

EXHIBIT C: City Charter, LAMC and General Plan Findings

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.

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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 (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 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 directing growth into transit-oriented development areas and at major intersection nodes. In an effort to retain neighborhood serving uses, CPIO District subareas are located in areas that serve as identifiable business, service, social and cultural places for the Community Plan Area. The seven subareas are:

- Commercial Corridors
- 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, 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, the individual subarea development regulations include standards for lot coverage, building intensity, building façade frontage at the sidewalk, building heights, active ground floor uses, parking reduction incentives, and incentives for affordable housing. The Commercial Corridors and Major Intersection Nodes subareas includes two design guidelines to help improve the visual appearance of open space and foster high-quality sustainable infill development. Other 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 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 neighborhoods such as Arlington Heights and Leimert Park. 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 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 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 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' 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 214,012 people, 84,257 dwelling units and 53,556 jobs, by 2030, providing enough capacity to meet 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 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 also contains multi-family design guidelines 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 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 such as the District located at Slauson Ave. and West Blvd.

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 CPIO 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 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 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 subareas: Venice/National TOD, Jefferson/La Cienega TOD, La Brea/Farmdale TOD and the 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 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 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 includes amendments to the Santa Barbara Plaza (a.k.a. Marlton Square) site that 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, the introduction of new commercial and non-industrial uses 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 seven CPIO 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 subareas, including 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 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/LAX Transit Corridor Project: Crenshaw/Expo, Crenshaw/Martin Luther King, Jr., Leimert Park 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 Vision Theatre (c.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. In accordance with the above-referenced policies, the Proposed Plan supports the continued progress of potential and proposed HPOZ district 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 range of different housing types that address particular needs of the city's households.

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

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 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 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: Provide incentives and flexibility to generate new 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 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 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.

1: Promote preservation of neighborhood character in balance with facilitating new development.

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

Program 92: Planning for Neighborhood Character – Conduct regular updates of Community Plans in order to address changing local needs. Adopt implementation tools, such as 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 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 (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 encourages quality design through 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 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 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 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 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. Several CPIO 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. 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 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 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 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 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 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, amendments 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, create subareas that promote pedestrian- and transit-oriented districts, and streamline the administrative clearance process to reduce uncertainty for developers and the community, as directed in the Framework Element. The CPIO 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 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 Mobility Element objectives and policies in the Circulation section of each Community Plan text; (2) to incorporate the Mobility Element 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 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., east of La Brea Ave. 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.