization of properties, connectivity to open space amenities and encourages a vibrant mix of uses that increases access to a greater variety of good and services, in close proximity to surrounding established neighborhoods. Landscape buffers, building intensity parameters, and transitional heights are tailored to reduce the potential negative impact. High-wage jobs and training for the community are key components in growing “Clean-tech” and “Green-tech” sectors in this neighborhood.

In conformance with the Framework Element, ~~the~~ amendments ~~of~~ to the Crenshaw Corridor Specific Plan will promote continued revitalization of the historic Leimert Park Village, continued promotion of the Crenshaw area as a regional and cultural destination, update the use limitations and performance standards of certain uses, ~~the creation of~~ create subareas that promote pedestrian- and transit-oriented districts, and ~~streamlining~~ streamline the administrative clearance process to reduce uncertainty for developers and the community, as directed in the Framework Element. The CPIO Subdistricts subareas surrounding the Metro Rail Expo Line stations are encouraged to develop as multimodal transit villages that include a mixture of uses that provide jobs, housing, open space, goods and services while responding to the character of the neighborhood. Revitalization of “greyfield”, “brownfield” and underutilized sites will bring clarity to transit-oriented development potential for infill development. The Venice/National TOD, La Brea/Farmdale TOD, and Jefferson/La Cienega TOD CPIO Subdistricts subareas are promoted as supporting transit-oriented districts outside of the City Center that attract “Hybrid Industrial” uses, encouraging emerging commercial, office, “Clean-tech” and mixed uses.

## Mobility

*Goal A: Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.*

*Objective 2: Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.*

*Policy 2.11: Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate destinations.*

*Objective 3: Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.*

*Policy 3.10 Develop new and/or refined parking policy procedures for designated centers and districts.*

*Policy 3.12: Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards.*

*Policy 3.13: Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote*

*direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.*

*Policy 3.14: Promote the provision of shared--parking facilities in appropriate centers and districts.*

*Policy 3.15: Enhance bicycle access to neighborhood districts, community centers, and appropriate locations in regional centers and mixed--use boulevards.*

*Objective 4: Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.*

*Goal C: An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing access to employment opportunities, essential services, and open space.*

*Objective 11: Preserve and enhance access to scenic resources and regional open space.*

*Implementation Program P1: Amend the Community Plans, as part of the Community Plan Update Program (1) to reflect ~~Transportation Element~~ Mobility Element objectives and policies in the Circulation section of each Community Plan text; (2) to incorporate the ~~Transportation Element~~ Mobility Element Highways and Freeways circulation system into each Community Plan Generalized Circulation map; (3) to identify pedestrian priority street segments; and (4) to identify transit-oriented districts.*

*Implementation Program P14: Formulate local standards for designated pedestrian-oriented and transit-oriented districts to account for each area's unique characteristics.*

The Proposed Plan provides policies to ensure the movement of goods and people through each mode of transportation, including walking, bicycling, transit and driving of motor vehicles. In conformance with the ~~Transportation Element~~ Mobility Element, the Proposed Plan places primary emphasis on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology and focused growth in proximity to public transit.

The Proposed Plan contains modified street standards that protect the existing wide sidewalks found in pedestrian-priority areas, while planning for wider sidewalk widths where current dimensions are not conducive for adequate pedestrian circulation. The Proposed Plan encourages new developments to include bicycle and pedestrian amenities and promotes the reclaiming of lands for recreational use and additional circulation networks. Policies and programs included in the Proposed Plan are also aimed at preserving and maintaining the existing alley network, which can enhance both pedestrian and vehicular circulation within the Community Plan Area. To promote more sustainability principles in the Community Plan Area, and to be in compliance with SB 375, the Proposed Plan supports a complete street system that allows for multi-modal transportation options to enhance mobility through various land uses and neighborhoods efficiently and effectively.

With the opening of the Metro Expo Line, planning of the Crenshaw/LAX Transit Corridor stations and an existing robust network of bus lines, the Community Plan Area contains prime locations for transit-oriented development. The significant regional investment made in transit infrastructure in West Adams provides an opportunity for integrating transportation planning with land use planning in a way that concentrates future growth in population and employment in mixed-use



development in areas within walking distance of transit service. The Proposed Plan builds upon these opportunities to concentrate growth and limit new development in surrounding low-density neighborhoods. These strategies promote improved livability within West Adams and for the City at large, by encouraging the use of alternative forms of transportation, improving accessibility, and providing housing opportunities near centers of employment.

*Implementation Program P2: As part of the Community Plan Update Program, develop Transportation Improvement and Mitigation Plans (TIMPs) for each Community Plan area which (1) set forth recommended measures to mitigate impacts of future traffic growth and (2) define neighborhood traffic management strategies to protect residential areas from the intrusion of traffic from nearby commercial and/or industrial development and of regional traffic. Recommended traffic mitigation measures shall be set forth in the following categories, as appropriate: Transit, Transportation Demand Management (TDM), Transportation System Management (TSM), Street/Highway Infrastructure, and Parking Management.*

Consistent with the above-referenced program, a Transportation Improvement and Mitigation Plan (TIMP) was developed for the West Adams New Community Plan. Within the TIMP, recommended measures to mitigate impacts of future growth were provided. The Transportation Demand Management strategies that will improve existing transportation systems in this Community Plan Area are Adaptive Traffic Control System, Intersection Improvements (signal modifications, pedestrian improvements), and Roadway Segment Capacity. The TIMP recommended that a portion of Exposition Blvd., ~~from east of~~ La Brea Ave. ~~to Rimpau Blvd.~~, should be vacated to create a more pedestrian-friendly environment near the transit station. Additionally, a model Transportation Demand Management Ordinance was included in the TIMP for the City of Los Angeles. Suggested standards require large-scale developments to install kiosks with transportation information and specified new projects are required to provide designated carpool parking spaces.

## Summary of CEQA Findings

Pursuant to CEQA Guidelines Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on February 1, 2008 by the City for a 30-day public review period. A total of 17 comment letters were received. Information, data, and observations resulting from these letters are included throughout the Draft EIR, where relevant. A public scoping meeting was held on February 27, 2008. The purpose of this meeting was to provide early consultation for the public to express their concerns about the potential environmental impacts of the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft EIR. Based on public comments in response to the NOP and a review of environmental issues by the City in an Initial Study, the Draft EIR analyzed the following environmental impact areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise

- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Population, Housing, and Employment
- Public Services
- Transportation and Traffic
- Utilities and Service Systems

A Draft EIR was prepared for the Proposed Plan and a Transportation Improvement and Mitigation Program (TIMP) was also prepared as part of the environmental analysis.

The Draft EIR was initially circulated for a 45-day review period, as required by State law, beginning on September 13, 2012, with a closing date of October 29, 2012. However, in response to requests by interested parties, the review period was extended to 60 days. The extended review period of 15 days ended on November 13, 2012. As the lead agency, the City of Los Angeles received 68 written comments on the Draft EIR from public agencies, groups and individuals.

Section 15088 of the CEQA Guidelines requires the lead agency (DCP) to evaluate comments on environmental issues received from public agencies and interested parties who review the draft EIR and provide written responses. Throughout the environmental phase of plan development, the lead agency received written comments on the Draft EIR from public agencies, groups and individuals. Responses to all 17 letters received will be included in the Final EIR. The Final EIR is currently being prepared and will be considered by the City Council prior to adoption.

## **PUBLIC HEARING AND COMMUNICATIONS**

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

The Open House and Public Hearing for the West Adams New Community Plan (Proposed Plan) was held on Tuesday, January 15, 2013, at the Nate Holden Performing Arts Center, 4718 W. Washington Blvd., Los Angeles, CA 90016. The Open House was scheduled from 5:00 pm – 7:00 pm, followed by a Public Hearing from 7:00 pm to 9:00 pm. Approximately 300 people signed in at the Open House, with over 500 people in attendance during the course of the evening. Due to the large community turnout, the Open House was extended through the Public Hearing, which ended at 9:30 pm. In total, 45 people provided verbal testimony to the hearing officer, and ten comment forms were submitted by the end of the night. A total of 20 written comments were received by the close of the Proposed Plan's comment period, which was Friday, February 1, 2013. Several representatives from the neighborhood councils were in attendance.

At the Public Hearing, public comments ranged from the discussion of the proliferation of uses throughout the community to the need for open space. Many speakers spoke in favor of the proposed locations of the transit-oriented development areas and making neighborhoods more pedestrian-friendly. A few commenters were impressed with the professionalism of staff, and stated that the Proposed Plan is very ambitious. Many of the speakers expressed how much they appreciate the diversity of the people, architecture and neighborhoods and are very proud to live in this community. A large number of commenters thanked Planning staff for their hard work on the Proposed Plan and for reconciling different interests in the community.

Many speakers expressed concerns with the planning process; with several residents stating that more time is needed to review the Proposed Plan's text, maps, and proposed land use ordinances. A second open house was requested by a few residents. A community member requested that staff should prepare an executive summary for the Proposed Plan. Some of the speakers spoke of feeling overwhelmed with the amount of material to read through and how the documents are very complicated. One speaker mentioned that the West Adams New Community Plan needs to be consistent with the Wilshire Community Plan, north of the Community Plan Area, by providing less automotive uses and fast-food restaurants. Several speakers showed concerns of not having a completed EIR, and how the community will be impacted by air quality and water runoff from the Hollywood Hills. Also, a few commenters stated that they did not receive adequate noticing for the Public Hearing.

A significant number of speakers stated that more open space, parks and street trees are needed throughout the community. Ideas included using vacant parcels for parks and community gardens. Additionally, more of a tree canopy was requested by requiring new developments to add more trees along the streets. One speaker stated that not everyone has access to Kenneth Hahn Park, and better access to open space is needed. Safe places for children to play are needed, stated another commenter.

There were concerns expressed about increased automobile traffic, where congestion and parking are spilling over into the residential areas from the commercial corridors. Others expressed concerns about a reduction in parking supply. An additional traffic study was requested, especially for La Cienega and Venice Blvds. One speaker stated that there is disconnection between some of the policies, programs and implementation mechanisms in the Mobility Chapter of the Proposed Plan. Another speaker stated that the issues of traffic in this area are best resolved by working on the Expo Line and placing jobs near transit. To be consistent with Culver City's TOD plans, higher densities at the Jefferson/La Cienega TOD were requested.

Several speakers were interested in the location of bike lanes throughout the Community Plan Area.

The most prevalent issue raised during the Public Hearing was the over-concentration of certain uses throughout the Community Plan Area. There were supporters and opponents of use limitations being applied to free-standing fast-food establishments. Supporters stated that CD 10 should not be exempted from the use limitation distance separation standard. Many opponents provided details on how quick-service restaurants, in particular McDonald's, have healthy food options, and that McDonalds provides jobs and programs to the community. Several spoke of how Ronald McDonald House benefits families in the community. Many speakers discussed that in addition to the proposed use limitations, an amortization period for existing automotive-related uses should be adopted. Additionally, several commenters spoke about issues with nuisance motels. One speaker spoke in particular of motels located on Jefferson/La Brea, Rimpau/Adams and West Blvd/Buckingham.

Housing and census data were additional topics discussed by speakers at the hearing. Several commenters asked why 25% of the new housing for the City was being placed in this community, if there are 35 community plans in the City. A speaker requested that appropriate zoning should be reviewed for character neighborhoods. Jefferson Park was mentioned as an area to be downzoned to R2. Additionally, commenters inquired about using year 2000 versus 2010 Census data. One speaker expressed concerns about housing displacement and that no implementation measures are provided to protect housing around transit. However, others stated that no more affordable housing is needed in this Community Plan Area. Furthermore, several commenters stated that density should be transferred out of the character neighborhoods, particularly Jefferson Park and Arlington Heights.

Economic development suggestions were provided by some speakers. The adoption of the Washington Boulevard Specific Plan was encouraged. Several speakers advocated for the retention and expansion of small businesses, and not allowing the area to lose its distinct character by allowing more franchise stores to open along Crenshaw Blvd. One speaker inquired about how the Hybrid Industrial Land Use Designation would impact the community. A few speakers stated that sit-down restaurants are needed, especially along Washington Blvd, and that incentives are needed to attract grocery stores that provide healthy food options. It was mentioned that 1803 S. Arlington is a possible opportunity site for an adaptive reuse project. One speaker stated that a senior citizen development is needed at Sycamore/Adams and a basketball court for children should be placed at Redondo/Adams, near the Cienega Elementary School. Status updates were requested regarding streetscape improvements, in particular the beautification project along Adams Blvd. A representative from Kaiser Permanente stated that a new medical office will be developed on a portion of the Marlton Square site. A speaker followed up with interest on receiving a master plan for Marlton Square and stating that a design review board is needed for the Crenshaw Corridor Specific Plan.

Some speakers requested clarification on building heights in the proposed land use ordinances. The majority of the speakers stated that building heights over three or four stories are too high and tall buildings will block the sun. One commenter asked staff to review proposed building heights in Subarea # 1494, 1492, 1496, and 1490, for properties located on Crenshaw Blvd., between 48<sup>th</sup> St. and Vernon Ave., because this area is the gateway for Leimert Park Village, and building heights over 48' may obscure views. Many commenters supported the transitional heights and buffers between residential areas and adjacent commercial and industrial uses.

Many speakers spoke of preservation of character neighborhoods and cultural resources. This includes maintaining historic integrity and facade treatment of buildings, particularly along

Washington Blvd. A few commenters praised Survey-LA. Questions were asked about what is the process for making Arlington Heights a designated historic neighborhood.