

Findings

Project Location

The Proposed Project area affects 23 lots located within the Crenshaw Corridor Specific Plan. Fourteen lots are located northerly of Slauson Avenue between Crenshaw Boulevard and Hillcrest Drive. Additionally, nine lots are located between 59th Street and 60th Street, one lot westerly of Crenshaw Boulevard and eight lots easterly of Crenshaw Boulevard (Exhibit A).

Charter Findings

Charter Section 556 - In accordance with Charter Section 556, the proposed ordinance adopting a permanent [Q] Qualified classification zone change is in substantial conformance with the purposes, intent and provisions of the City's General Plan and all applicable provisions of the Los Angeles Municipal Code (LAMC). The ordinance is consistent with and further accomplishes goals, objectives and policies in portions of the General Plan including the General Plan Framework.

Charter Section 558 - Los Angeles City Charter Section 558 requires that prior to adopting a land use ordinance, the City Council shall make findings that the ordinance conforms with public necessity, convenience, general welfare, and good zoning practice. The proposed ordinance conforms with public necessity and good zoning practice because it promotes controlled development while encouraging and stimulating economic revitalization consistent with the purposes of the Crenshaw Corridor Specific Plan, as well as the goals and policies of the West Adams-Baldwin Hills-Leimert Community Plan, Los Angeles Municipal Code and the General Plan Framework Element.

The proposed ordinance substantially advances a legitimate public interest, convenience and general welfare because it supports the overall fiscal health of the Community Plan Area and City by reasonably increasing the viability of commercial areas. Because commercial areas proximate to the emerging Hyde Park Crenshaw/ LAX Transit Hub possess considerable potential for commercial, mixed-use and multi-family development, requiring development to occur on larger sites can promote a compatible and harmonious relationship where commercial areas are contiguous to residential neighborhoods. Furthermore, the increase of neighborhood-serving uses and mixed-income housing for the subject lots supports a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area. In addition, the creation of housing and services close to a transit station will reduce reliance on automobile trips alleviating traffic congestion which benefits the local residents and the general public at large.

Los Angeles Municipal Code (LAMC) Findings

LAMC 12.32 C and G - Pursuant to Section 12.32.C.7 and Section 12.32.G.2(a) of the LAMC, the proposed zone change ordinance for the subject lots is deemed necessary to protect the best interests of and assure that developments are more compatible with surrounding properties and the neighborhood. The proposed zone change will have no adverse impacts on the General Plan and the proposed ordinance is consistent with the goals and policies of the General Plan Framework. As previously mentioned, the proposed ordinance conforms to public necessity, convenience, general welfare, and good zoning practice in that it assures housing and economic

development opportunities in the Crenshaw Corridor Specific Plan area occur on sites large enough to effectively accommodate the programmatic needs of new commercial, mixed-use and multi-family residential development. By requiring that new infill development occur on at least two assembled lots, better design outcomes that prevent the potential adverse environmental effects of the zone change and address the overall pattern of development and character of surrounding areas, as well as address the overarching housing and economic development goals of the City are achieved.

General Plan Findings

The adoption of a permanent [Q] Qualified classification zone change will have no adverse effect upon the City's General Plan. The ordinance further accomplishes the goals, objectives and policies contained in portions of the General Plan including the General Plan Framework and Land Use Element.

General Plan Framework

The proposed ordinance (Exhibit B) is consistent with the following goals, objectives, and policies of the General Plan Framework as they relate to Neighborhood Districts, Community Centers, Mixed-Use Boulevards, Transit Stations, and Economic Development:

Neighborhood Districts

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.

Community Centers

Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity 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.

Policy 3.9.1: Accommodate the development of community-serving commercial uses and services and residential dwelling units in areas designated as "Community Center" in accordance with [Framework Element] Tables 3-1 and 3-5. The ranges and densities/intensities of uses permitted in any area shall be identified in the community plans.

Policy 3.9.6: Require that commercial and mixed-use buildings located adjacent to residential zones be designed and limited in height and scale to provide a transition with these uses, where appropriate.

Mixed-Use Boulevards

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.

Policy 3.13.1: Encourage the development of commercial uses and structures that integrate housing units with commercial uses in areas designated as "Boulevard-Mixed Use" in accordance with [Framework Element] Tables 3-1 and 3-8. The range and density/intensity of uses permitted in any area shall be identified in the community plans.

Transit Stations

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

Economic Development

Goal 7G: A range of housing opportunities in the City.

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

Figure 1-3 of the adopted West Adams-Baldwin Hills Leimert Community Plan updates the City's General Plan Framework Map to identify Districts, Centers and Boulevards throughout the Plan Area including the subject lots (Exhibit A). The Project will facilitate the above goals, objectives and policies improving the area's commercial vitality and pedestrian orientation by facilitating better design outcomes for projects on the subject lots within the Crenshaw Corridor Specific Plan.

Increasing the minimum lot area and lot width standards for new development would allow existing businesses to expand their operations or new commercial and multi-family uses to locate at sites that allow greater flexibility in tailoring the building envelope to meet their needs and address neighborhood context. This supports the General Plan Framework goals, policies and objectives for business retention, business attraction and increasing the City's fiscal well-being while supporting the Framework's goals of pedestrian-friendly environments that address the needs of area residents and provide a range of housing opportunities.

Land Use Element - West Adams-Baldwin Hills-Leimert Community Plan

The West Adams– Baldwin Hills– Leimert Community Plan endeavors to direct the enhancement of the area’s distinctive neighborhoods by enabling the reconnection of residential areas to nearby commercial districts, centers and facilities. By providing land use tools such as the Crenshaw Corridor Specific Plan and the subject [Q] condition zone change, pedestrian-oriented commercial environments are enabled through development standards and guidelines designed to foster excellence in design, maximize accessibility to amenities, and provide transition in scale and height to lower-density neighborhoods.

The proposed ordinance is consistent with the following goals and policies of the West Adams-Baldwin Hills-Leimert Community Plan, including:

Commercial Areas

Policy 16-2: Create Feasible Development Sites. Consolidate and deepen shallow commercial boulevard lots in a manner that is compatible with prevailing urban form as a means to stimulate existing businesses and create feasible opportunities for new development that is appropriate in terms of scale and character.

Goal LU24: A community that facilitates increasing and improving the economic activity of existing commercial areas through revitalization of the physical environment.

Goal LU24-2: Assess Business Needs. Assess the needs of commercial businesses in order to retain and improve their visual characteristics within these areas.

Commercial and Mixed-Use Boulevards

Goal LU38: A community that promotes context sensitive projects, including mixed-use projects along commercial corridors.

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

The proposed ordinance will promote the goals, policies and programs of the West Adams-Community Plan by ensuring that new development occurs in a manner that improves commercial activity as well as physical conditions in the Community Plan Area. By acknowledging longstanding community plan policy to stimulate pedestrian-oriented areas such as Slauson Avenue and Crenshaw Boulevard through consolidation and deepening of historically shallow commercial zoned areas, the proposed ordinance will improve the visual characteristics of new development close to the forthcoming Crenshaw/ LAX Hyde Park Station.

Furthermore, the Q condition zone change will foster commercial vitality because it requires new development to occur on sites with adequate width and square footage to accommodate the programmatic needs of commercial and mixed-use development. This will facilitate projects shaped in a manner that can better address prevailing urban form.

CEQA Findings

Pursuant to Section 210821(c)(3) of the California Public Resource Code, the Department of City Planning prepared a Negative Declaration (ENV-2019-6109-ND), concluding that the proposed zone change ordinance adopting a permanent [Q] Qualified classification ("Project") will result in less than significant impacts and/or that there will be no impacts.

The Final Negative Declaration (ND) for the Project concluded less than significant impacts for the mandatory findings of significance. The Project did not propose or authorize any development by itself. As discussed in the Final ND, the subject lots in the project area are built out, therefore, the Project would not impact any endangered flora or fauna, or modify any special status species habitat. Further, it would not impact habitat or population levels of fish or wildlife species, nor would it threaten a plant or animal community or a rare endangered plant or animal.

The Final ND disclosed that no significant impacts were identified for the 18 environmental factors as a result of the Project. The Project would not result in any unmitigated significant impacts thus no cumulative impacts would occur. The Final ND determined that there would be no substantial adverse effects on human beings directly or indirectly.

Consistent with the Final ND, the proposed ordinance does not propose or authorize any project by itself. The approval of the ordinance will apply the minimum lot area and lot width regulations to multiple-family residential, commercial and mixed-use projects on the subject commercial zoned lots of Subarea G and H within the Crenshaw Corridor Specific Plan, an established urbanized area that is mostly built-out. Thus, new proposed commercial, multiple-family residential and mixed-use developments approved under the proposed ordinance will not endanger any fauna or flora or modify any special status species or habitat. Additionally, the Ordinance does not authorize any project in any identified Biological Resource Area. No fish, wildlife species, endangered plant or animals will be impacted by the adoption of the zone change ordinance.

All environmental factors were analyzed in the Negative Declaration and no significant impacts were identified. The proposed zone change ordinance will not have any substantial environmental effects on humans directly or indirectly.